Virginia Department of Rail & Public Transportation

Operating
Assistance
Revised Sizing/
Performance
Scenario

Presentation

December 3, 2018













Agenda

- TSDAC Discussion
- Scenarios
- Summary



2

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





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

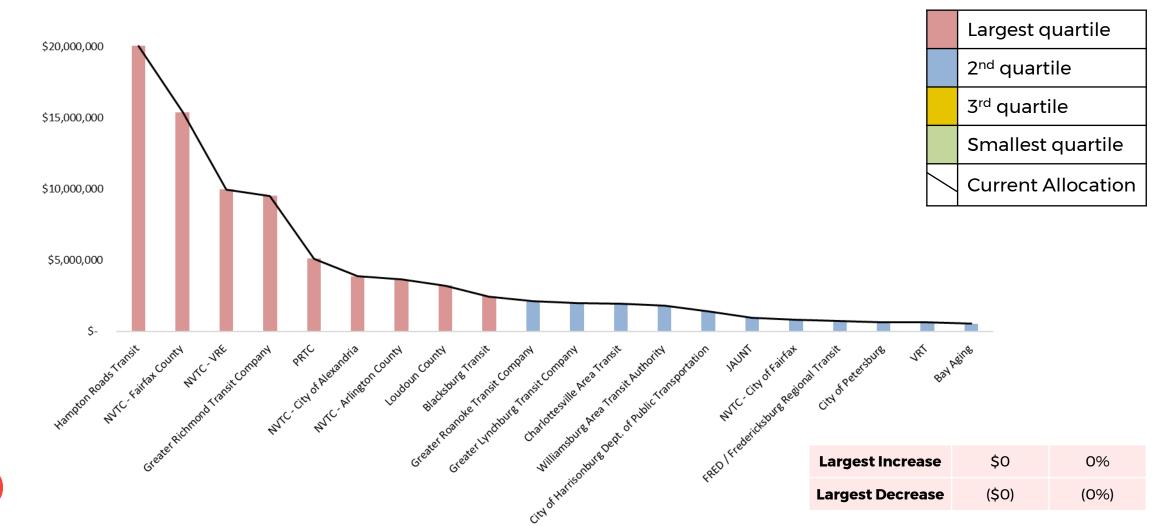
CIW of Hartisonburg Dept. of Public Transportation Greater Richmond Transit Company ERED | Frederick Stuff Red Ord Tracks Greater Lyndholing Transit Company Mountain Empire Older Children's Inc. Tour of Bluefeld Leidhard Tarkit District Three Public Transit Hampin Roads Tansit Damile Tradit Skeen Central Sherandoan Pol Greene County Transit, Inc. City of Bristol Virginia Town of Chircot Edgle City of whichester Earthille Area Bus Pullahi Area Transit Town of Altavista **Largest Increase**



