

APPENDIX D: PEER REVIEW

SECTION D.1 – PERFORMANCE PEER REVIEW

In this section we inventoried and compared the City of Auburn’s public transit program performance with selected transit operators through a performance peer review. A peer review utilizes a quantitative methodology for assessing how efficiently and effectively a public transit program performs with respect to providing service compared with peer transit providers. *Effectiveness* is defined as the extent by which a service is achieving its intended goals. By contrast, *efficiency* is the amount of resources required to achieve the reported outcome. In addition to the peer comparison an existing service evaluation is presented to provide an overview of other transit programs in the region.

Our analysis examines the level of service each peer provides relative to the size of its service area and the number of persons residing therein. The peers are all non-urbanized operators with modest operating budgets, similar demographics, and service levels. Auburn’s deviated fixed-route services were analyzed in comparison to these peers. All peer data reflect actual FY 2009/2010 performance.

The peer review is typically used to evaluate whether a given transit system is performing well in comparison with its peers, and through such a comparison, identify opportunities for improvement. Given the unique nature of the City’s service delivery strategy, few direct peers could be identified and as such, the peers in this section are not as relevant as desired.

Selected Peers

The table below presents the primary service characteristics of the selected peers. In addition to characteristics below, we chose peers based on transit services offered, service square miles, and service area population. Note some data was not available at the time of this performance peer review and will not reflect actual system-wide totals.

Exhibit D.1.1 Selected Peer Characteristics

Performance Measures	Lassen County	Colusa County	Plumas County	Glenn County	Trinity County	City of Auburn	City of Folsom	Average
Operating Cost*	\$812,928	\$813,523	\$566,117	\$490,509	\$350,000	\$380,192	\$3,824,992	\$1,034,037
Fare Revenue	\$175,354	\$70,000	\$117,171	\$75,694	\$38,508	\$30,217	\$93,160	\$85,729
Vehicle Service Mile (VSM)	219,944	163,759	197,770	186,028	108,312	61,229	221,660	165,529
Vehicle Service Hours (VSH)	11,334	10,109	14,400	6,550	3,792	4,563	16,587	9,619
Passengers	81,869	N/A	54,494	64,376	3,500	54,121	100,251	59,769

* Note: City of Folsom Operating Cost reflects actual annual budget for all transit-related expenses. Segregated transit service operating cost data were not available at the time of this report.

Auburn Transit

The City of Auburn is the county seat of Placer County, and is located approximately 30 miles northeast of Sacramento, California. Placer County does not offer comprehensive transit services throughout Auburn, so the City operates a deviated fixed-route system for its residents.

Auburn Transit operates under the City’s Public Works Department. The primary routes include the Blue and Red Routes, which provide service parallel to Interstate 80 which bisects the City. Routes operate Monday through Friday from 6:00 a.m. to 6:55 p.m. with the last trip (6:00 p.m. to 6:55 p.m.) for return trips only, and Saturday from 9:00 a.m. to 5:50 p.m. with the last trip (5:00 p.m. to 5:50 p.m.) also for return trips only. Both the Blue and the Red Routes travel similar paths, in complementary directions and allow route deviation of up to three-quarters of a mile. Transfers to Placer County Transit and Gold Country Stage are offered hourly at the Auburn Station.

Fare to ride Auburn Transit is 80 cents for adults, 60 cents for seniors, persons with disabilities, and students, and free for children under the age of five. The City offers discounts with the purchase of a day pass, 9-ride or 30-ride pass, or monthly pass. Further details regarding Auburn Transit can be found in the Service Evaluation Chapter.

Lassen Transit Service Agency

The Lassen Transit Service Agency (LTSA) is a joint-power authority between the County of Lassen and the City of Susanville. The LTSA is charged with the administration and operation of Lassen Rural Bus public transportation services within Lassen County under the jurisdiction of the Lassen County Transportation Commission (LCTC), the Regional Transportation Planning Agency for the County.

LTSA services include a fixed-route with complementary paratransit service within Susanville. In addition to fixed route services, the Lassen Rural Bus System also provides commuter service to the communities of Westwood and Chester and Herlong/Doyle. Commuter service is also provided into Susanville from Herlong via Standish and Litchfield.

Fares for the Lassen Rural Bus are \$1.00 for the general public and 50 cents for seniors, person with disabilities, and students. Paratransit fare is \$1.75 and customers can also use the Subsidized Vehicle for Hire vouchers to pay the fare. Commuter routes use a zone-based fare structure starting at \$2.00 and increasing to \$4.00.

