

Virginia Department of Rail
& Public Transportation

Operating Assistance Revised Sizing/ Performance Scenario

Presentation

December 3, 2018



Agenda

- TSDAC Discussion
- Scenarios
- Summary

TSDAC Discussion: New Scenario

- TSDAC requested new scenario at Nov. 13 meeting:
 - Analyze a Variation of the C-Capped Sizing Scenario
 - Increase Operating Cost weight from 50% to 60%
 - Reduce Ridership weight from 30% to 20%
 - Keep Revenue Vehicle Hour and Revenue Vehicle Mile at 10% each
 - Include commuter rail pool and cap assistance at 30% of operating cost
 - Couple with Variation #4 Performance Metrics Scenario
 - 5 performance metrics weighted 20% each
 - 20% Passenger Trips / Revenue Vehicle Hour (RVH)
 - 20% Passenger Trips / Revenue Vehicle Mile (RVM)
 - 20% Cost / Revenue Vehicle Hour
 - 20% Cost / Revenue Vehicle Mile
 - 20% Cost / Passenger Trip (Pax)

FY19 Actual Allocations (Traditional and Performance)

FY19 Actual Allocation of Operating Assistance to Virginia Transit Agencies

5

\$25,000,000

\$20,000,000

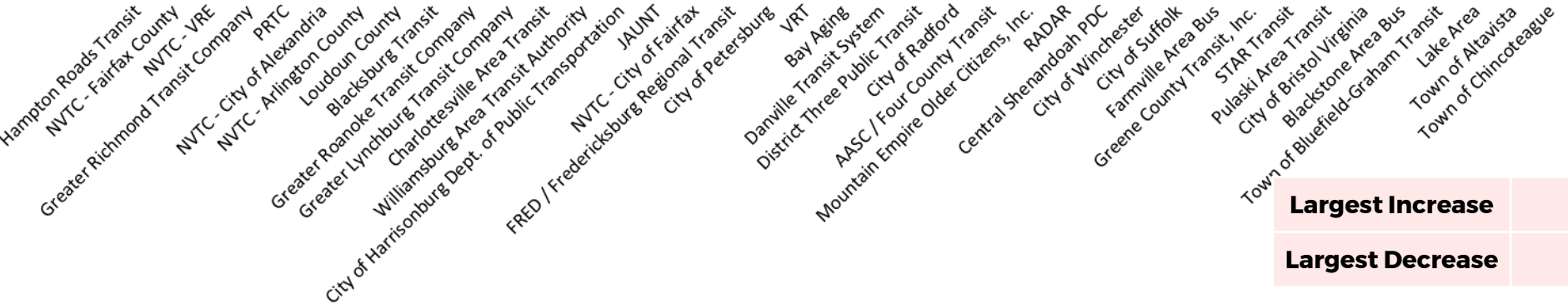
\$15,000,000

\$10,000,000

\$5,000,000

\$-

	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation



Largest Increase	\$0	0%
Largest Decrease	(\$0)	(0%)

FY19 Actual Allocation of Operating Assistance: 1st and 2nd Quartile Agencies

\$25,000,000

\$20,000,000

\$15,000,000

\$10,000,000

\$5,000,000

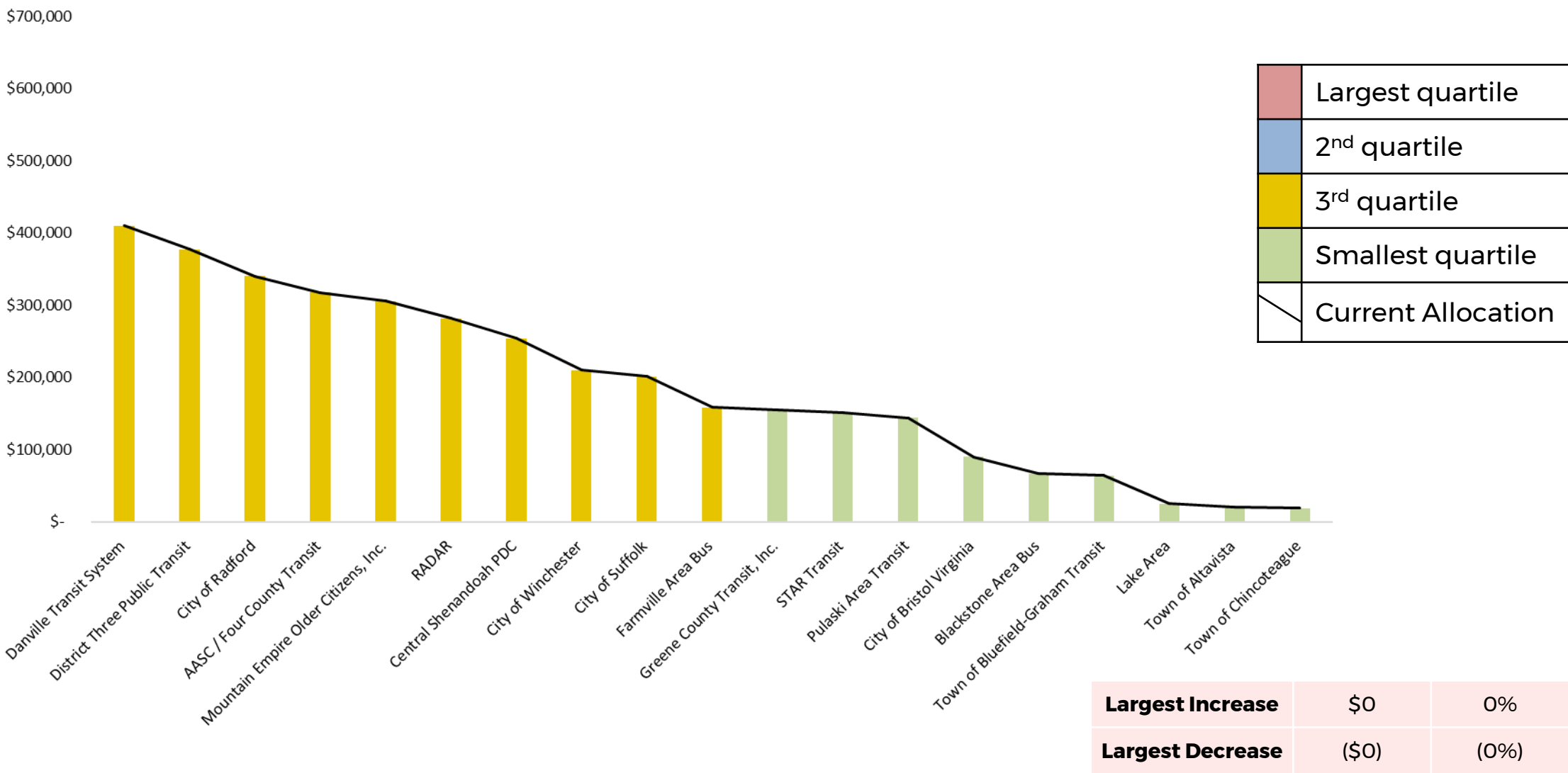
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	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation

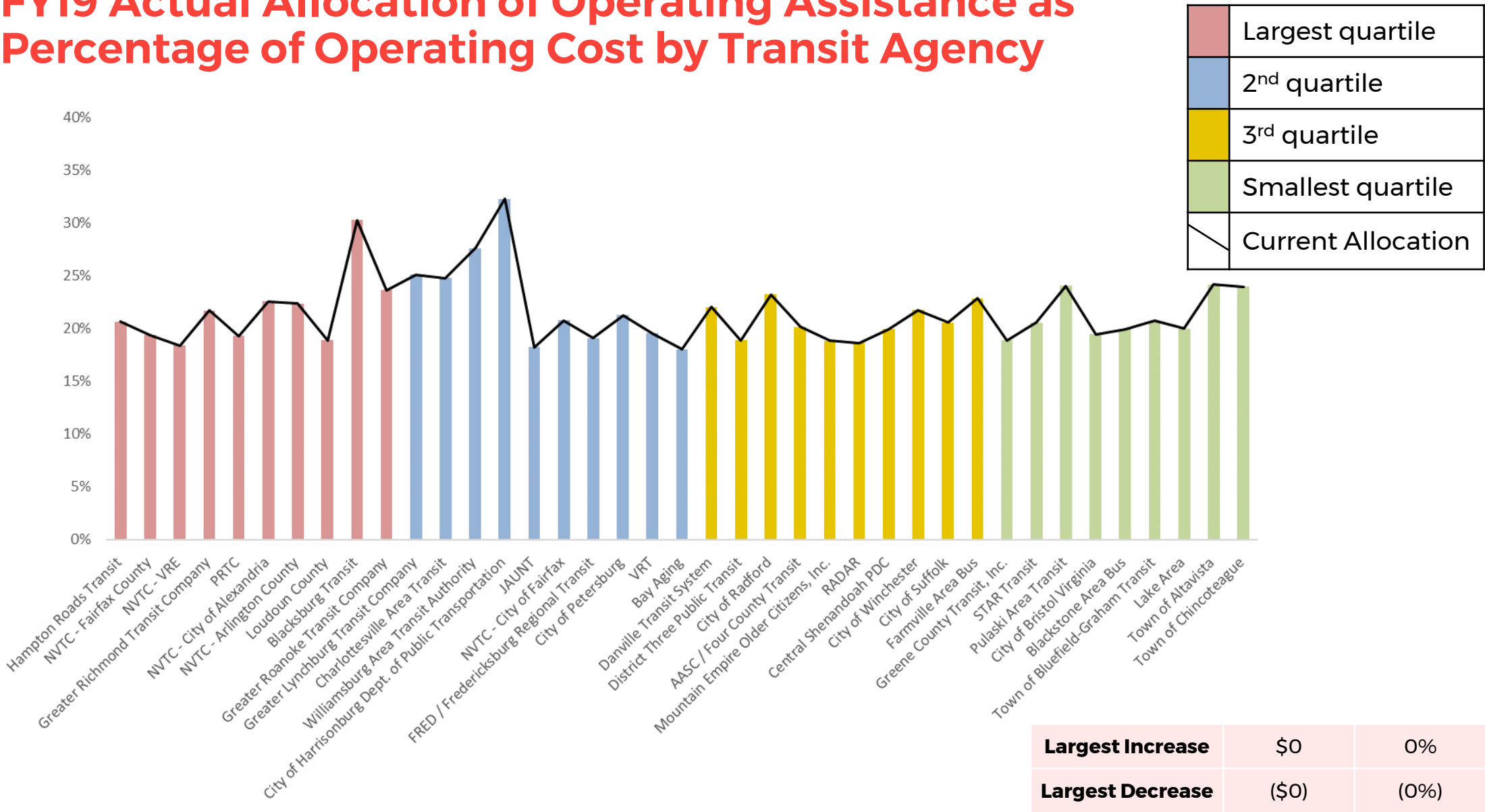


Largest Increase	\$0	0%
Largest Decrease	(\$0)	(0%)

