



OPTA Financial Survey - Summary of Results

Created by: OPTA Planning Committee

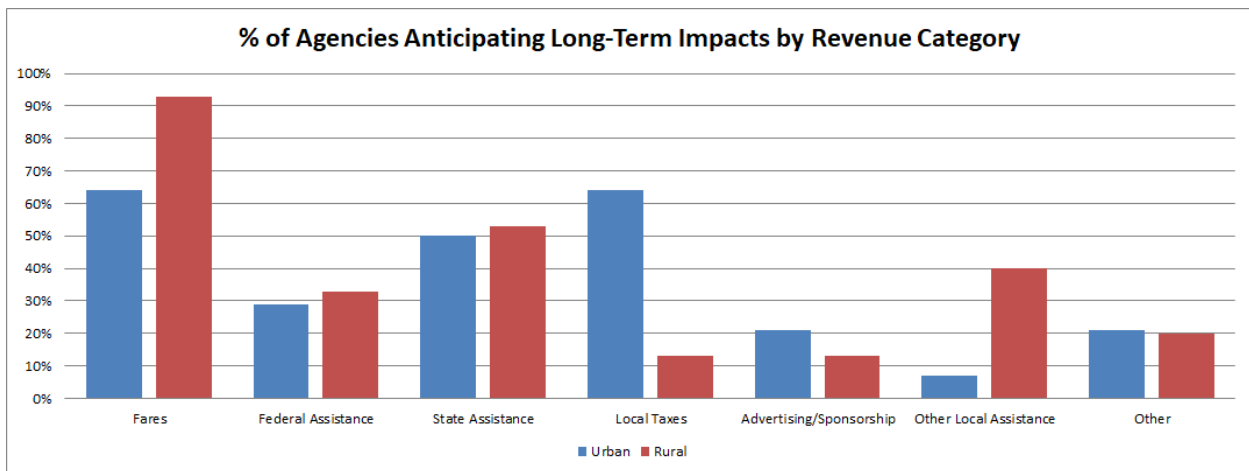
Agencies Represented

- 14 Urban Responses
 - 52% Response Rate (27 total Urban agencies in Ohio)
 - Top 9 Highest Ridership Agencies in State responded
- 15 Rural Responses
 - 44% Response Rate (34 total Rural agencies in Ohio)

Revenue Impacts

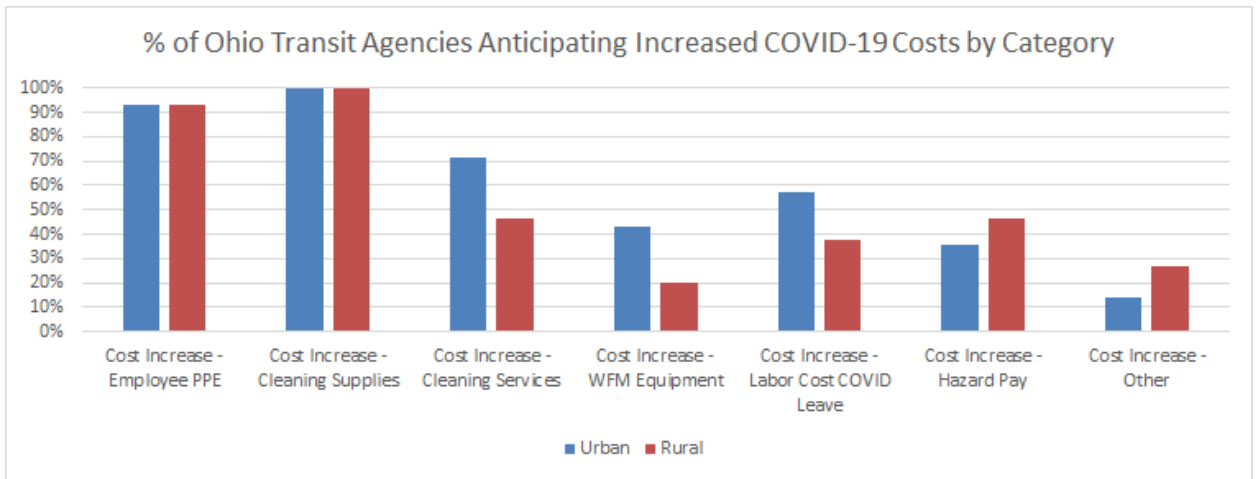
- Projected Change in Total Revenue 2019-2020
 - Urban
 - +0.04% (\$280,229.92) including all revenue categories
 - -40% (-\$320,488,658.35) excluding all “Federal Assistance”
 - -26% (-\$207,222,659.32) assuming 2019 “Federal Assistance” level was sustained
 - Note: Federal Assistance includes CARES Act funds which is not a sustained revenue source beyond 2020.
 - Rural
 - -10% (-\$2,236,168.31) including all revenue categories
 - -62% (-\$14,369,856.75) excluding all “Federal Assistance”
 - -21% (-\$4,858,244.77) assuming 2019 “Federal Assistance” level was sustained
 - Note: Federal Assistance includes CARES Act funds which is not a sustained revenue source beyond 2020
- Projected Change by Revenue Type 2019-2020 (Graphs Coming Soon)
 - Urban
 - Fares (Passenger and Contracted): -51% (\$59,907,018.26)
 - Federal Assistance: +183% (\$207,502,889.24)
 - State Assistance: +12% (\$1,039,781.57)
 - Local Taxes (Sale, Income, Property): -24% (\$129,346,770.31)
 - Advertising/Sponsorship: -13% (\$605,567.46)
 - Other Local Assistance: -38% (\$913,868.46)
 - Other: -8% (\$1,068,206.35)
 - Rural
 - Fares (Passenger and Contracted): -32% (\$2,999,617.23)
 - Federal Assistance: +28% (\$2,622,076.46)
 - State Assistance: +11% (\$140,614.55)
 - Local Taxes (Sale, Income, Property): -18% (\$27,141.44)
 - Advertising/Sponsorship: -10% (\$16,313.24)
 - Other Local Assistance: -22% (\$225,518.68)
 - Other: -10% (\$51,328.61)

