

Performance-Based Operating Assistance Allocation Methodology

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**SB1140 Public Meeting
September 18, 2013**

2013 Legislation for DRPT

SB1140

- ❑ SB1140 is the result of a legislative study (SJR297) passed in 2011
- ❑ This legislation keeps the current allocation formula in place for the first \$160 million of operating funds and provides an allocation process for **ALL** Capital Funds
- ❑ **All operating assistance funding thereafter will have a new performance-based allocation formula applied**
 - New allocation formula to be determined by Commonwealth Transportation Board (CTB).
 - Service delivery factors to be based on efficiency and effectiveness.
 - Transit Service Delivery Advisory Committee (TSDAC) is formed and has been meeting since April to make recommendations and advise the Director of DRPT
- ❑ The Director of DRPT and the Chair of TSDAC will brief House Appropriations, Senate Finance Committee and Senate House Transportation Committees on TSDAC's findings and DRPT's recommendations
- ❑ The CTB will re-evaluate the metrics, with public input and General Assembly oversight, every three years, followed by a one year notice prior to implementation of any changes
- ❑ Local governments and local transit operators will continue to make their own decisions with respect to their operations
- ❑ Requires a local match

Virginia's Goal

What is Virginia Investing In?

Moving People!

Effectively and Efficiently

Where they want to go – when they want to go there.

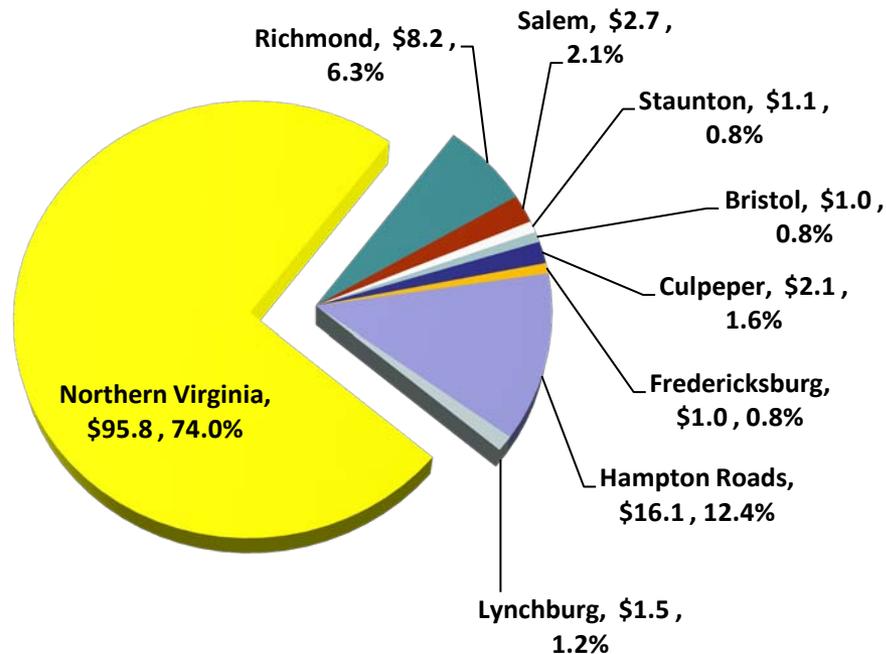
Transit Service Delivery Advisory Committee (TSDAC)

- ❑ Purpose is to advise DRPT in the development of distribution process for new transit funds
- ❑ Comprised of both transit associations: Virginia Transit Association (VTA) and Community Transit Association of Virginia (CTAV)
- ❑ Virginia Municipal League (VML) and Virginia Association of Counties (VaCo)
- ❑ Department of Rail and Public Transportation (DRPT), which includes the Richmond District CTB Member
- ❑ TSDAC has met 10 times since April 8, 2013. Meetings have been well attended by stakeholders. Members have actively sought comments and advice from the public, transit agencies, and local governments

New Transit Funding

- ❑ \$66.5M anticipated HB 2313 revenue for FY2014
 - Not disbursed until new metrics are developed
- ❑ October 2013 – Supplemental Operating allocation
- ❑ July 2014 – Increased Capital funding

Transit State Operating Funding By District - FY 2014 (\$ in millions)



- ❑ Charts reflect FY14 **without new funding** because the performance model is not complete – Goal is to provide the additional \$73.5M. This is a 46% increase from FY13 to FY14. New Transit funding accounts for \$66.5M of the increase.

Decision Process – Phase I

Operating Funds

The TSDAC has agreed on a phased implementation approach for performance metrics

- ❑ Two-year transition period FY14 and FY15
 - **New funding above \$160M only**
 - Existing \$160M of operating assistance will continue to be based on the old allocation formula
 - Performance Metrics based on:
 - Net cost per rider (50%)
 - Customers per revenue hour (25%)
 - Customers per revenue mile (25%)
 - Systems will be sized equally based on ridership and operating costs – sized relative to all transit operators eligible for state assistance
- ❑ FY14 mid-year performance-based funding allocation based on percent change between FY11 and FY12
 - Corrected FY11 and FY12 data has been received by DRPT from the transit agencies

Decision Process – Phase II

Operating Funds

- ❑ FY15 funding is based on a two-year rolling average (FY11, FY12, and FY 13) of performance data
- ❑ Performance data is critical – must be consistent, certifiable, easily verifiable and provided to DRPT on time.
- ❑ Ultimately four years of performance data will be required to develop a three-year rolling average

Phase III Actions

Operating Funds

Phase III Study and Evaluation

- ❑ **Evaluate** the existing data collection and reporting techniques and methodology
- ❑ Create a **working group** comprised of transit operations to create methods and standards to collect and report performance data
- ❑ **Analyze the performance metrics** to determine the metrics' ease, use and effectiveness in sizing transit systems
- ❑ Research processes that could be used to **reward exceptional performance** and determine if this should be a factor

Phase III Deliverable Schedule:

- ❑ Issue a report on the assessment of **data collection methods** and **technology** used by transit providers – March 31, 2014
- ❑ Conduct an analysis of indirect input vs. direct output metrics to determine their ease of use and effectiveness in **sizing transit systems** – March 31, 2014
- ❑ **Final Report** of the working group comprised of transit operators developing the data collection methods and standards – December 31, 2014
- ❑ DRPT to establish an **accountability policy** to ensure that data is collected, certified and reported by the transit grantee. Policy issued – December 31, 2014

SB1140 TENTATIVE MILESTONE PERFORMANCE-BASED OPERATING ASSISTANCE ALLOCATION SCHEDULE FOR PHASE I

- ❑ **July 29, 2013** - TSDAC meeting to finalize operating and capital allocation plans
- ❑ **August 16, 2013** - Public Comment Period Begins for Performance-Based Operating Assistance Allocation Methodology
- ❑ **September 16, 2013**- House Appropriations Committee
- ❑ **September 18, 2013** – Commonwealth Transportation Board (CTB) Presentation of Draft SB1140 Recommendations
- ❑ **September 18, 2013** – Public Hearing (Richmond)
- ❑ **September 19, 2013** - Senate Finance Committee
- ❑ **September 30, 2013** – Senate and House Committees on Transportation briefings – written presentation
- ❑ **October 1, 2013**– Public Comment Period Ends for Performance-Based Operating Assistance Allocation Methodology
- ❑ **October 16, 2013** – CTB – SB1140 Action on Performance-Based Operating Assistance Allocation Methodology
- ❑ **October 16, 2013** – SYIP amendment for FY14 operating assistance allocation



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