VIRGINIA TRANSIT ASSOCIATION
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Virginia Transit Association Statement on Transit Service Delivery Advisory Committee Operating Allocation Plan Recommendations and Capital Allocation Deliberations
September 18, 2013

Summary
The Virginia Transit Association appreciates the diligent work of the Transit Service Delivery Advisory Committee (TSDAC) in crafting recommendations to comply with Code changes resulting from Senate Bill 1140 [Section 58.1-638.4.b] VTA supports the interim operation allocation methodology recommended by TSDAC for state transit operating funds exceeding $160M annually. We appreciate the commitment of the committee to continue working to refine this methodology and to continue careful revisions of the capital allocation process.

Operating Allocations
VTA supports the interim operating allocation plan recommended by TSDAC.
Over the course of TSDAC's work it's been evident that Virginia transit providers are very diverse, that the data all transit providers collect is limited, that definitions and data collection methods can vary significantly depending on service environment and only some of the measures are meaningful for a funding allocation formula. The Committee selected efficiency measures related to the industry standard of unlinked passenger trips. VTA supports the use of this measurement.

VTA believes it's important for the committee to continue to refine the definition of unlinked passenger trips to ensure this metric captures all types of riders using a system.
VTA supports the use of unlinked passenger trips in the TSDAC model as a means of determining ridership. We recognize that tallying this number can be more challenging in complex transit environments where not all trips are literally "counted" (e.g., transfers internal to WMATA's Metrorail system). It's important to count all types of passenger trips in each system. We urge the TSDAC, in cooperation with the interested parties, to continue efforts to find a more mutually agreeable way to count unlinked trips in complex transit environments.

The Committee should continue working on transit effectiveness measures.
Virginia has a great diversity of transit providers with a variety of important service objectives and impacts. Public transportation enables both direct and indirect economic and social benefits that can be difficult to measure but are critical to the Commonwealth, to local communities and to residents. Among these are reducing congestion, access to employment, supporting tourism, pollution reduction, economic investment along key corridors and ensuring that transit dependents (e.g., older residents and those who are disabled) are not mobility deprived.

The Code requires transit service factors to be based on service efficiency and effectiveness. Limited available data has made it more difficult for TSDAC to focus on effectiveness in ways that capture the many goals/objectives underlying the state's transit assistance program. VTA applauds the fact that TSDAC and DRPT have explicitly recognized this and have developed a work program to seek additional measurements as necessary.