CATS' COVID-19 Funding

Presented to
Citizen Transit Advisory Group
January 18, 2021

Agenda

COVID-19 Funding Overview

I. Overview - COVID-19 Pandemic
II. COVID-19 Impact on CATS
III. Utilization of COVID-19 Funds
IV. Going Forward
OVERVIEW
COVID-19 PANDEMIC

<table>
<thead>
<tr>
<th>Month</th>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>March</td>
<td>March 10, 2020</td>
<td>NC Governor Roy Cooper declared a State of Emergency and Safer at Home Order</td>
</tr>
<tr>
<td>March</td>
<td>March 23, 2020</td>
<td>CATS suspended fares for all services</td>
</tr>
<tr>
<td>March</td>
<td>March 27, 2020</td>
<td>Statewide stay at home order issued until April 29.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Coronavirus Aid, Relief, and Economic Security (CARES) signed into law</td>
</tr>
<tr>
<td>April</td>
<td>April 2, 2020</td>
<td>FTA announced $65,620,890 in CARES funding for CATS</td>
</tr>
<tr>
<td>June</td>
<td>June 8, 2020</td>
<td>CATS resumed charging fares</td>
</tr>
</tbody>
</table>
### Pandemic Timeline

**December**
- Dec 27, 2020
  - Coronavirus Response and Relief Supplemental Appropriations ACT (CRRSAA) signed into law

**January**
- January 11, 2021
  - FTA announced $52,345,661 in 5307 funds and $166,938,510 funds available through CRRSAA for CATS
- January 31, 2021
  - CDC announced a federal mask requirement for transit systems following the President’s Executive Order on January 21st, 2021

**March**
- March 11, 2021
  - American Rescue Plan (ARP) signed into Law

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### Pandemic Timeline

**March**
- March 29, 2021
  - FTA announced $88,134,579 in 5307 funds and $166,940 in 5310 funds available through ARP for CATS

**April**
- April 30, 2021
  - TSA extended the face mask requirement for all public transportation networks through September 13, 2021

**May**
- May 14, 2021
  - NC Governor lifted COVID-19 restrictions, lifting mask mandate for vaccinated individuals

**June**
- June 11, 2021
  - FTA announced $11,122,146 in 5309 funding for CATS Gold Line Project available through ARP

**August**
- August 20, 2021
  - TSA extended the face mask requirement for all public transportation networks through March 18, 2022
## Funding Sources

<table>
<thead>
<tr>
<th>Legislation</th>
<th>CATS Allocation</th>
<th>Date Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coronavirus Aid, Relief, and Economic Security Act (CARES)</td>
<td>$56,935,286</td>
<td>March 27th, 2020</td>
</tr>
<tr>
<td>Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)</td>
<td>$51,090,454*</td>
<td>December 27th, 2020</td>
</tr>
<tr>
<td>American Rescue Plan Act (ARP)</td>
<td>$82,696,619*</td>
<td>March 11th, 2021</td>
</tr>
<tr>
<td>American Rescue Plan Act (ARP) - Capital Investment Program</td>
<td>$11,122,146</td>
<td>June 11th, 2021</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$201,844,505</strong></td>
<td></td>
</tr>
</tbody>
</table>

### COVID-19 Impact on CATS
Ridership Impact

Ridership Trends

- 21,793,191 FY2020 Actuals
- 21,793,191 FY2021 Actuals
- 22,337,559 FY2022 Actuals
- 22,681,495 FY2023 Actuals
- 32,114,177 FY2024 Actuals

- +43% Goldline Streetcar RFID Increase in Demand
- -19% Goldline Streetcar out of Service in FY2020
- COVID Impact mid March
- +8% Reduction based on FY21 actuals and service demand
- -100% Reduction due to COVID-19 pandemic, social distancing requirements and mandated restrictions extended through FY2021

Fare Revenue Impact

Fare Revenue

- FY2019: 14,737,392
- FY2020: 18,335,650
- FY2021: 8,661,137
- FY2022 Budget: 10,340,000
- FY2022 Projection: 12,483,137

www.RIDETRANSIT.org
Sales Tax Impact

1/21 Sales Tax Receipts and Projections (millions)