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

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

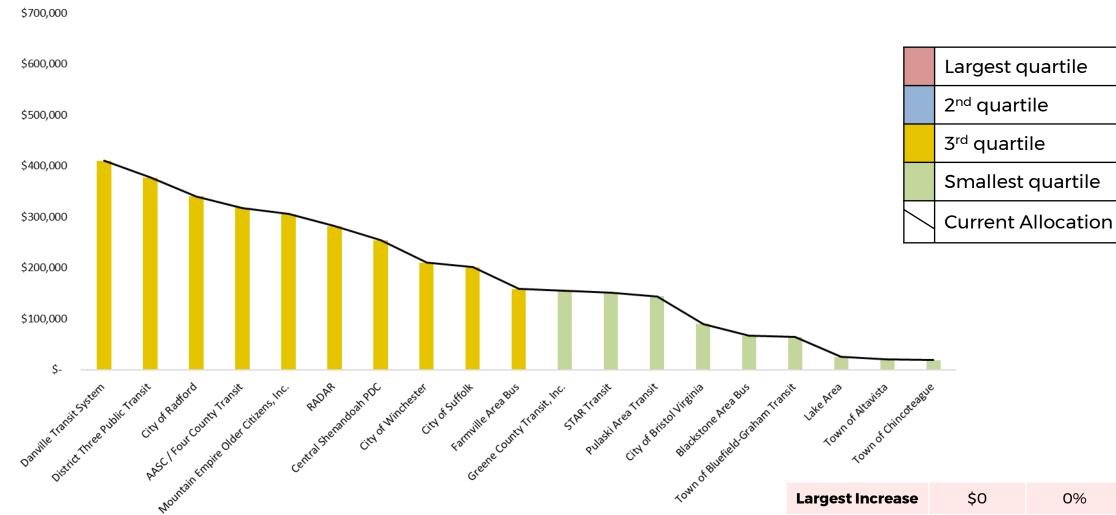
\$25,000,000





6

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



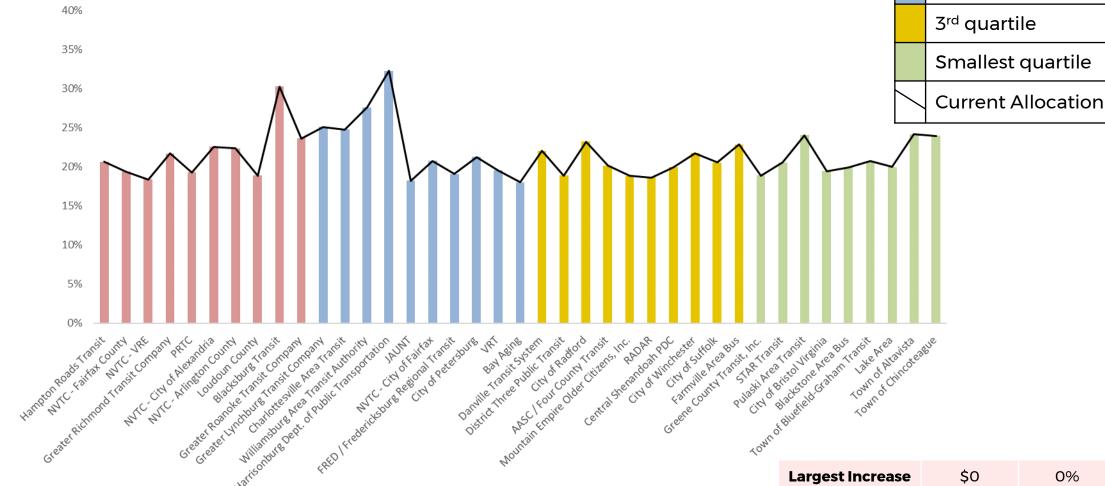
Largest Decrease

(\$0)

(0%)



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



Largest quartile

0%

(0%)

(\$0)

Largest Decrease

2nd quartile







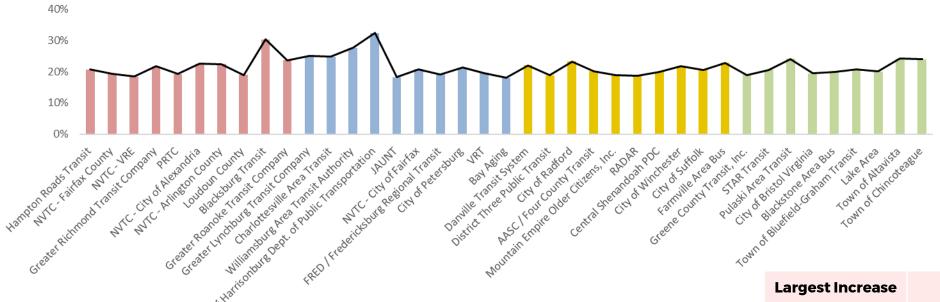
\$0

(\$0)

Largest Decrease

0%

(0%)





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





Sizing:

50% Op Cost 30% Ridership 10% RVH

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

\$25,000,000

\$15.000.000

Hampton Roads Transit

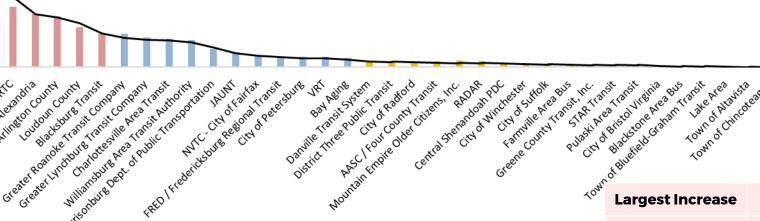




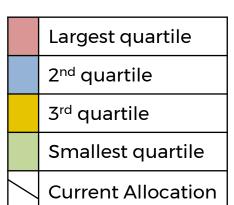












\$520,752

(\$1,671,865)

\$763,270

59%

(14%)

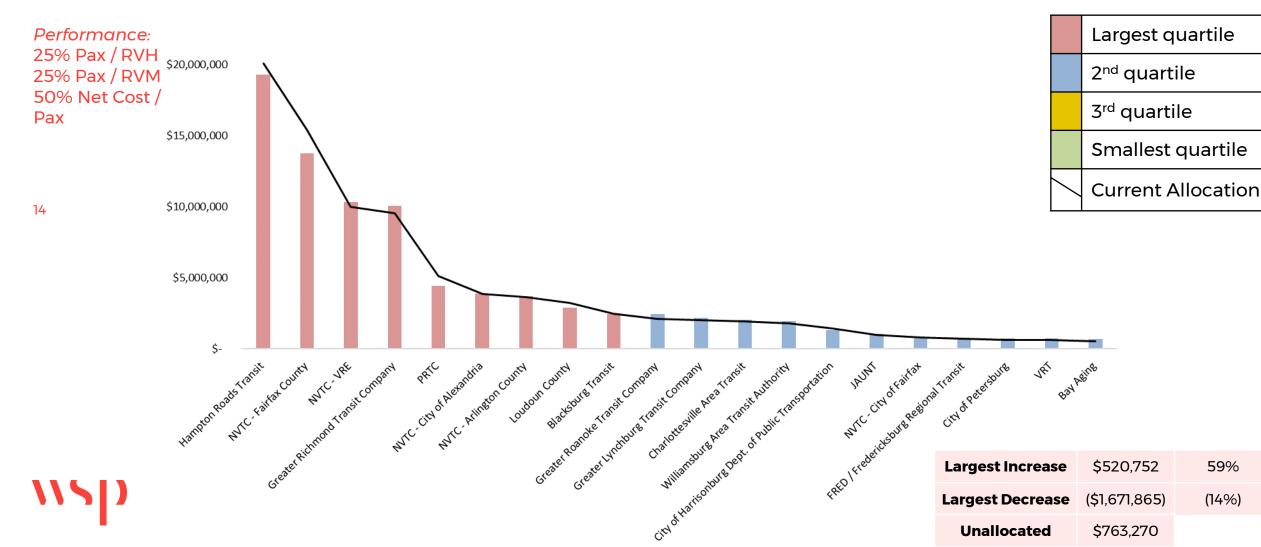
Sizing:

50% Op Cost 30% Ridership 10% RVH

Scenario C-Capped Projected Operating Assistance Allocations: 1st and 2nd Quartile Agencies