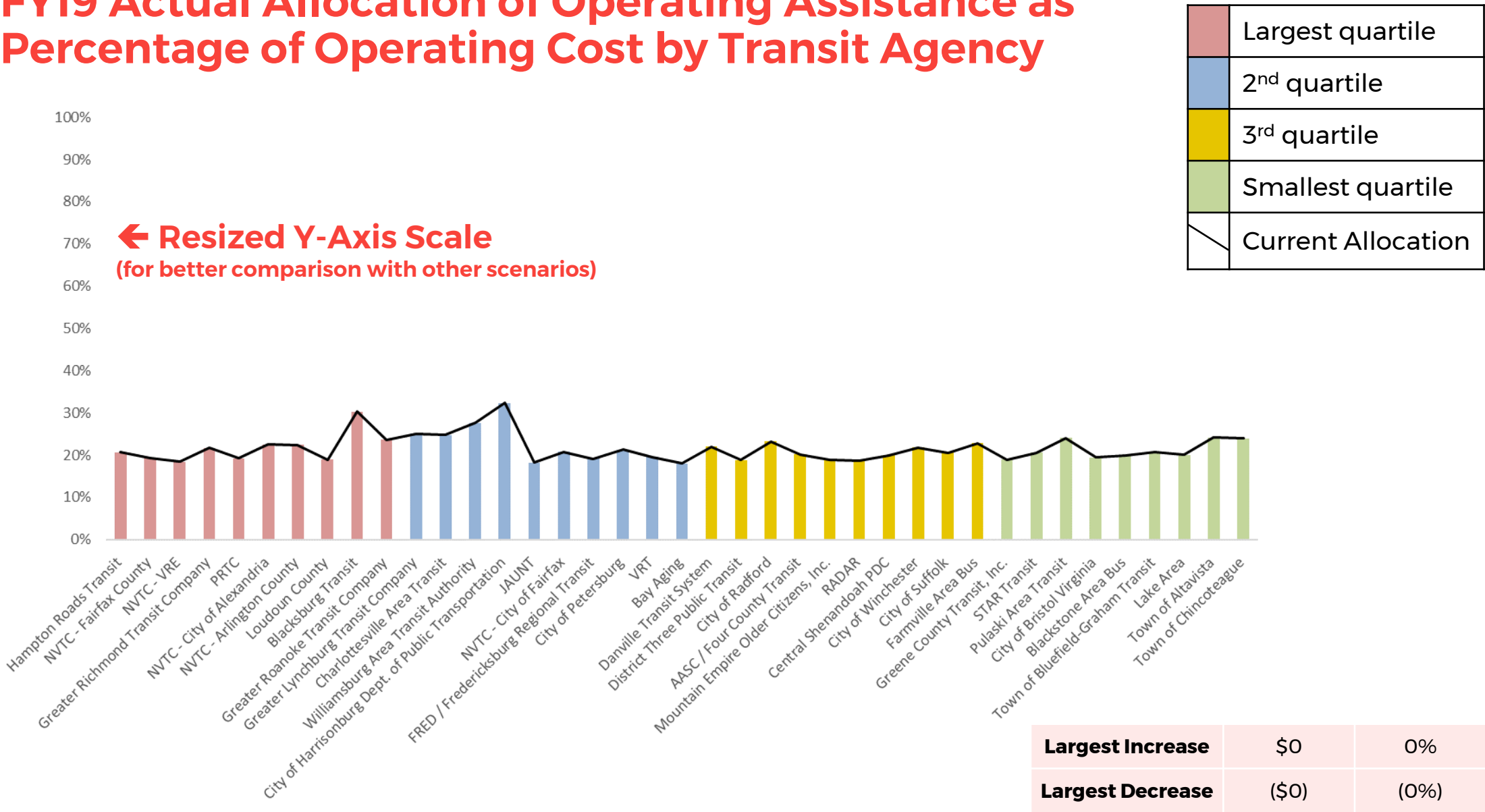
FY19 Actual Allocation of Operating Assistance: 3rd and 4th Quartile Agencies



FY19 Actual Allocation of Operating Assistance as Percentage of Operating Cost by Transit Agency



FY19 Actual Allocation of Operating Assistance as Percentage of Operating Cost by Transit Agency



Scenarios

Allocation Scenarios

Sizing Factors

Scenarios	Op Cost	Net Cost	Rider-ship	PMT	Rev Hour	Rev Miles
C-Capped	50%		30%		10%	10%
Variation 4	50%		30%		10%	10%
New Scenario	60%		20%		10%	10%

Performance Metrics

Scenarios	Pax / RVH	Pax / RVM	Net Cost / Pax	Cost / RVH	Cost / RVM	Cost / Pax
C-Capped	25%	25%	50%			
Variation 4	20%	20%		20%	20%	20%
New Scenario	20%	20%		20%	20%	20%

C-Capped Scenario

Sizing Factors:

50% Operating Cost
30% Ridership
10% Revenue Hours
10% Revenue Miles

Performance Metrics:

25% Pax / RVH
25% Pax / RVM
50% Net Cost / Pax

Commuter Rail Pool & Capped 30%

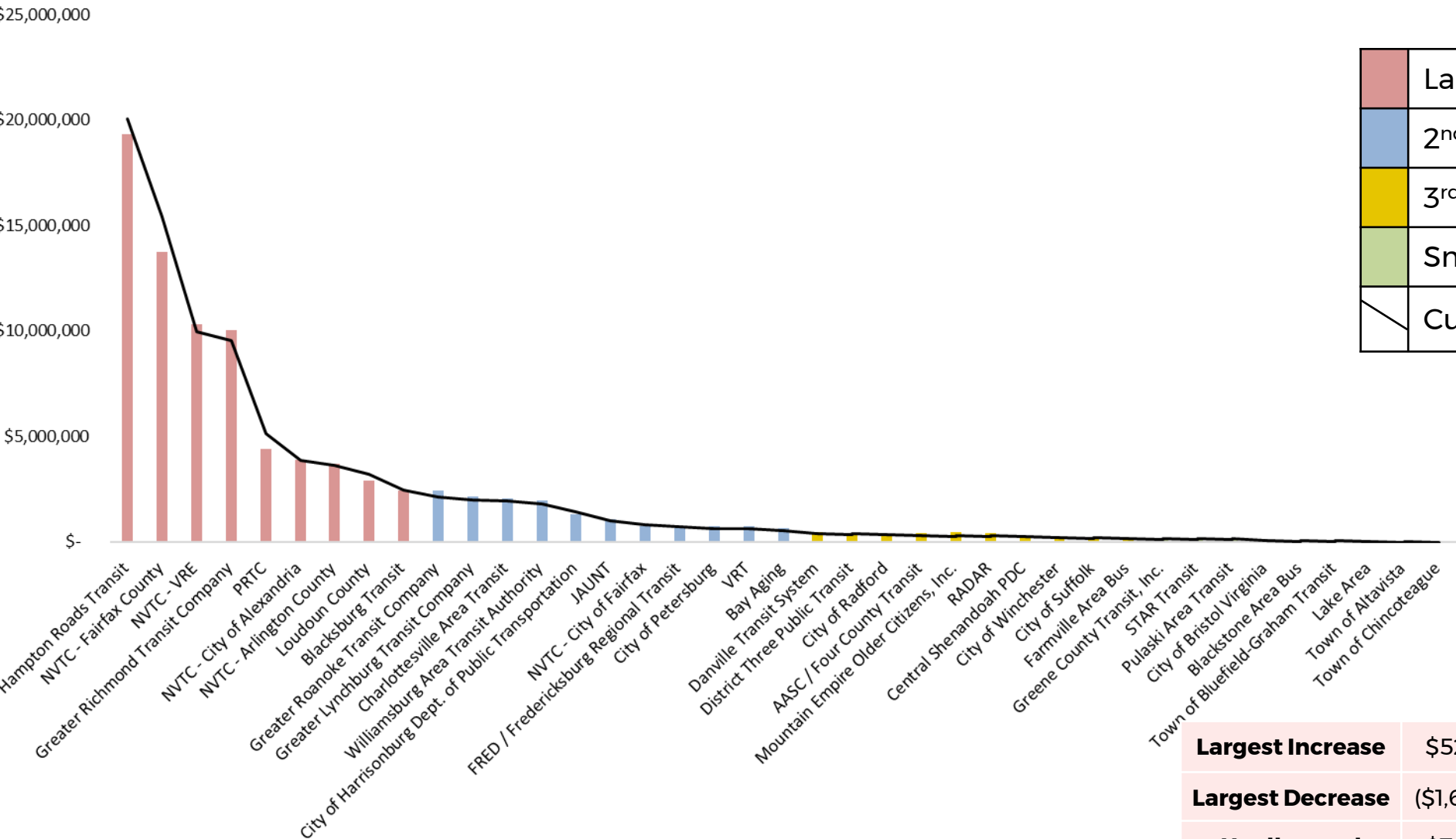
Scenario C-Cap

Sizing:
50% Op Cost
30% Ridership
10% RVH
10% RVM

Performance:
25% Pax / RVH
25% Pax / RVM
50% Net Cost / Pax

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Scenario C-Capped Projected Operating Assistance Allocations by Agency
Line is Current Allocation Method for FY19