- % of Agencies Anticipating Long-Term Impacts in Stated Categories
 - Urban
 - Fares (Passenger and Contracted): 9 of 14 or 64%
 - Federal Assistance: 4 of 14 or 29%
 - State Assistance: 7 of 14 or 50%
 - Local Taxes (Sale, Income, Property): 9 of 14 or 64%
 - Advertising/Sponsorship: 3 of 14 or 21%
 - Other Local Assistance: 1 of 14 or 7%
 - Other: 3 of 14 or 21%
 - Rural
 - Fares (Passenger and Contracted): 14 of 15 or 93%
 - Federal Assistance: 5 of 15 or 33%
 - State Assistance: 8 of 15 or 53%
 - Local Taxes (Sale, Income, Property): 2 of 15 or 13%
 - Advertising/Sponsorship: 2 of 15 or 13%
 - Other Local Assistance: 6 of 15 or 40%
 - Other: 3 of 15 or 20%

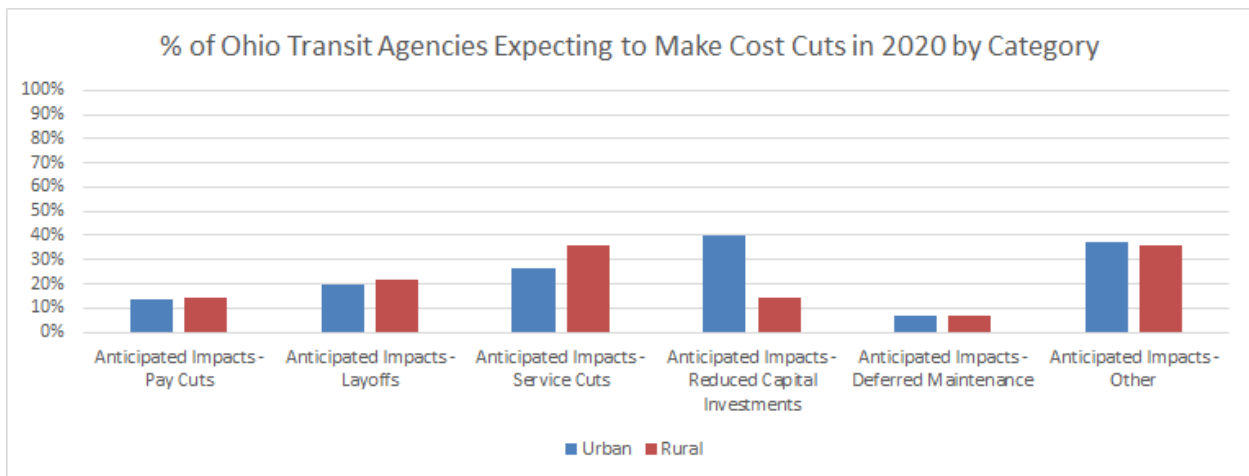


Cost Impacts

- Projected Change in Total Costs 2019-2020
 - Summary Points
 - 19 of 29 agencies expect increased costs in 2020
 - Many agencies with reduced costs have made cuts to service or other items
 - Urban, Average 3% increase in costs reported
 - \$56,055,727 cost increase among urban agencies reporting increased costs expected in 2020 over 2019
 - \$31,504,765 reduction in costs among urban agencies reporting decreased costs expected in 2020 over 2019
 - 9 of 14 urban agencies reported increased costs, 2 reported decreased costs, 1 assumed costs would remain steady, 1 did not reply
 - Rural, Average 0.89% increase in costs reported
 - \$2,335,919.07 cost increase among rural agencies reporting increased costs expected in 2020 over 2019
 - \$2,395,588.60 reduction in costs among rural agencies reporting decreased costs expected in 2020 over 2019
 - 10 of 15 rural agencies reported increased costs, 4 of 15 reported decreased, 1 did not respond
- % of Agencies Anticipating Cost Increases in Stated Categories due to COVID19
 - Urban
 - Employee PPE: 13 of 14 or 93%
 - Cleaning Supplies: 14 of 14 or 100%
 - Cleaning Services: 10 of 14 or 71%
 - Work from home Equipment: 6 of 14 or 43%
 - Increased Labor Costs: 8 of 14 or 57%
 - Hazard Pay: 5 of 14 or 36%
 - Other costs: 2 of 14 or 14%
 - Rural
 - Employee PPE: 14 of 15 or 93%
 - Cleaning Supplies: 15 of 15 or 100%
 - Cleaning Services: 7 of 15 or 47%
 - Work from home Equipment: 3 of 15 or 20%
 - Increased Labor Costs: 6 of 15 or 38%
 - Hazard Pay: 7 of 15 or 47%
 - Other costs: 4 of 15 or 27%



- % of Agencies Anticipating Cost Cutting Measures in Stated Categories
 - Urban
 - Pay cuts: 2 of 14 or 14%
 - Layoffs: 3 of 14 or 21%
 - Service cuts: 5 of 14 or 36%
 - Reduced capital investment: 2 of 14 or 14%
 - Deferred maintenance: 1 of 14 or 7%
 - Other: 5 of 14 or 36%
 - Other items listed: “transit employees not [lay off], but our contracted service provider will”, Dayton RTA not expected cuts
 - Rural
 - Pay cuts: 2 of 15 or 13%
 - Layoffs: 3 of 15 or 20%
 - Service cuts: 4 of 15 or 27%