Line is Current Allocation Method for FY19

10% RVM \$25,000,000



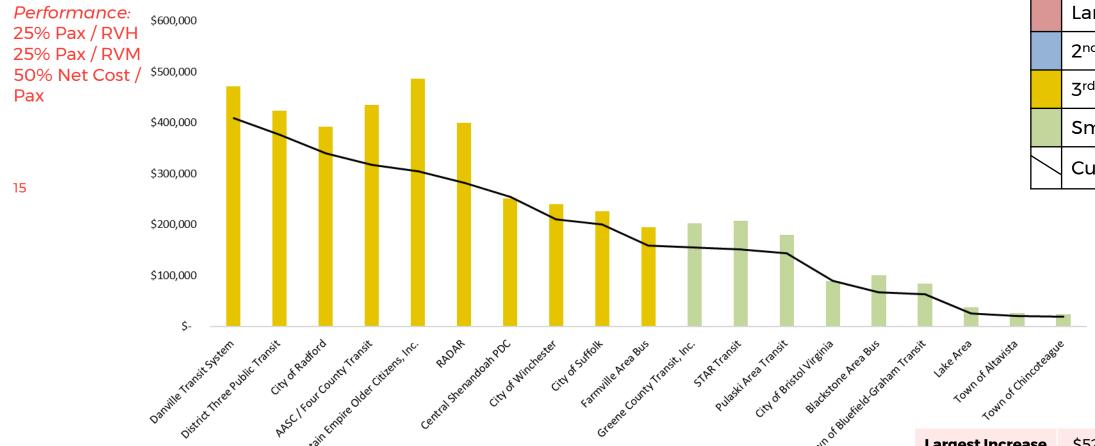
Sizing: 50% Op Cost 30% Ridership

10% RVH 10% RVM

Scenario C-Capped Projected Operating Assistance Allocations: 3rd and 4th Quartile Agencies

Line is Current Allocation Method for FY19

\$700,000



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

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

10% RVM

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

>100%



Pax

16

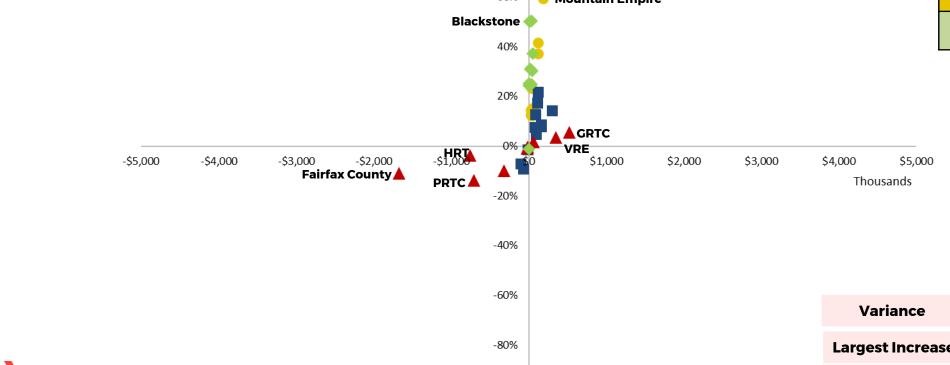
Largest quartile

2nd quartile

3rd quartile

3rd quartile

Smallest quartile



-100%

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



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

10% RVM

Scenario C-Capped Operating Assistance as % of Operating Cost by Agency

Line is Current Allocation Method for FY19

Performance: 25% Pax / RVH 25% Pax / RVM 50% Net Cost / Pax 100%

90%

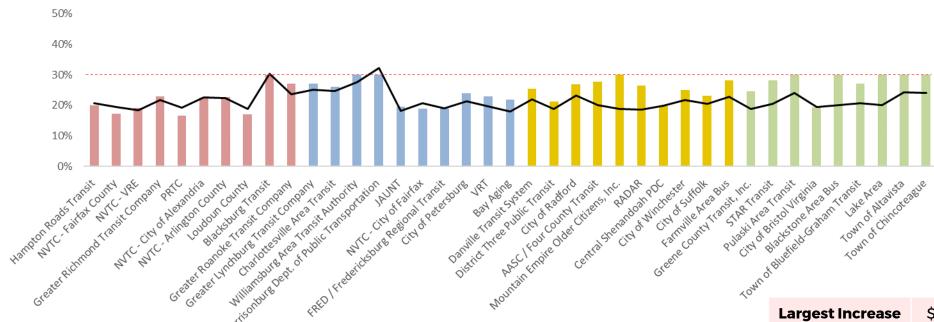
80%

70%

60%

Рах







 Largest Increase
 \$520,752
 59%

 Largest Decrease
 (\$1,671,865)
 (14%)

 Unallocated
 \$763,270

Largest quartile

Smallest quartile

Current Allocation

2nd quartile

3rd quartile

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%



Sizing:

50% Op Cost 30% Ridership 10% RVH

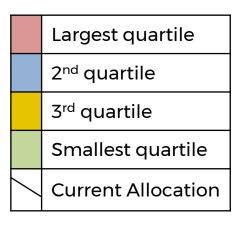
Variation 4 - Projected Operating Assistance Allocations by Agency Line is Current Allocation Method for FY19