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation



Largest Increase	\$520,752	59%
Largest Decrease	(\$1,671,865)	(14%)
Unallocated	\$763,270	

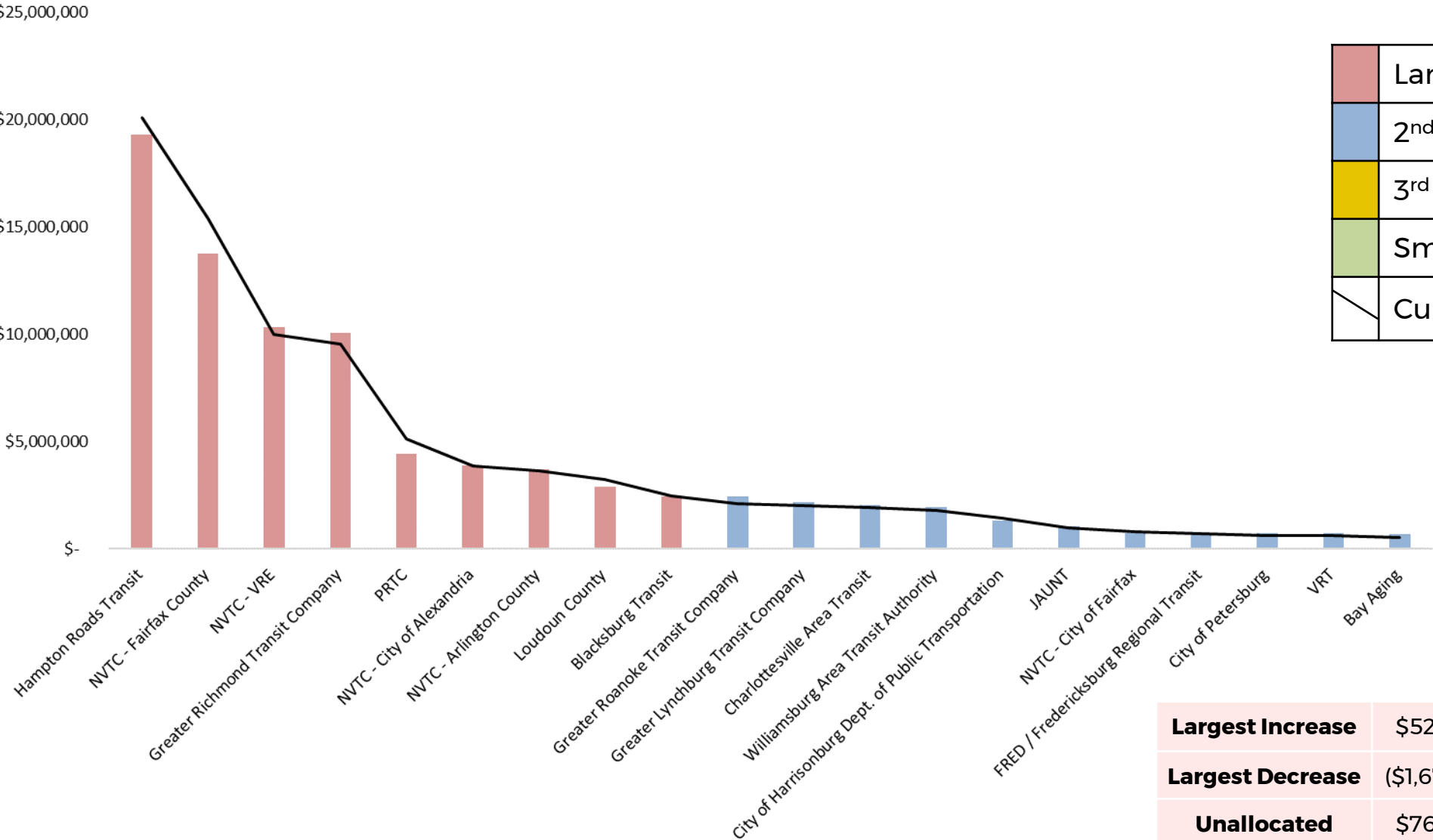
Scenario C-Cap

Sizing:
50% Op Cost
30% Ridership
10% RVH
10% RVM

Performance:
25% Pax / RVH
25% Pax / RVM
50% Net Cost / Pax

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Scenario C-Capped Projected Operating Assistance Allocations:
1st and 2nd Quartile Agencies
Line is Current Allocation Method for FY19



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation



Largest Increase	\$520,752	59%
Largest Decrease	(\$1,671,865)	(14%)
Unallocated	\$763,270	

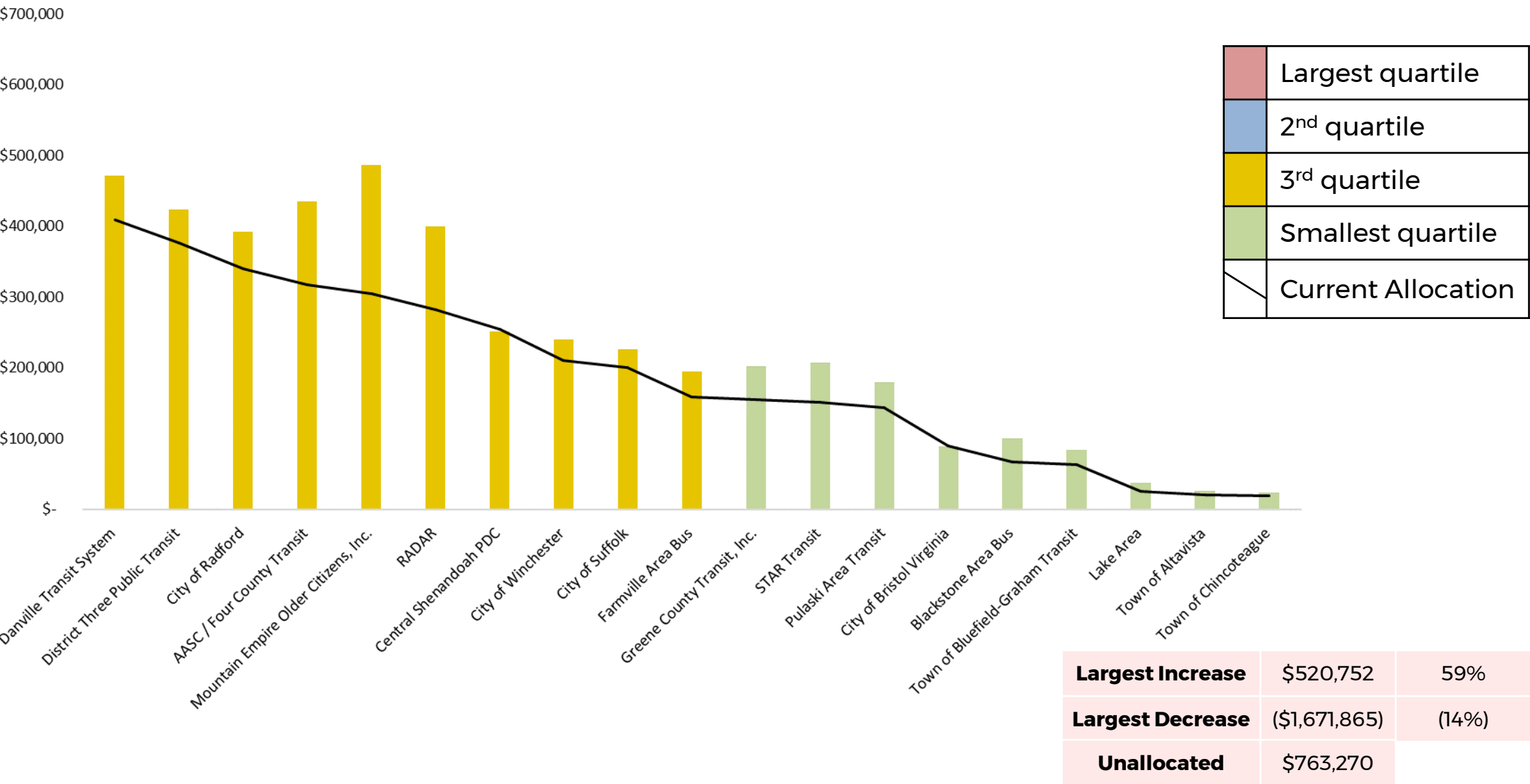
Scenario C-Cap

Sizing:
50% Op Cost
30% Ridership
10% RVH
10% RVM

Performance:
25% Pax / RVH
25% Pax / RVM
50% Net Cost / Pax

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Scenario C-Capped Projected Operating Assistance Allocations:
3rd and 4th Quartile Agencies
Line is Current Allocation Method for FY19



Scenario C-Cap

Sizing:
50% Op Cost
30% Ridership
10% RVH
10% RVM

Performance:
25% Pax / RVH
25% Pax / RVM
50% Net Cost / Pax

Scenario C-Capped Projected Variance from Actual FY19 Operating Assistance Allocation by Agency

No Change is at Zero on the Axes



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile

Variance	0.032	
Largest Increase	\$520,752	59%
Largest Decrease	(\$1,671,865)	(14%)
Unallocated	\$763,270	



