

A “peer analysis” is a useful tool in comparing a transit program with other, similar programs. This can provide a good context for the ridership and performance figures, and help in identifying areas of relative strength and weakness. This discussion first presents the peer systems selected for comparison, followed by the data and analysis.



### PEER TRANSIT OPERATORS

Table 22 displays operating data for five municipally operated transit systems in California with populations ranging from 128,000 to 163,000. These peer systems were also chosen to be similar to Roseville Transit, such as by not serving a major university. A brief overview of each system follows:

- **Corona Cruiser** – The City of Corona is located in inland Southern California and has a slightly larger population than Roseville (161,000). The city operates two fixed routes and a DAR service six days per week. Systemwide service levels are less than Roseville Transit, as well as ridership (213,164).
- **E-Tran** – The relatively newly-incorporated City of Elk Grove outside of Sacramento operates 7 fixed routes (6 days per week) and 10 commuter routes into Sacramento. The population of the city is roughly 30,000 more than the City of Roseville. The service is similar to Roseville Transit in that they provide local fixed routes, commuter, general public Dial-A-Ride as well as paratransit services. Ridership on E-Tran is significantly greater than Roseville Transit, with 922,757 trips at similar service levels.
- **Simi Valley Transit** – The City of Simi Valley in southern California operates four fixed routes and a demand response service six days per week. Population (126,126) and ridership (377,104) levels are very similar to Roseville Transit services, but Simi Valley Transit operates fewer vehicle miles annually (roughly 160,000 fewer).
- **Thousand Oaks** – Nearby to Simi Valley is the City of Thousand Oaks with a population size very similar to the City of Roseville. The City operates four fixed routes, one commuter shuttle to a Metrolink station and Dial-A-Ride, six days per week. Ridership is very similar to Roseville Transit (128,623) but service levels are greater.
- **Visalia Transit** – Located in the Central Valley, the Visalia Transit receives funding from Tulare County’s Measure R tax. As such, service levels are significantly higher than Roseville Transit. Visalia Transit operates 13 fixed routes, Town Trolley, DAR, and a shuttle service to

Sequoia National Park. Visalia Transit operates around 1.5 million trips per year but has a population very similar to Roseville Transit.

**Table 22: Roseville Transit Systemwide Peer Analysis**

	Operating Data					
	Annual Ridership	Vehicle Service Hours	Vehicle Service Miles	Service area Population <sup>(1)</sup>	Annual Operating Costs	Fare Revenues
<b>Roseville Transit</b>	<b>360,882</b>	<b>50,969</b>	<b>899,317</b>	<b>128,276</b>	<b>\$5,537,660</b>	<b>\$1,180,254</b>
Corona Cruiser	213,164	31,970	394,915	161,614	\$2,242,023	\$366,913
E-Tran (Elk Grove)	922,757	59,012	901,579	163,634	\$7,397,909	\$1,454,582
Simi Valley Transit	377,104	42,701	563,461	126,126	\$6,327,326	\$704,217
Thousand Oaks Transit	255,950	66,015	1,043,089	128,623	\$4,554,192	\$689,402
Visalia Transit	1,598,083	140,823	1,991,572	128,738	\$9,365,073	\$1,766,472
<b>Peer Average</b>	<b>673,412</b>	<b>68,104</b>	<b>978,923</b>	<b>141,747</b>	<b>\$5,977,305</b>	<b>\$996,317</b>