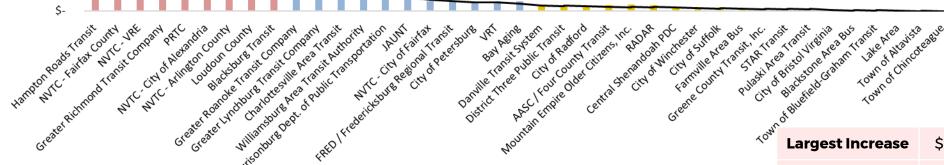
10% RVM \$25,000,000

\$5,000,000











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

Sizing:

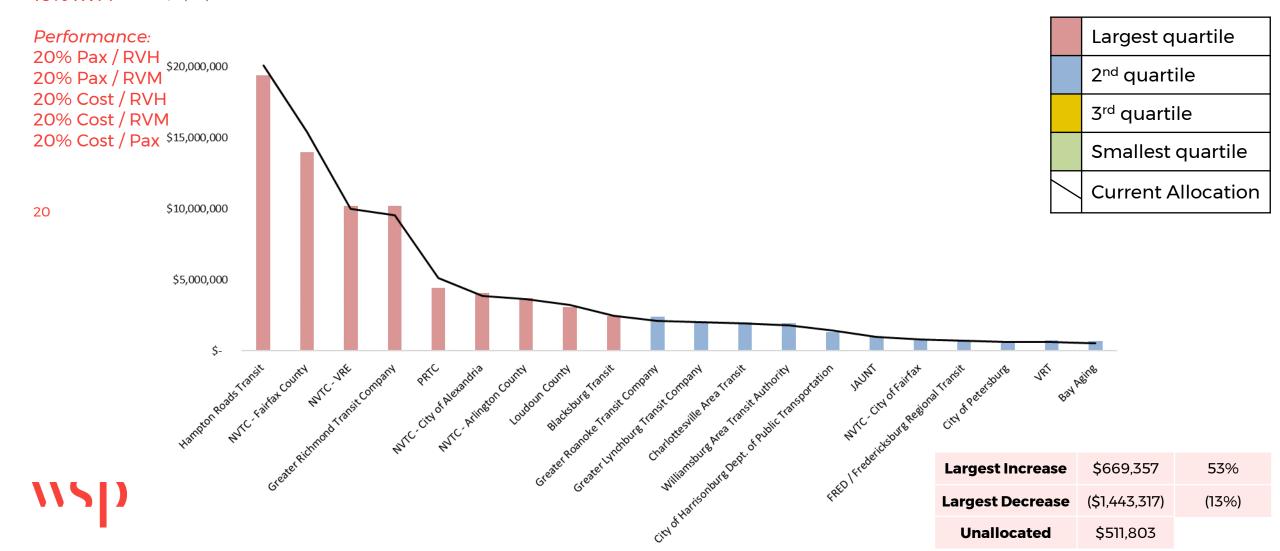
50% Op Cost 30% Ridership

10% RVH 10% RVM

Variation 4 - Projected Operating Assistance Allocations: 1st and 2nd Quartile Agencies