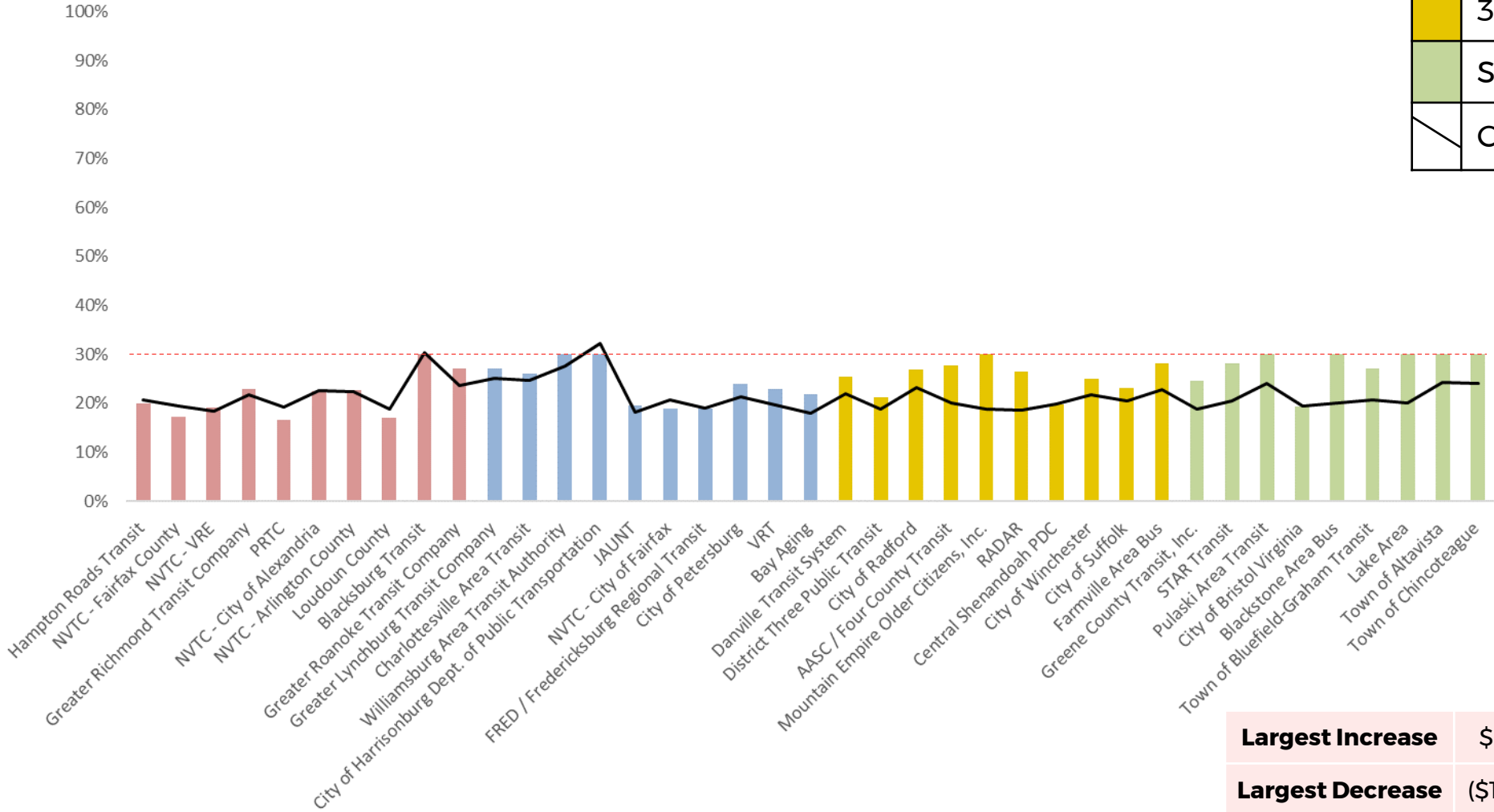
Scenario C-Cap

Sizing:
50% Op Cost
30% Ridership
10% RVH
10% RVM

Performance:
25% Pax / RVH
25% Pax / RVM
50% Net Cost / Pax



Scenario C-Capped Operating Assistance as % of Operating Cost by Agency
Line is Current Allocation Method for FY19



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation

Largest Increase	\$520,752	59%
Largest Decrease	(\$1,671,865)	(14%)
Unallocated	\$763,270	

Variation 4 Scenario

Sizing Factors:

50% Operating Cost
30% Ridership
10% Revenue Hours
10% Revenue Miles

Performance Metrics:

20% Pax / RVH
20% Pax / RVM
20% Op Cost / RVH
20% Op Cost / RVM
20% Op Cost / Pax

Commuter Rail Pool & Capped 30%

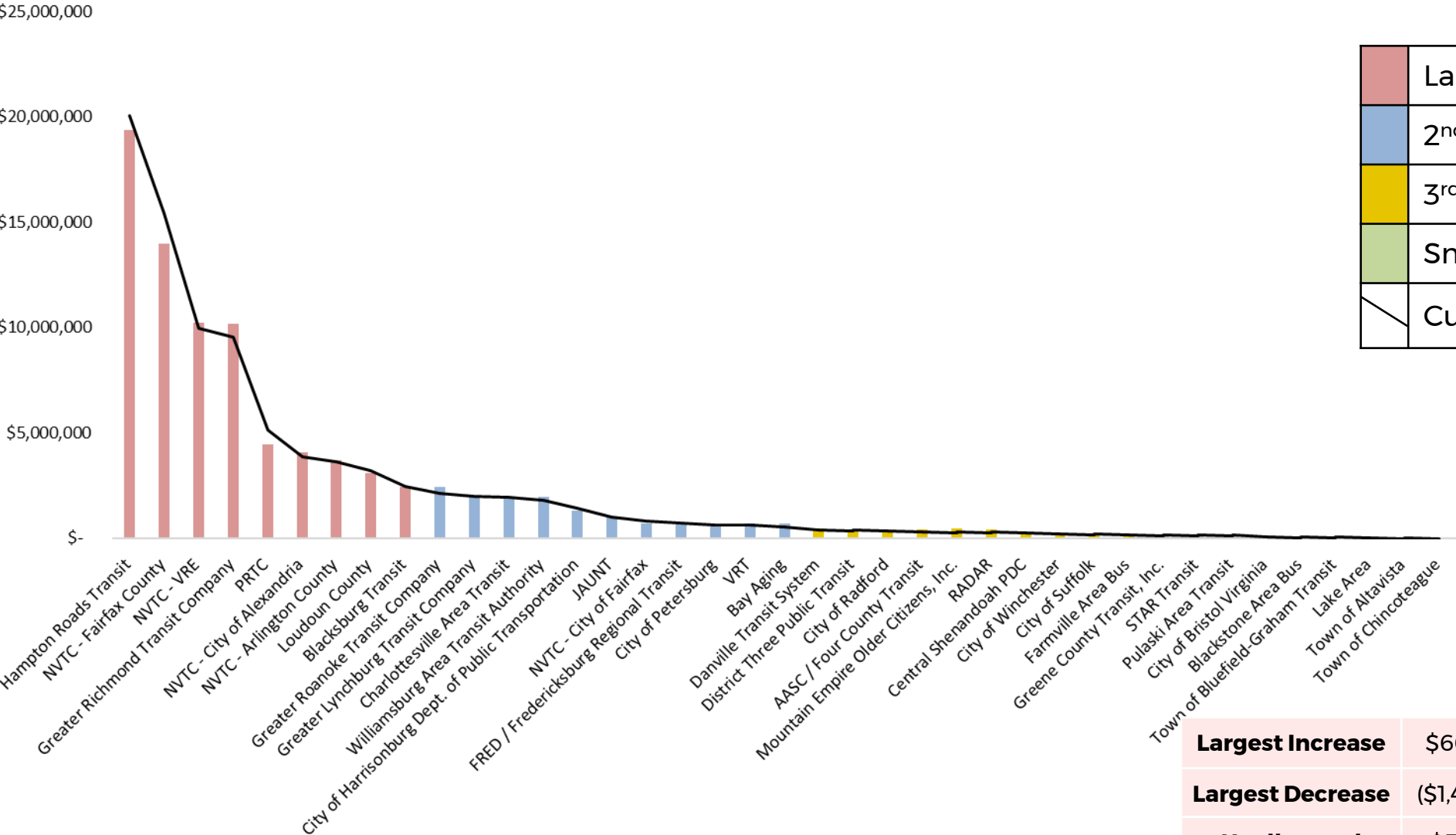
Variation 4

Sizing:
50% Op Cost
30% Ridership
10% RVH
10% RVM

Performance:
20% Pax / RVH
20% Pax / RVM
20% Cost / RVH
20% Cost / RVM
20% Cost / Pax

Variation 4 - Projected Operating Assistance Allocations by Agency
Line is Current Allocation Method for FY19

19



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation



Largest Increase	\$669,357	53%
Largest Decrease	(\$1,443,317)	(13%)
Unallocated	\$511,803	