	Performance Measures					
	Ridership per Capita	Pax per Hour	Pax per Mile	Operating Cost per Hour	Operating Cost per Trip	Farebox Ratio
<b>Roseville Transit</b>	<b>2.81</b>	<b>7.08</b>	<b>0.40</b>	<b>\$108.65</b>	<b>\$15.34</b>	<b>21.3%</b>
<b>Plan Recommended Standard</b>	<b>--</b>	<b>7.00</b>	<b>0.50</b>	<b>\$100.00</b>	<b>\$12.00</b>	<b>15.0%</b>
Corona Cruiser	1.32	6.67	0.54	\$70.13	\$10.52	16.4%
E-Tran (Elk Grove)	5.64	15.64	1.02	\$125.36	\$8.02	19.7%
Simi Valley Transit	2.99	8.83	0.67	\$148.18	\$16.78	11.1%
Thousand Oaks Transit	1.99	3.88	0.25	\$68.99	\$17.79	15.1%
Visalia Transit	12.41	11.35	0.80	\$66.50	\$5.86	18.9%
<b>Peer Average</b>	<b>4.87</b>	<b>9.27</b>	<b>0.66</b>	<b>\$95.83</b>	<b>\$11.79</b>	<b>16.2%</b>
Roseville % of Peer Average	58%	76%	61%	113%	130%	131%
Roseville Ranking of 6 Systems	4th Highest	4th Highest	5th Highest	4th Lowest	4th Lowest	Highest

Source: State Controller 2016 Data

Note 1: American Community Survey 2016 estimate

## PERFORMANCE COMPARISON

- The annual ridership average for the peer transit systems is 673,412. If Visalia Transit is not included, the average is 442,244. Roseville Transit's ridership falls below both of these figures, at 58 percent of the peer average. Roseville Transit's vehicle hours and miles are less but not far off from the peer annual vehicle hours of 68,104 and annual vehicle miles of 978,923.

- Peer ridership per capita is 4.87 trips, on average. This is greater than Roseville Transit's ridership per capita of 2.81 (76 percent of the peer average). Visalia Transit brings up the average significantly with 12.41 trips per capita. E-Trans also has relatively high ridership per capita of 5.64. Corona Cruiser has the lowest ridership per capita of 1.32 trips per person. If Visalia is excluded from the peers, Roseville's rate is just below the average of 2.98.
- In terms of productivity, the peer average annual passenger-trips per hour is 9.27. E-Trans is the most productive of the services, carrying 15.64 passenger trips per hour. Roseville Transit carries 7.08 trips per hour, which is better than both Corona Cruiser and Thousand Oaks Transit, and is 76 percent of the peer average.
- The passenger-trips per vehicle service mile peer average is 0.66. Roseville Transit ranks second to lowest (0.40), in front of Thousand Oaks Transit (0.25). E-Trans carries the most passenger-trips per mile (1.02).
- Roseville Transit's operating budget is in-line with the peer average of \$5.9 million. Visalia Transit has the largest budget of \$9.3 million and Corona has the smallest budget of \$2.2 million.
- Roseville Transit's operating cost per hour is 13 percent greater than the peer average of \$95.38, but less than E-Trans (\$125.36) and Simi Valley (\$148.18).
- The peer average operating cost per passenger-trip is \$11.79. At \$15.34, Roseville Transit is 30 percent higher than this average.
- Roseville Transit's passenger fare revenues (\$1,180,284) is greater than the peer average of \$996,317.
- In terms of farebox ratio, Roseville Transit has the highest farebox ratio of all the peer transit operators, 21.3 percent.

### Sacramento Commuter Comparison

Several transit operators in the greater Sacramento region provide commuter public transit services into downtown Sacramento: Yuba-Sutter Transit from Marysville/Yuba City, El Dorado Transit from Placerville, Placer County Transit from as far as Colfax and YoloBus from Woodland. While each system has its differences, the fact that all serve the same employment market makes this a useful peer comparison. Table 23 compares these services to Roseville Transit's commuter routes.

The peer average ridership for the Sacramento Commuter Services is 96,745, lower than Roseville Transit's ridership of 137,102. Annual vehicle hours operated range from 2,565 on