Line is Current Allocation Method for FY19

\$25,000,000



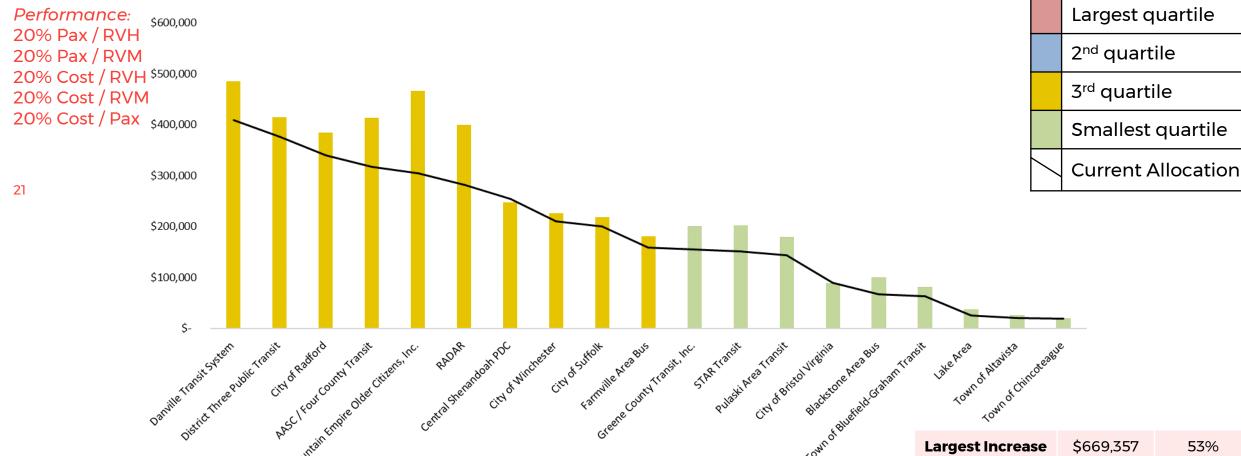
Sizing: 50% Op Cost 30% Ridership 10% RVH

10% RVM

Variation 4 - Projected Operating Assistance Allocations: 3rd and 4th Quartile Agencies

Line is Current Allocation Method for FY19







 Largest Increase
 \$669,357
 53%

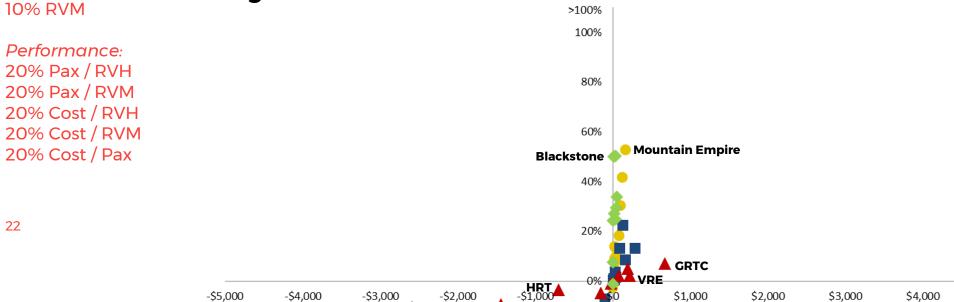
 Largest Decrease
 (\$1,443,317)
 (13%)

 Unallocated
 \$511,803

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

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

-\$5,000 -\$4,000 -\$3,000 -\$2,000 -\$1,000 PRTC			
PRIC	-\$5,000	-\$4,000	Fairfax County
			PRTC

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

\$5,000

Thousands

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

23

Variation 4 - Operating Assistance as % of Operating Cost by Agency

Line is Current Allocation Method for FY19





53%

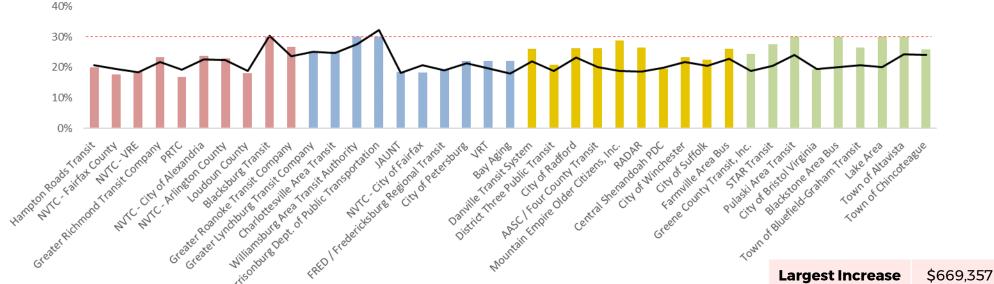
(13%)

(\$1,443,317)

\$511,803

Largest Decrease

Unallocated



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%



Sizing:

60% Op Cost 20% Ridership

10% RVH 10% RVM

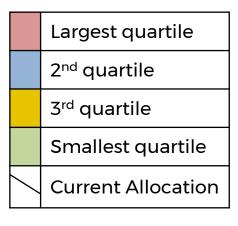
New Scenario Projected Operating Assistance Allocations by Agency Line is Current Allocation Method for FY19