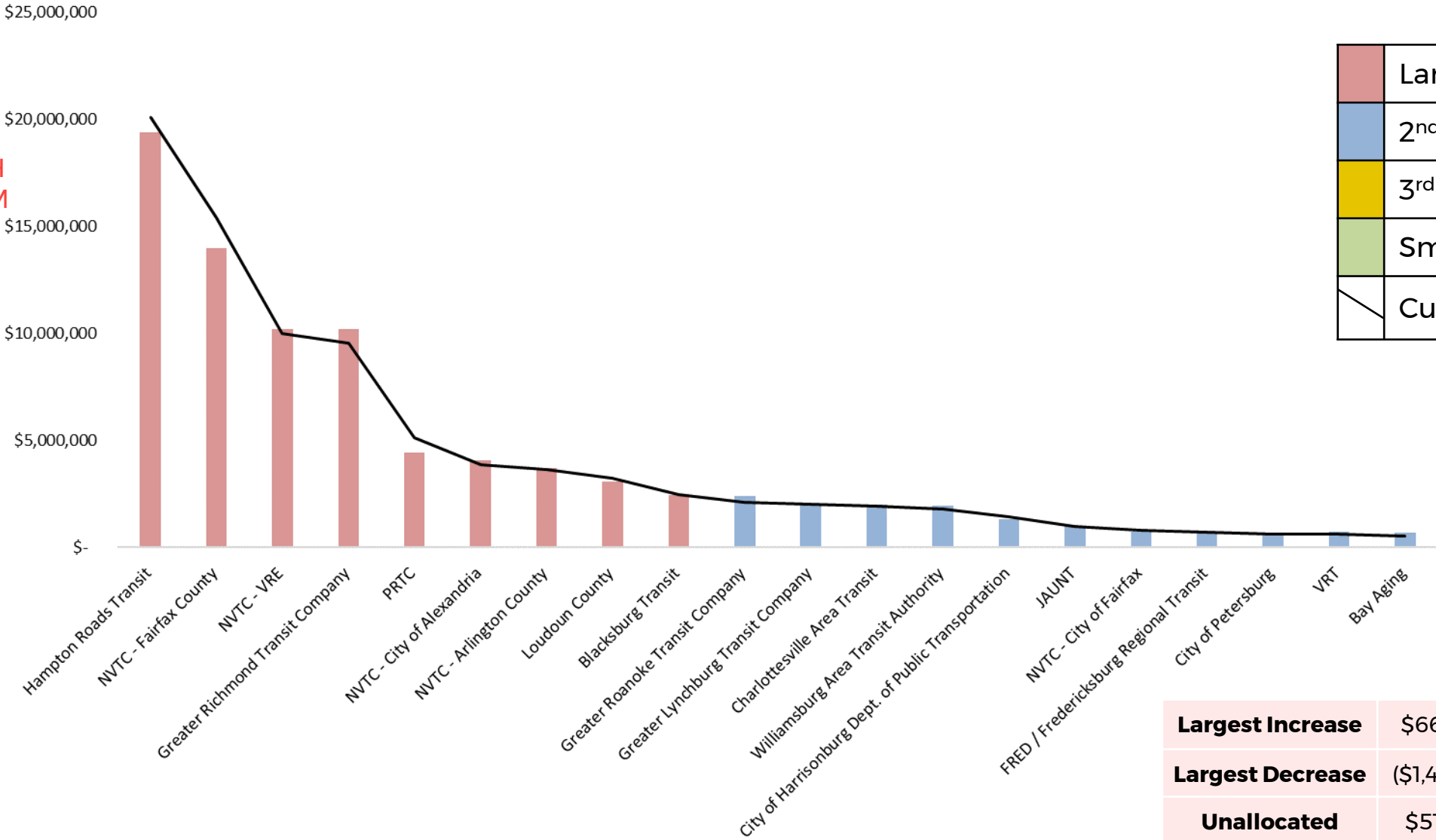
Variation 4

Sizing:
50% Op Cost
30% Ridership
10% RVH
10% RVM

Performance:
20% Pax / RVH
20% Pax / RVM
20% Cost / RVH
20% Cost / RVM
20% Cost / Pax

Variation 4 - Projected Operating Assistance Allocations:
1st and 2nd Quartile Agencies
Line is Current Allocation Method for FY19

20



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation



Largest Increase	\$669,357	53%
Largest Decrease	(\$1,443,317)	(13%)
Unallocated	\$511,803	

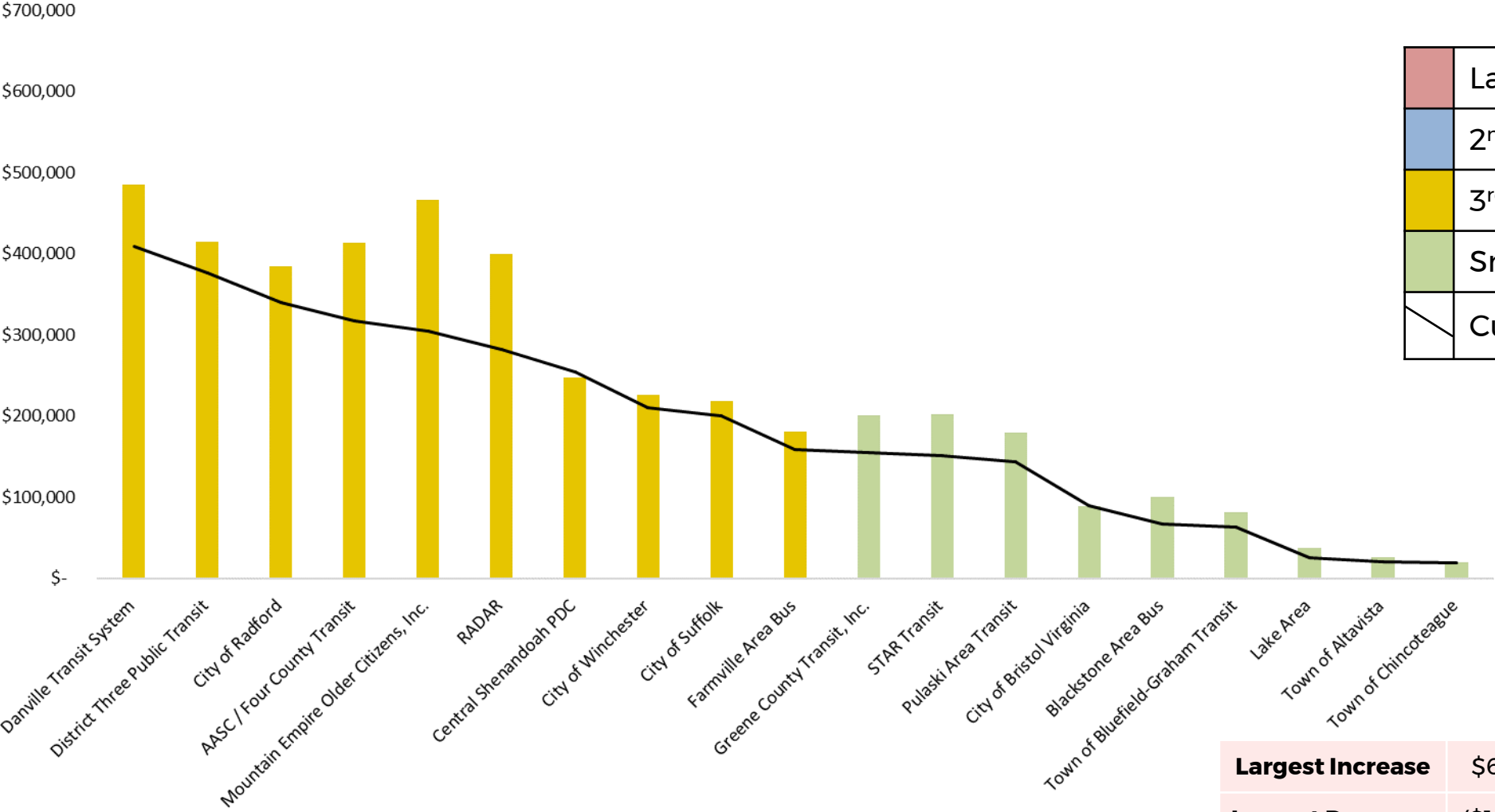
Variation 4

Sizing:
50% Op Cost
30% Ridership
10% RVH
10% RVM

Performance:
20% Pax / RVH
20% Pax / RVM
20% Cost / RVH
20% Cost / RVM
20% Cost / Pax

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Variation 4 - Projected Operating Assistance Allocations:
3rd and 4th Quartile Agencies
Line is Current Allocation Method for FY19



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation



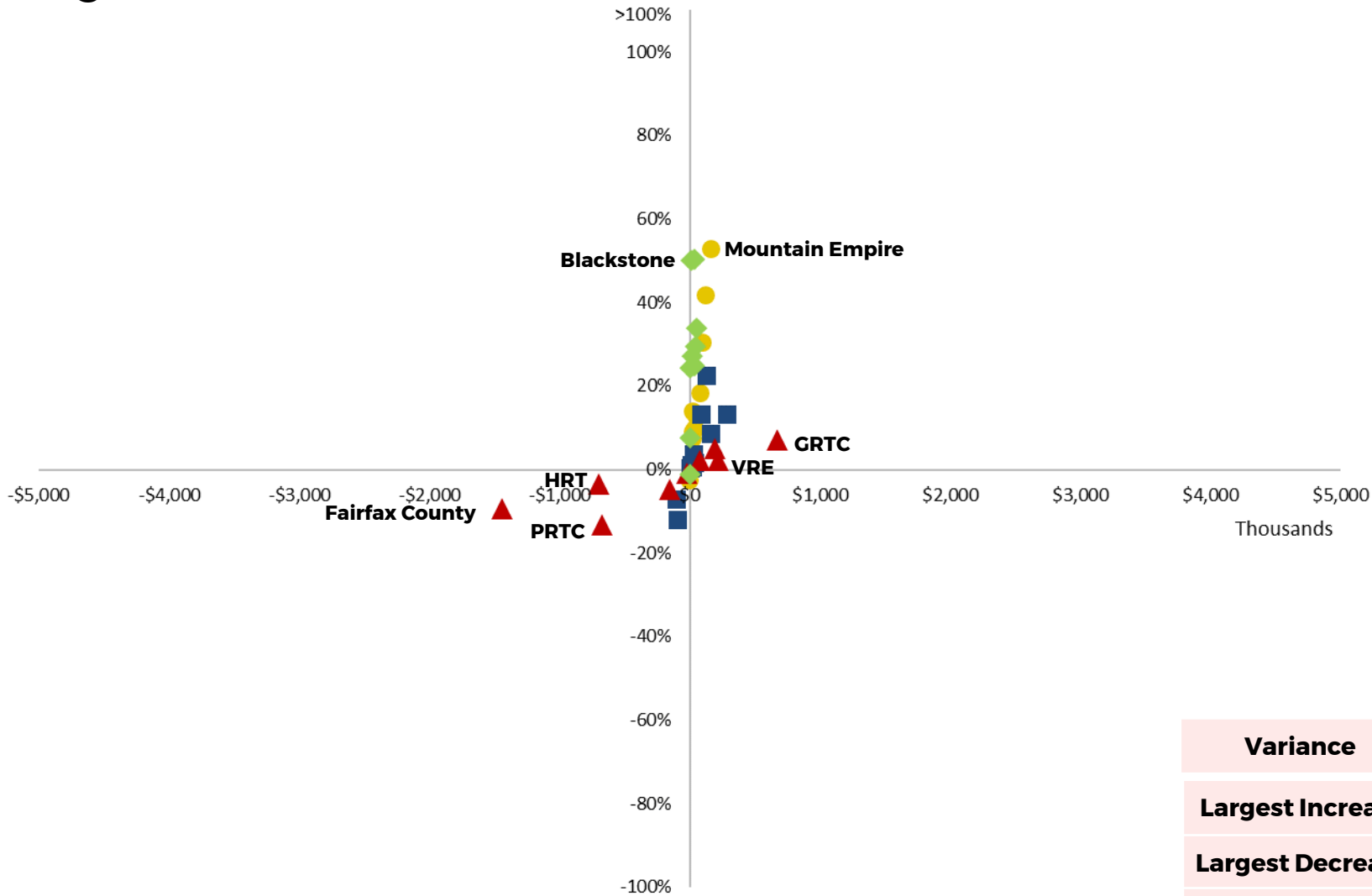
Largest Increase	\$669,357	53%
Largest Decrease	(\$1,443,317)	(13%)
Unallocated	\$511,803	