**Table 23: Roseville Transit Commuter Route Peer Analysis**

	Annual Data				Performance Measure		
	Ridership	Vehicle Hours	Vehicle Miles	Operating Cost	Pax per Hour	Pax per Mile	Operating Cost per Hour
<b>Roseville Transit</b>	<b>137,102</b>	<b>6,327</b>	<b>242,187</b>	<b>\$837,296</b>	<b>21.7</b>	<b>0.57</b>	<b>\$132.34</b>
PCT Commuter	70,677	3,163	101,279	\$865,744	22.3	0.70	\$273.74
El Dorado Transit	139,792	9,057	281,027	\$1,411,252	15.4	0.50	\$155.82
Yuba Sutter Transit	118,307	11,630	418,000	\$855,307	10.2	0.28	\$73.54
YoloBus Route 45	58,204	2,565	65,323	NA	22.7	0.89	NA
<b>Peer Average</b>	<b>96,745</b>	<b>6,604</b>	<b>216,407</b>	<b>\$1,044,101</b>	<b>17.7</b>	<b>0.59</b>	<b>\$167.70</b>
<i>Roseville % of Peer Average</i>					123%	96%	79%
<i>Roseville Ranking</i>					3rd Highest of 5	3rd Highest of 5	2nd Lowest of 4

Source: FY 2016-17 data for all but YoloBus, which is FY 2014-15

Yolobus Route 45 to 11,630 on Yuba Sutter Transit. Roseville Transit is very close to the peer average of 6,604 in terms of vehicle hours. Yuba-Sutter Transit also travels the greatest number of vehicle miles (418,000), much more than the peer average of 216,407. Yolobus Route 45 only travels 65,323 annual vehicle miles.

Roseville Transit, PCT and Yolobus Route 45 all carry over 20 passenger-trips per vehicle hour. At 21.7, Roseville Transit is 23 percent above the peer average of 17.7. Yuba Sutter Transit has the lowest productivity, at 10.2 trips per hour. Roseville Transit’s passenger per mile performance is very similar to the peer average of 0.59 trips per mile. Yuba-Sutter Transit’s Commuter Routes (not including mid-day service to Sacramento) are clearly the most cost effective, with an operating cost per hour of \$73.54. Roseville Transit’s operating cost per hour is 17 percent lower than the peer average of \$132.34 and below PCT (\$273.74) and El Dorado Transit (\$155.82). PCT’s cost per hour is significantly above the peer average. Many factors may contribute to this, including that half of the hours for each commuter route is deadhead travel and therefore not included in the revenue hour calculation, split shifts and the high proportion of deadhead travel require drivers to check in multiple times, there were particularly high maintenance costs in FY 2016-17, and difficulties with the contractor requiring additional administrative oversight. Additionally, PCT cost figures include allocated county staff time spent managing the commuter service contract; whereas, that level of detail was not available for the other transit operators.

## General Public DAR Peer Comparison

Many small city/suburban transit operators provide Dial-A-Ride service; however most of these services are only available to ADA eligible passengers. Other similar public transit operators which offer general public DAR similar to Roseville Transit are: PCT, El Dorado Transit and Visalia Transit. Table 24 displays operating and performance characteristics for these transit operators. Only data for PCT's Rocklin/Loomis DAR is presented and it should be noted that Visalia Transit's DAR service is only available to the general public if space is available. Ridership of the various services varies significantly from 8,752 trips on the PCT Rocklin/Loomis DAR to 34,224 trips on Visalia Transit DAR. Roseville Transit ridership, service levels and costs are all greater than the peer average.

	Annual Ridership	Vehicle Service Hours	Vehicle Service Miles	Est. Annual Operating Costs
<b>Roseville Transit</b>	28,408	11,642	184,006	\$1,240,301
Placer County Transit (Rocklin Loomis)	8,752	5,129	49,561	\$368,980
El Dorado Transit	20,880	11,293	208,545	\$1,513,306
Visalia Transit	34,224	11,938	158,347	\$793,906
<b>Peer Average</b>	<b>21,285</b>	<b>9,453</b>	<b>138,818</b>	<b>\$892,064</b>
<b>Roseville % of Peer Average</b>	<b>133%</b>	<b>123%</b>	<b>133%</b>	<b>139%</b>
	Pax per Hour	Pax per Mile	Operating Cost per Hour	Operating Cost per Trip
<b>Roseville Transit</b>	2.4	0.15	\$106.54	\$43.66
<b>Recommended Standard</b>	2.5	0.20	\$100.00	\$35.00
Placer County Transit (Rocklin Loomis)	1.7	0.18	\$71.94	\$42.16
El Dorado Transit	1.8	0.10	\$134.00	\$72.48
Visalia Transit	2.9	0.22	\$66.50	\$23.20
<b>Peer Average</b>	<b>2.1</b>	<b>0.2</b>	<b>\$90.82</b>	<b>\$45.94</b>
<b>Roseville % of Peer Average</b>	<b>114%</b>	<b>94%</b>	<b>117%</b>	<b>95%</b>