Colusa County Transit Agency

Colusa County Transit Agency (CCTA) is the sole public transit provider in the county. CCTA has a staff of 10 and fields a fleet of 11 buses, each of which can hold up to 19 passengers. CCTA provides transportation to approximately 22,092 customers in its 1,151 square mile service area annually. It operates Monday through Friday as a “flex route” dial-a-ride system. CCTA serves the communities of Colusa, Williams, Arbuckle, Maxwell, Grimes, Princeton, Sites and Stonyford

with curb-to-curb service for the general public and door-to-door service for ADA eligible passengers (registration is not required). Outlying areas are served on a daily basis during set time frames. However, if a request for pick-up is not placed, buses may be diverted to more demand intensive routes.

Fare for adults (riders six years of age and older) is \$1.25 for local trips and \$1.75 for out of county trips. Ticket books are available to the public at a discounted rate at the Transit Office. In addition to its dial-a-ride service, CCTA provides non-emergency medical service both in and out of the county, transportation to the Senior Nutrition Center in Colusa, and package delivery service within the service area. All of these services can be arranged through contacting the dispatch center. CCTA works closely with local social service agencies to ensure maximum service to clients through the use of vouchers, ticket books and fee for service agreements.

Plumas County Transit

Plumas County Transit (PCT) is a regional transportation provider, offering transit services throughout Plumas County. Service areas include Quincy, Chester, Portola, Cromberg, Crescent Mills, Graeagle, and Lake Almanor.

Three daily routes serve the greater Plumas County area; Chester to Quincy (three round trips per day), Portola to Quincy (three round trips per day) and an inner-city loop within Quincy (six round trips per day). Each route provides connectivity to nearby Feather River College, whose students account for 35 percent of total ridership. Additionally, all routes are modified fixed-routes, meaning a rider can phone ahead to request a route deviation of up to one-quarter mile.

Fare is accepted in the form of cash, tickets, or monthly transit passes, and varies by route between \$1.00 and \$4.00 for trips made within the County. Seniors and persons with disabilities are eligible to receive a 50-percent discount off of published fares.

Glenn Transit Service

Glenn County is located in California's Sacramento Valley, southwest of Chico. Glenn Transit Services (GTS) offers two primary transportation services; Glenn Ride, a fixed-route service and Glenn Trans, a Dial-A-Ride service. The service area includes the communities of Willows, Artois, Orland, Blue Gum, Hamilton and Chico. Both Glenn Ride and Glenn Trans are operated under contract by Paratransit Services.

Glenn Ride is a deviated fixed-route service which operates Monday through Saturday. Service takes place along a single route, with seven daily trips Monday through Friday from 5:45 a.m. to 8:00 p.m., and three trips on Saturday beginning at 8:00 a.m. ending at 7:20 p.m. The one-way fare for trips within Glenn County is \$1.00, out-of-county fare is \$1.50, and children under six years as well as students of Butte College ride at no cost.

Glenn Trans is an eligibility-based service open to Glenn County residents unable to utilize Glenn Ride fixed-route service for their mobility needs. To qualify to use the service, individuals must be either is 60 years of age or older, on permanent disability or considered low income based on their annual household income. Service is offered within a 1.5 mile radius of the Orland and Willows City Halls, the Leisure Mobile Home Park, the Willows-Glenn Mobile Home Park and the Huggins/Cannell Drive area. Glenn Trans operates Monday through Friday from 7:30 a.m. to 6:00 p.m. and Saturday from 9:00 a.m. to 4:00 p.m. In-county fare is \$1.50 per trip, while trips originating or terminating outside of Glenn County are \$2.00.

In addition to the two primary services, GTS also operates a volunteer medical transport program in conjunction with Para-transit Services. Riders must meet the same eligibility requirements set forth for the dial-a-ride program, and all trips must be related to local medical appointments. Volunteers provide their own vehicles, and are reimbursed at the federal mileage reimbursement rate (currently 51 cents per mile). Riders are charged 50 percent of the federal mileage reimbursement rate (or 25 cents per mile).

Trinity Transit

Trinity Transit is the only public transit operator in Trinity County. It operates two fixed-route services in the county: the Weaverville Shuttle and the Hayfork-Weaverville Bus. Beginning January 8, 2010 the "Intercity Service" between Willow Creek and Redding began. This service connects Highway 101 and Interstate 5 via Highway 299.