Variation 4

Sizing:
50% Op Cost
30% Ridership
10% RVH
10% RVM

Performance:
20% Pax / RVH
20% Pax / RVM
20% Cost / RVH
20% Cost / RVM
20% Cost / Pax

Variation 4 - Projected Variance from Actual FY19
Operating Assistance Allocation by Agency
No Change is at Zero on the Axes



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile



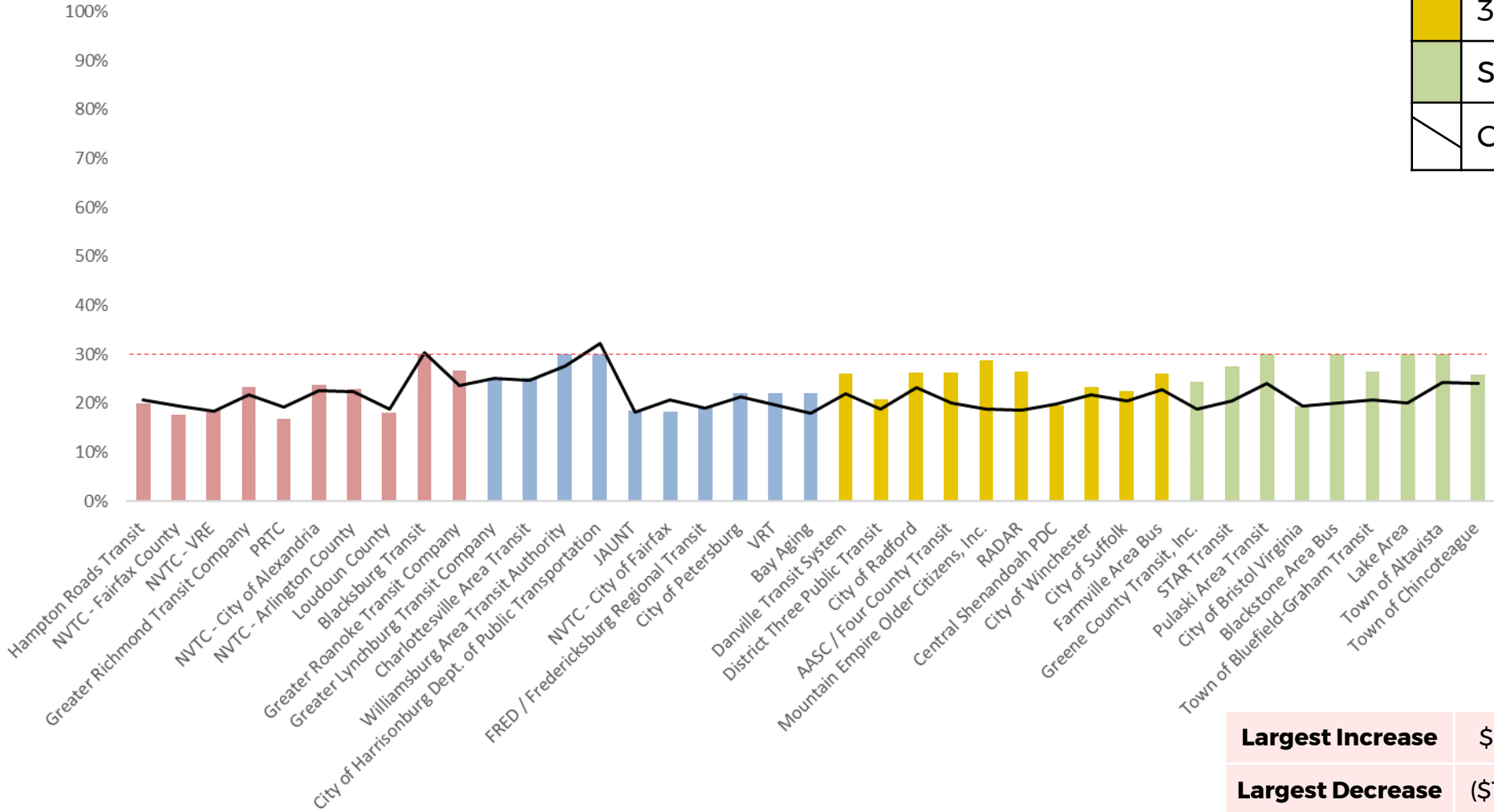
Variance	0.029	
Largest Increase	\$669,357	53%
Largest Decrease	(\$1,443,317)	(13%)
Unallocated	\$511,803	

Variation 4

Sizing:
50% Op Cost
30% Ridership
10% RVH
10% RVM

Performance:
20% Pax / RVH
20% Pax / RVM
20% Cost / RVH
20% Cost / RVM
20% Cost / Pax

Variation 4 - Operating Assistance as % of Operating Cost by Agency
Line is Current Allocation Method for FY19



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation

Largest Increase	\$669,357	53%
Largest Decrease	(\$1,443,317)	(13%)
Unallocated	\$511,803	

New Scenario

Sizing Factors:

60% Operating Cost

20% Ridership

10% Revenue Hours

10% Revenue Miles

Performance Metrics:

20% Pax / RVH

20% Pax / RVM

20% Op Cost / RVH

20% Op Cost / RVM

20% Op Cost / Pax

Commuter Rail Pool & Capped 30%

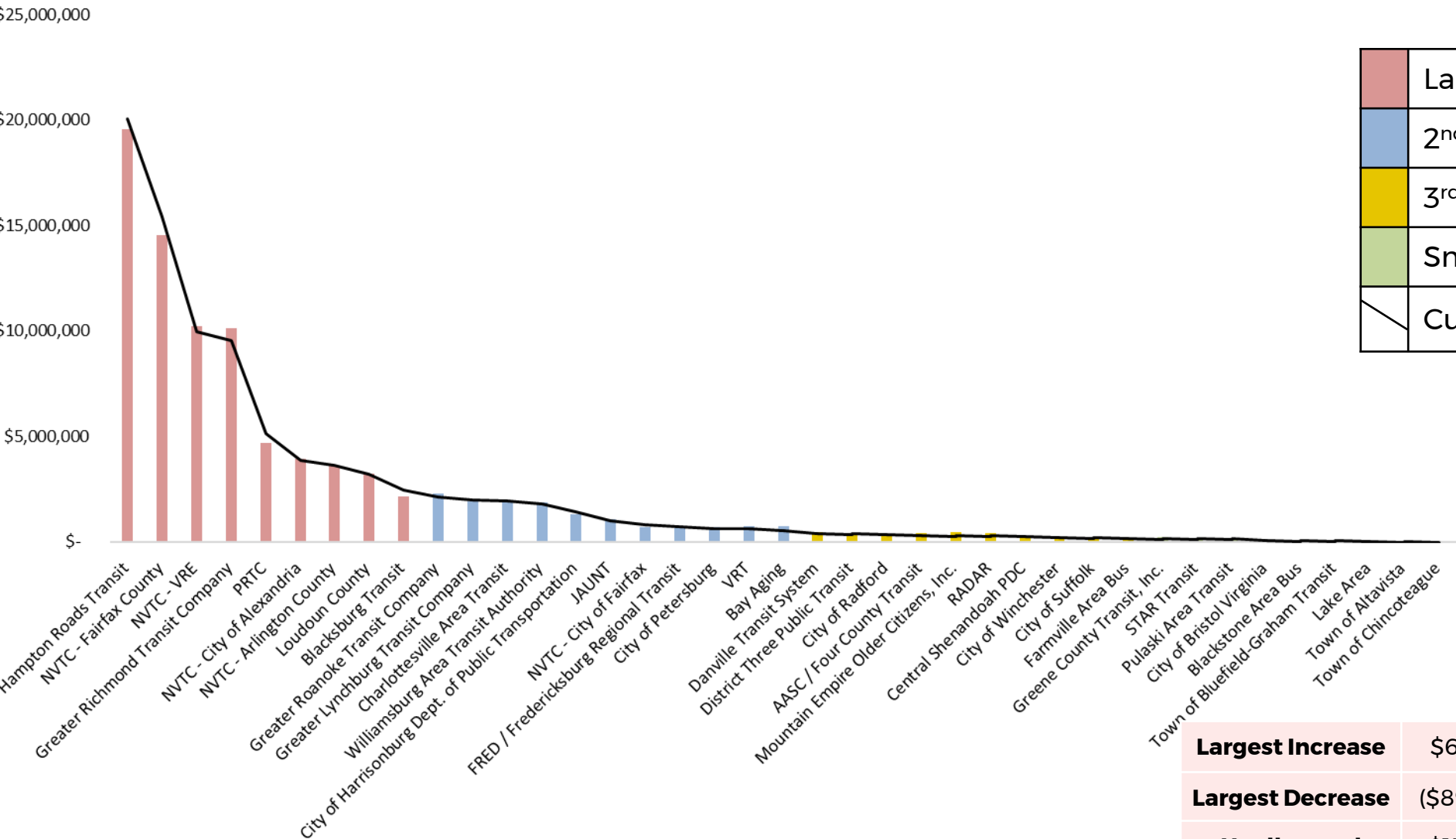
New Scenario

Sizing:
60% Op Cost
20% Ridership
10% RVH
10% RVM

Performance:
20% Pax / RVH
20% Pax / RVM
20% Cost / RVH
20% Cost / RVM
20% Cost / Pax