Service Impact

Service Reductions and Anticipated Changes

<table>
<thead>
<tr>
<th>Bus</th>
<th>Date</th>
<th>Service Level</th>
<th>Revenue Hours per Weekday</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mar-20</td>
<td>Saturday w/ Express</td>
<td>1,805</td>
<td>Saturday with limited express</td>
</tr>
<tr>
<td></td>
<td>Jun-20</td>
<td>Saturday w/ Express</td>
<td>2,528</td>
<td>Saturday with limited express</td>
</tr>
<tr>
<td></td>
<td>Oct-20</td>
<td>Fare Based Schedule</td>
<td>2,446</td>
<td>Frequency improvement to core routes</td>
</tr>
<tr>
<td></td>
<td>Nov-21</td>
<td>Fare Based Schedule</td>
<td>2,529</td>
<td>Minor frequency improvements</td>
</tr>
<tr>
<td></td>
<td>Jan-22</td>
<td>Fare Based Schedule</td>
<td>2,490</td>
<td>Minor frequency improvements</td>
</tr>
<tr>
<td></td>
<td>Mar-20</td>
<td>Fare Based Schedule</td>
<td>2,361</td>
<td>Added express service</td>
</tr>
<tr>
<td></td>
<td>Apr-21</td>
<td>Fare Based Schedule</td>
<td>2,258</td>
<td>Discontinued services that was replaced by at least</td>
</tr>
<tr>
<td></td>
<td>Aug-21</td>
<td>Fare Based Schedule</td>
<td>2,250</td>
<td>Reduced frequency, adjustments for on-time performance</td>
</tr>
</tbody>
</table>

Light Rail

<table>
<thead>
<tr>
<th>Date</th>
<th>Service Level</th>
<th>Revenue Hours per Weekday</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar-20</td>
<td>Sunday (30 min)</td>
<td>116</td>
<td>Initial reduction for pandemic</td>
</tr>
<tr>
<td>Jun-20</td>
<td>15-minute all day</td>
<td>205</td>
<td>Added layover for cleaning</td>
</tr>
<tr>
<td>Oct-20</td>
<td>15-minute all day</td>
<td>205</td>
<td>Added layover for cleaning</td>
</tr>
<tr>
<td>Dec-20</td>
<td>Sunday (30 min)</td>
<td>130</td>
<td>Sunday service</td>
</tr>
<tr>
<td>Feb-21</td>
<td>Base - 20 min</td>
<td>152</td>
<td>20-minute schedule with extended hours</td>
</tr>
<tr>
<td>Aug-21</td>
<td>Base - 20 min</td>
<td>252</td>
<td>Streetcar added</td>
</tr>
<tr>
<td>Feb-22</td>
<td>Base - 20 min</td>
<td>252</td>
<td></td>
</tr>
</tbody>
</table>
COVID-19 FUNDING UTILIZATION

CARES Funding Utilization

Coronavirus Aid, Relief, and Economic Security Act (CARES)

- Cost incurred to prevent, prepare for, and in response to the coronavirus public health emergency
  - Building modifications for Public safety
  - Purchase of Personal Protective Equipment
  - Increased Cleaning Services
  - Capital Costs incurred in response to COVID – 19
CARES Funding Utilization

Coronavirus Aid, Relief, and Economic Security Act (CARES)

- Operating Costs to maintain transit services
  - Revenue Shortfalls due to COVID – 19
  - Paying Administrative Leave due to Service Reduction
  - Paying Premium Pay for Front Line Workers

CARES Funding Utilization

Coronavirus Aid, Relief, and Economic Security Act (CARES)

- Bus and Rail Preventive Maintenance
  - Routine Maintenance for Bus and Rail Vehicles
  - Rail Track and Building Maintenance
### CRRSAA Funding Utilization

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

- Preventive Maintenance for Bus and Special Transportation Services
- Operating Cost to Maintain Transit Services
- Supplant Local Funding for Preliminary Engineering for Future Developments
- Rail Car Maintenance
  - Mid-Life Overhaul for Rail Vehicles

### ARP Funds Utilization

American Rescue Plan Act (ARP)

- Preventive Maintenance for Bus and Rail
- Operating Cost to Maintain Transit Services
- Rail Car Maintenance
  - Mid-Life Overhaul for Rail Vehicles
American Rescue Plan Act (ARP)-
Capital Investment Grant Funds

➢ Supplant Local Match for CityLYNX Goldline Phase II at 100%
Going Forward

➢ Employee & Passenger Safety Top Priority

➢ Continue utilization of COVID-19 funding to maintain operations and prepare for the future through the Pandemic

➢ Continue to provide bus, rail, and paratransit services based on demands

Thank You