\$5,000,000







Hampton Roads Transit District Three Public Transit Mountain Empre Older Chitzens, Inc. A&SC | Four County Transit Danille Tracki Skeen Greene County Transit, Inc. Earnille Area Bus Pulasti Area Tursit Town of Altavista



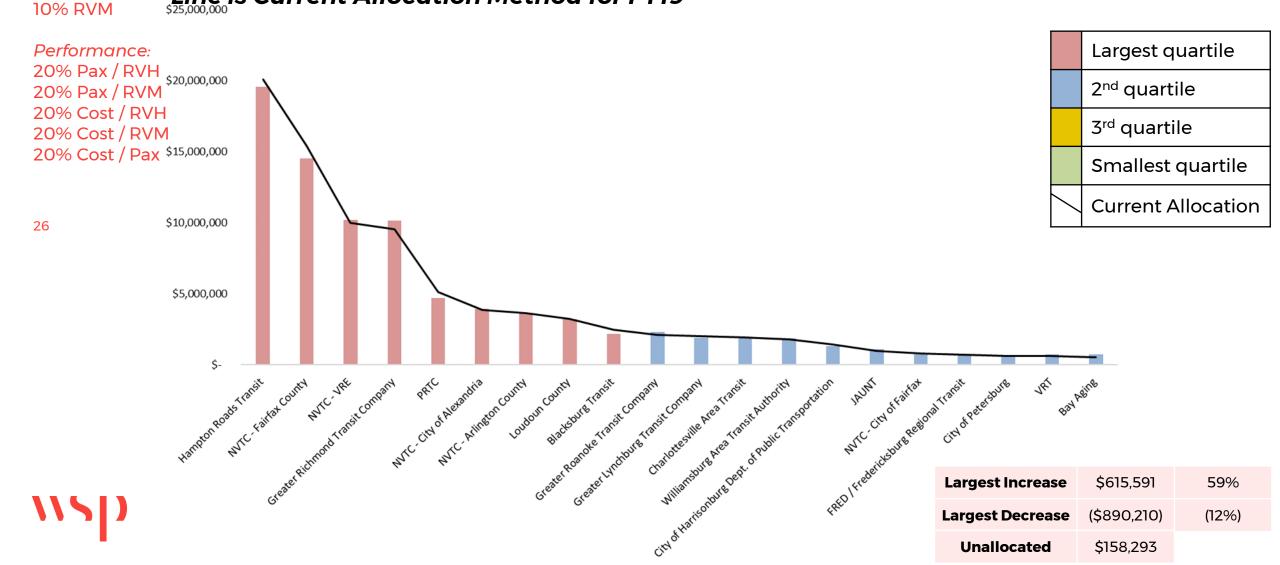
Largest Increase \$615,591 59% **Largest Decrease** (\$890,210) (12%)Unallocated \$158,293

Sizing: 60% Op Cost

10% RVH

New Scenario Projected Operating Assistance Allocations: 20% Ridership 1st and 2nd Quartile Agencies