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New Scenario Projected Operating Assistance Allocations by Agency
Line is Current Allocation Method for FY19



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation



Largest Increase	\$615,591	59%
Largest Decrease	(\$890,210)	(12%)
Unallocated	\$158,293	

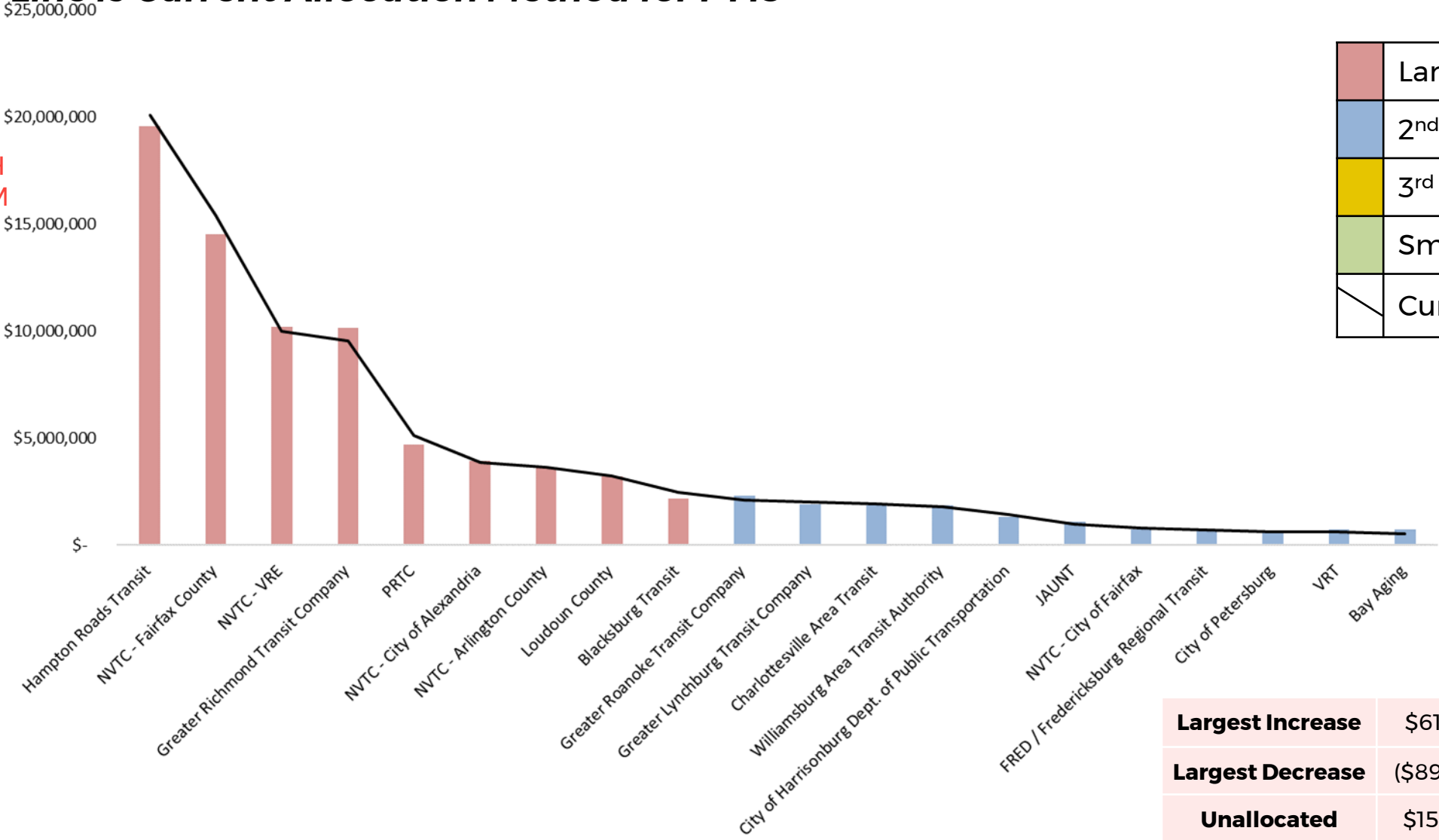
New Scenario

Sizing:
60% Op Cost
20% Ridership
10% RVH
10% RVM

Performance:
20% Pax / RVH
20% Pax / RVM
20% Cost / RVH
20% Cost / RVM
20% Cost / Pax

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New Scenario Projected Operating Assistance Allocations:
1st and 2nd Quartile Agencies
Line is Current Allocation Method for FY19



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation



Largest Increase	\$615,591	59%
Largest Decrease	(\$890,210)	(12%)
Unallocated	\$158,293	

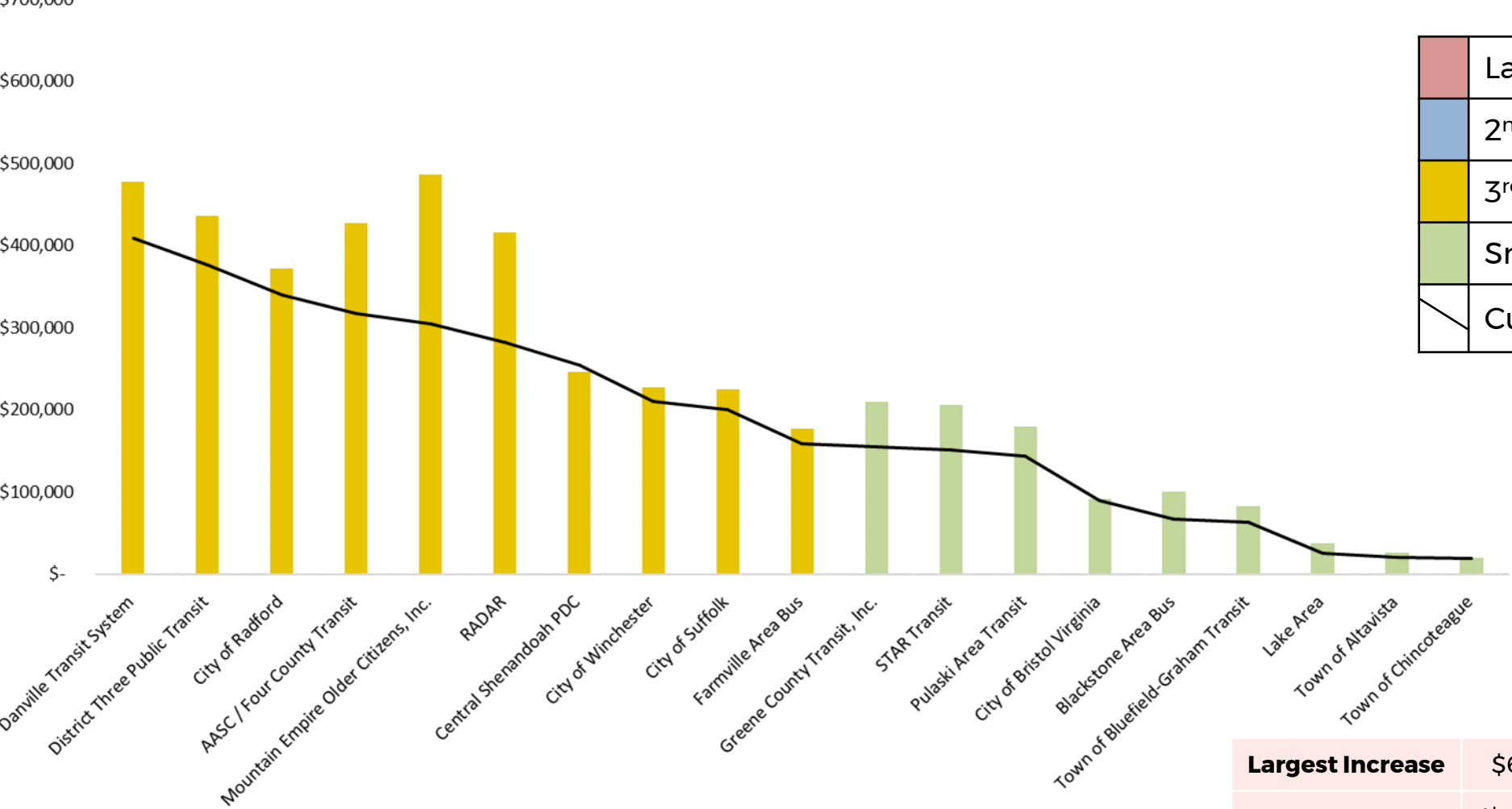
New Scenario

Sizing:
60% Op Cost
20% Ridership
10% RVH
10% RVM

Performance:
20% Pax / RVH
20% Pax / RVM
20% Cost / RVH
20% Cost / RVM
20% Cost / Pax