- Passengers per Vehicle Hour – Roseville Transit DAR is the second most productive of the peers and carries 2.4 trips per hour, above the peer average of 2.1 trips per hour.
- Passenger per Vehicle Mile – Roseville Transit is at 94 percent of the peer average in terms of passenger trips per vehicle mile.

- Operating cost per Vehicle Hour – Roseville Transit’s operating cost per hour (\$106.54) is greater than the peer average of \$90.82 but less than El Dorado Transit’s cost of \$134.
- Operating cost per Passenger-trip – Roseville Transit’s operating cost per trip (\$43.66) is less than the peer average of \$45.94.

Peer Fare Structure Comparison

Another worthwhile comparison is to review the fare structures of the peer transit systems. Table 25 shows that only E-Trans has a higher general public base fare. Table 26 demonstrates that Roseville Transit’s Resident commuter fare is below the peer average. Only YoloBus has the same fare.

**Table 25: Roseville Transit Fixed Route Base Fare Peer Comparison**

	General Public One-way fare	Discount One-Way Fare
<b>Roseville Transit</b>	<b>\$1.50</b>	<b>\$0.75</b>
Corona Cruiser	\$1.50	\$0.70
E-Trans (Elk Grove)	\$2.25	\$1.10
Simi Valley Transit	\$1.50	\$0.75
Thousand Oaks Transit	\$1.50	\$0.75
Visalia Transit	\$1.50	\$0.75

**Table 26: Roseville Transit Commuter Route Fare Peer Comparison**

	One-Way Fare	Monthly Pass
<b>Roseville Transit (Resident)</b>	<b>\$3.25</b>	<b>\$110.00</b>
PCT Commuter <sup>(1)</sup>	\$4.25	\$131.25
El Dorado Transit	\$5.00	\$180.00
Yuba Sutter Transit	\$4.00	\$128.00
YoloBus Route 45	\$3.25	\$121.00
<b>Peer Average</b>	<b>\$4.13</b>	<b>\$140.06</b>

Note 1: Fare from Rocklin/Roseville

## SUMMARY

The following findings can be made from the existing services review of Roseville Transit:

- Although commuter route ridership has grown 30 percent over the past 9 years, systemwide ridership has declined by 17 percent.
- Due to a high commuter route farebox ratio, Roseville Transit meets the TDA farebox requirement of 15 percent. Roseville Transit's farebox ratio is also higher than the other peer transit operators reviewed.
- On a per route basis, Route R performs the best in terms of productivity and cost efficiency. Likely due to the fact, this route serves a significant transit generator (Pride Industries) during peak hours. Route S had the worst performance in FY 2016-17. Although this route has low ridership, it provides an important connection to county government services.
- The low productivity of the interlined Routes C, G, F and E indicate the need for a review of this service element, including an evaluation of alternative service models.
- Roseville Transit serves as an element of a regional transit network, as 10 percent of fixed route boardings are transfers from PCT or Sac RT.
- Overcrowding is an issue on some of the Commuter runs, particularly in the afternoon.
- The peer comparison demonstrated that Roseville has lower ridership than many similar sized cities outside of the Sacramento region. However, compared to other Sacramento Commuter Services, Roseville Transit's commuter routes perform well.
- Passengers are most interested in more frequent service. There are also specific desires for expanded connections with Granite Bay, and service to West Roseville.
- Roseville Transit's fixed route fare structure is in line with peers and the resident commuters receive a good discount.

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