The Weaverville Shuttle operates within Weaverville on Monday, Wednesday, and Friday from 10:00 a.m. to 2:00 p.m. It stops at numerous destinations including Weaver Creek Senior Apartments, Senior Center, Trinity Hospital, library, Social Services Complex and the post office. This service is open to the public, but utilized primarily by older adults traveling to the post office, bank, shopping and medical appointments.

Fares for Trinity Transit are distanced-based. The base fare is \$1.50 for the general public and can reach \$10.00. Seniors, persons with disabilities, youth, students, and frequent riders are eligible for reduced fares, which is also distanced-based.

Folsom Stage Lines

The City of Folsom operates Folsom Stage Line and Dial-A-Ride service. Routes operate Monday through Friday between 6:11 a.m. and 9:00 p.m. with no weekend service available. Folsom Stage Line is comprised of two fixed routes (Routes 10 and 20) which intersect at Folsom Lake College. In addition to connecting with Route 20, Route 10 links with the Light Rail as well as Sacramento Regional Transit at select transfer points.

Folsom's Dial-A-Ride service is a curb-to-curb eligibility-based service for persons with physical, developmental, or mental disabilities and seniors unable to utilize the traditional fixed-route

system. The service runs Monday through Friday between 6:00 a.m. and 9:00 p.m., with no weekend service available.

Adult fixed-route one-way fare is priced at \$2.50, with seniors and students receiving a discount of 50 percent off the adult base fare.

Peer Review

The Peer Review compares and contrasts Auburn Transit’s key performance indicators for FY 2009/2010 with those of the counties of Lassen, Colusa, Plumas, Glenn, and Trinity.

Discrepancies with service providers’ information regarding demand-response performance led us to forego a separate discussion of demand-response performance. As previously mentioned some data were not available at the time of the report and may impact this analysis through skewing averages for some performance measures (i.e., Operating Cost/VSH, Operating Cost/VSM, and Farebox Recovery).

Exhibit D.1.2 System Indicators

Auburn Transit Peer Review								
System-Wide	Lassen County	Colusa County	Plumas County	Glenn County	Trinity County	City of Folsom	Average	City of Auburn
Performance Measures								
Operating Cost**	\$812,928	\$813,523	\$566,117	\$756,821	\$250,000	\$3,824,992	\$1,170,730	\$380,192
Fare Revenue	\$175,354	\$70,000	\$117,171	\$105,742	\$38,508	\$93,160	\$99,989	\$30,217
Annual Vehicle Service Miles	219,944	163,759	197,770	258,612	108,312	221,660	195,010	61,229
Annual Vehicle Service Hours	11,334	10,109	14,400	13,782	3,792	16,587	11,667	4,563
Annual Unlinked Trips	81,869	-	54,494	86,598	7,215	100,251	66,085	54,121
Vehicles Operated in Maximum Service	9	5	N/A	N/A	4	5	6	2
Performance Indicators								
Operating Cost/Service Hour	\$71.72	\$80.47	\$39.31	\$54.91	\$65.93	\$230.60	\$90.49	\$83.32
Operating Cost/Service Mile	\$3.70	\$4.97	\$2.86	\$2.93	\$2.31	\$17.26	\$5.67	\$6.21
Operating Cost/Passenger	\$9.93	-	\$10.39	\$8.74	\$34.65	\$38.15	\$20.37	\$7.02
Passengers/Revenue Hour	7.22	-	3.78	6.28	1.90	6.04	5.05	11.86
Passengers/Revenue Mile	0.37	-	0.28	0.33	0.07	0.45	0.30	0.88
Fare/Passenger	\$2.14	-	\$2.15	\$1.22	\$5.34	\$0.93	\$2.36	\$0.56
Farebox Recovery	21.6%	8.6%	20.7%	14.0%	15.4%	2.4%	13.8%	7.9%

**Note: Trinity County's Operating Cost is an estimate based on the 2009-2013 SRTP.

City of Folsom Operating Cost reflects actual annual budget for all transit-related expenses. Segregated transit service operating cost data were not available at the time of this report.