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New Scenario Projected Operating Assistance Allocations:
3rd and 4th Quartile Agencies
Line is Current Allocation Method for FY19



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation

Largest Increase	\$615,591	59%
Largest Decrease	(\$890,210)	(12%)
Unallocated	\$158,293	

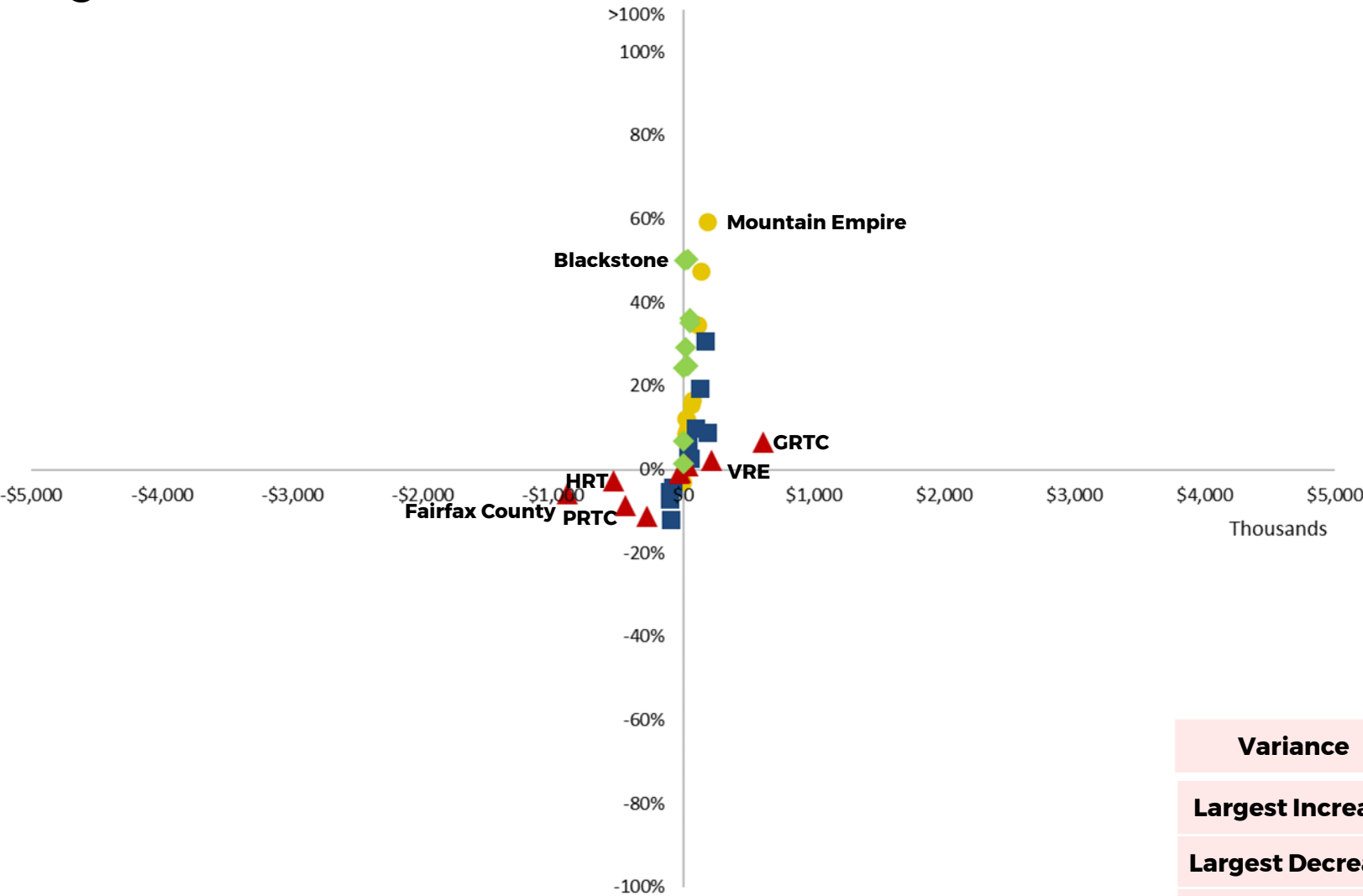


New Scenario

Sizing:
60% Op Cost
20% Ridership
10% RVH
10% RVM

Performance:
20% Pax / RVH
20% Pax / RVM
20% Cost / RVH
20% Cost / RVM
20% Cost / Pax

New Scenario Projected Variance from Actual FY19
Operating Assistance Allocation by Agency
No Change is at Zero on the Axes



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile

Variance	0.034	
Largest Increase	\$615,591	59%
Largest Decrease	(\$890,210)	(12%)
Unallocated	\$158,293	

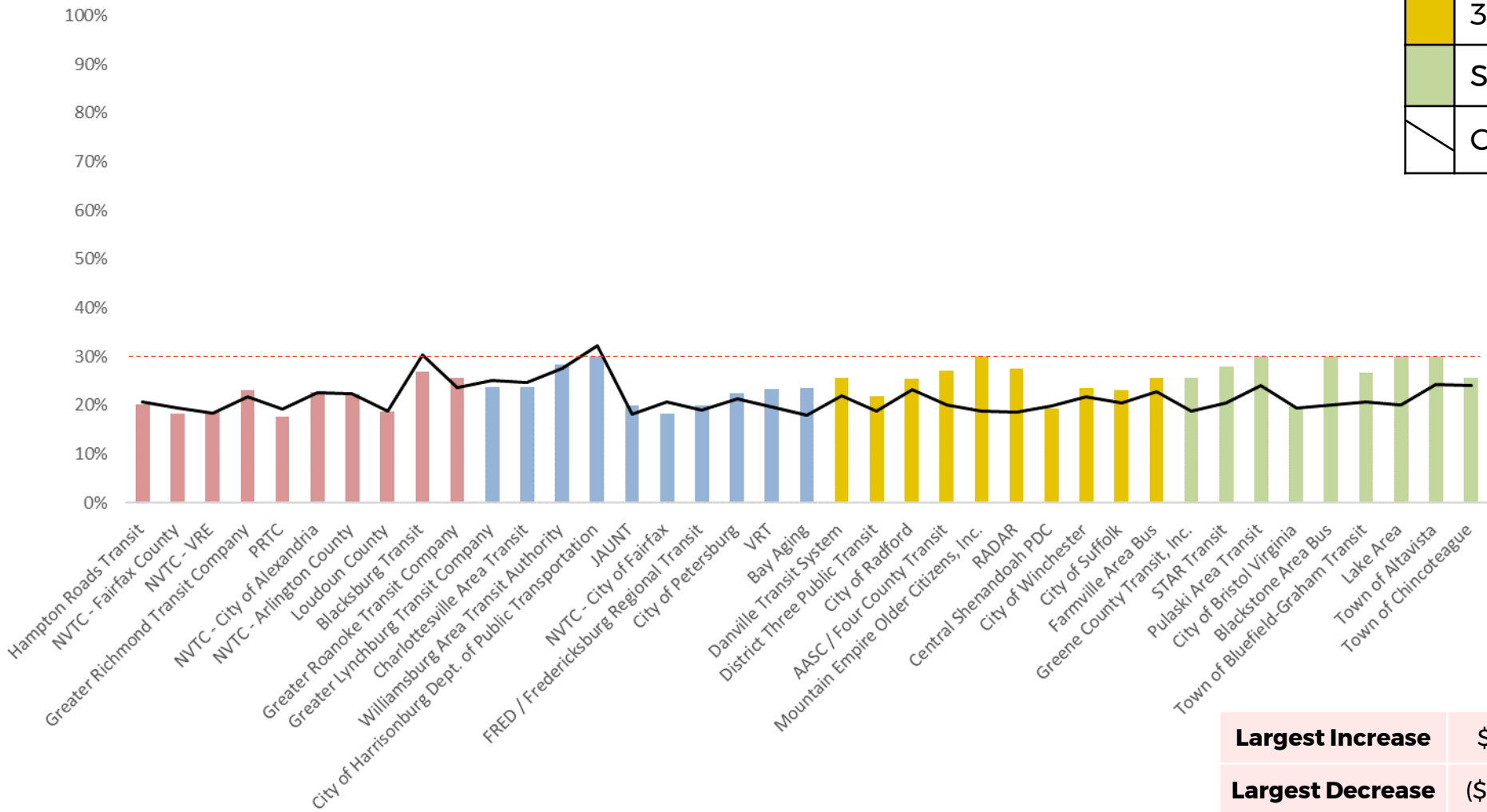


New Scenario

Sizing:
60% Op Cost
20% Ridership
10% RVH
10% RVM

Performance:
20% Pax / RVH
20% Pax / RVM
20% Cost / RVH
20% Cost / RVM
20% Cost / Pax

New Scenario Operating Assistance as % of Operating Cost by Agency
Line is Current Allocation Method for FY19



	Largest quartile
	2 nd quartile
	3 rd quartile
	Smallest quartile
	Current Allocation

Largest Increase	\$615,591	59%
Largest Decrease	(\$890,210)	(12%)
Unallocated	\$158,293	

Allocation Scenarios – Summary Results

Scenario Name	Variance	Unallocated
C-Capped	0.032	\$763,270
Variation 4	0.029	\$511,803
New Scenario	0.034	\$158,293

Summary

- The New Scenario requested by TSDAC performs as expected and yields:
 - *Low unallocated funds (< \$200k)*
 - *Only 6 agencies are capped at 30%*
- As such, this variation could help mitigate any negative impacts of transition to the new performance-based model for agencies poised to lose funding