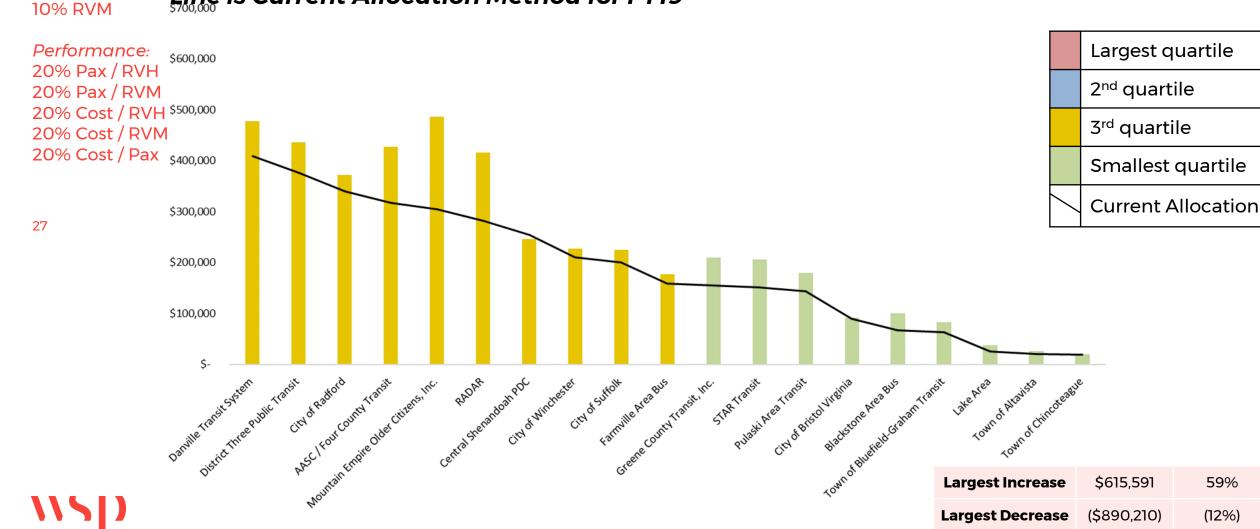
Line is Current Allocation Method for FY19



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

New Scenario Projected Operating Assistance Allocations: 3rd and 4th Quartile Agencies

Line is Current Allocation Method for FY19



Unallocated

\$158,293

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

10% RVM

28

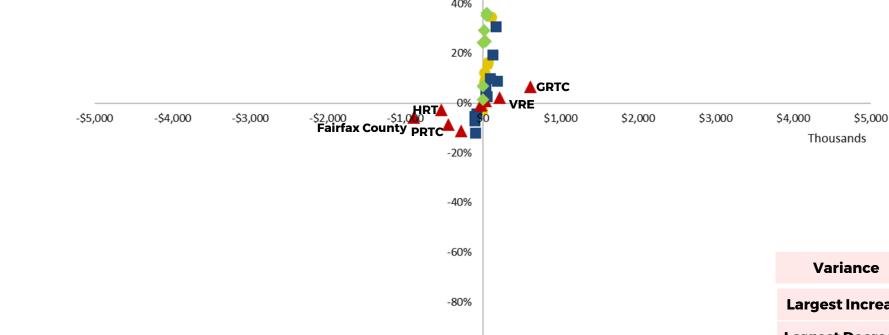
New Scenario Projected Variance from Actual FY19 Operating Assistance Allocation by Agency

>100%

No Change is at Zero on the Axes







-100%



 Variance
 0.034

 Largest Increase
 \$615,591
 59%

 Largest Decrease
 (\$890,210)
 (12%)

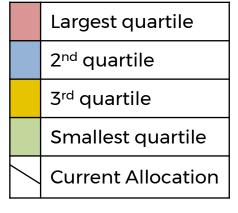
 Unallocated
 \$158,293

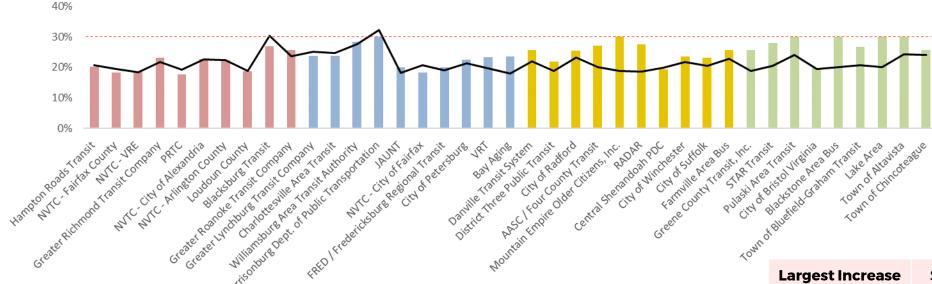
Sizing: 60% Op Cost 20% Ridership 10% RVH

New Scenario Operating Assistance as % of Operating Cost by Agency

Line is Current Allocation Method for FY19









29

 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



31

Summary

- The New Scenario requested by TSDAC performs as expected and yields:
 - Low unallocated funds (< \$200k)</p>
 - 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