 - Reduced capital investment: 6 of 15 or 40%
 - Deferred maintenance: 1 of 15 or 7%
 - Other: 6 of 15 or 38%
 - Other items listed: “not refilling positions after attrition”
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Ridership Impacts

- % Change in Ridership March 2019-2020
 - Urban
 - Average 26% decline
 - 1,974,470 fewer transit trips year over year among reporting agencies
 - Rural
 - Average 23% decline
 - 51,062 fewer transit trips year over year among reporting agencies
- % Change in Ridership April 2019-2020
 - Urban
 - Average 68% decline
 - 4,848,307 fewer transit trips year over year among reporting agencies
 - Rural
 - Average 61% decline
 - 98,677 fewer transit trips year over year among reporting agencies

Qualitative Comments

- Qualitative Comments Submitted
 - ***Note:** We encourage you to contact the individuals who made these quotes before using them. Contact info for the individuals quoted is listed in the survey response spreadsheet.
 - Rural Agencies
 - *“We have always operated on the financial edge. [We] often have to reduce driver hours to live within budget. There is no financial back up if we experience any financial difficulty.” - City of Logan Public Transit*
 - *“If operating contracts are going to be 50/50 in 2021 then we will have a hard time having enough local match to pull down full funding, possibly resulting in cuts to transit service, reduced capital investments, employee layoffs, [or] employee pay cuts.” -RTC Services, Bellefontaine*
 - *“The impact on our agency has been extremely hard. Our unemployment in our county was high already and we added around 3000 more people without jobs, some of which rode transit. Our contracts with schools and summer employment and camps have now been affected by agencies canceling and school being shut down early on. The impact is noticed throughout the agency and the county. We have great staff that show up to work and are there to transport those who are in need of essential services. We are helping deliver food to shut-in and working hand and hand with our mobility manager to get people what they need and get them where they need to go. We have not shut our doors, just focused on essential services.” -Perry County Transit*

- Urban Agencies
 - “[COTA’s] 2020 financial position will be inflated due to CARES Act Funding. This funding is likely to offset losses in revenue. Absent additional Federal/State assistance, 2021 will reflect a much different financial position.” -Central Ohio Transit Authority, Columbus
 - “Without the federal Cares Act funds Greene CATS would have had to significantly cut service not just because of lack of demand and layoff drivers, mechanics, dispatchers, and schedulers and defer vehicle purchases.” -Greene County Transit Board (CATS Public Transit)