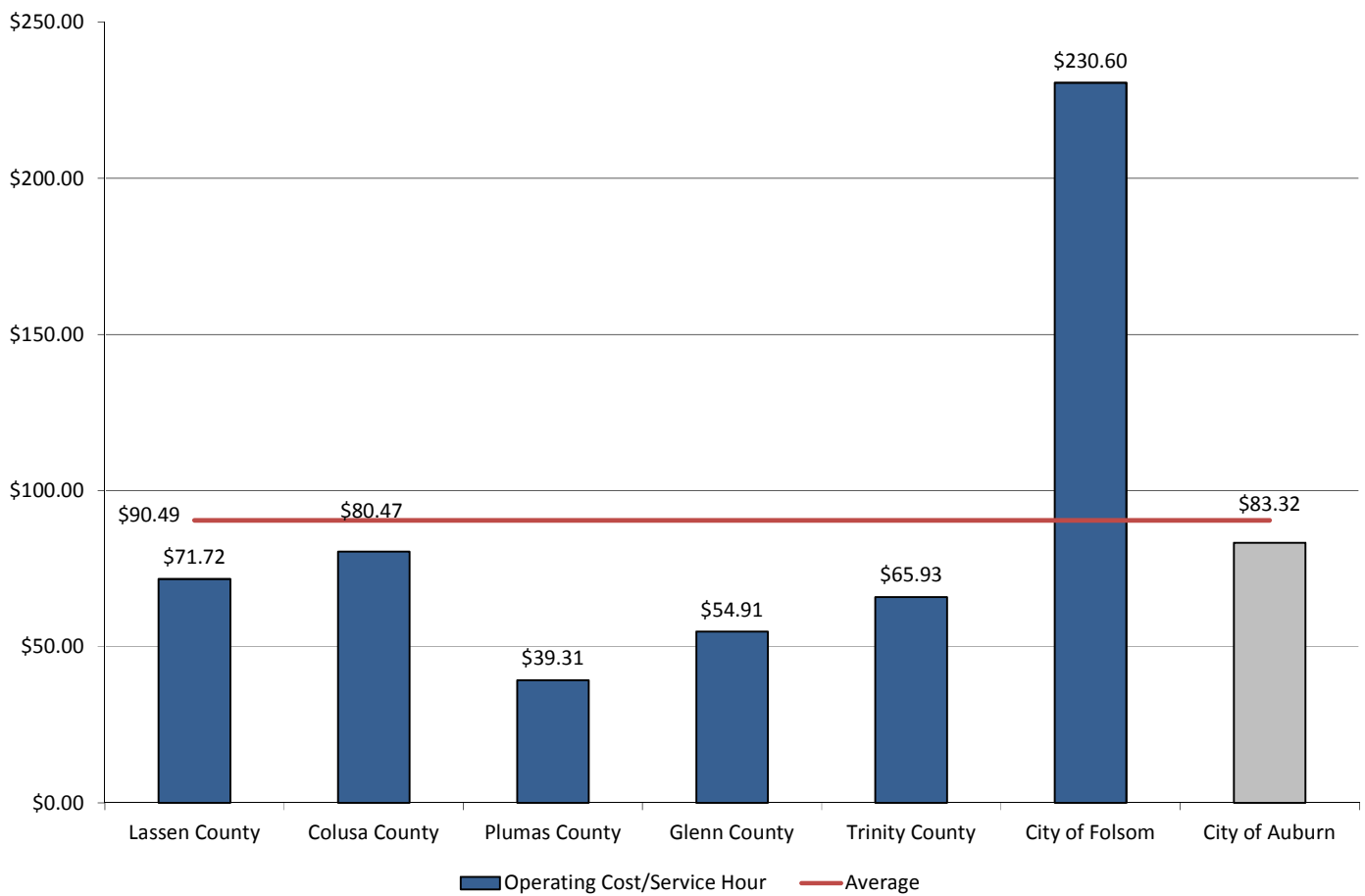
Source: City and County data; 2009 Triennial Performance Audit

Operating Cost/Vehicle Service Hour

Two performance measures were used to assess service efficiency: Operating Cost/Vehicle Service Hour (VSH) and Operating Cost/Vehicle Service Mile (VSM).

In fiscal year 2009/2010 Auburn Transit’s Operating Cost/VSH was \$83.32. This metric is less than the peer average of \$90.49. Plumas County Transit was the most efficient in terms of this metric with an Operating Cost/VSH of \$39.31. Note operating cost provided by the City of Folsom represents expenses for all transit-related costs and may skew all respective performance measures involving operating cost calculations.

Exhibit D.1.3 - Operating Cost/Vehicle Service Hour

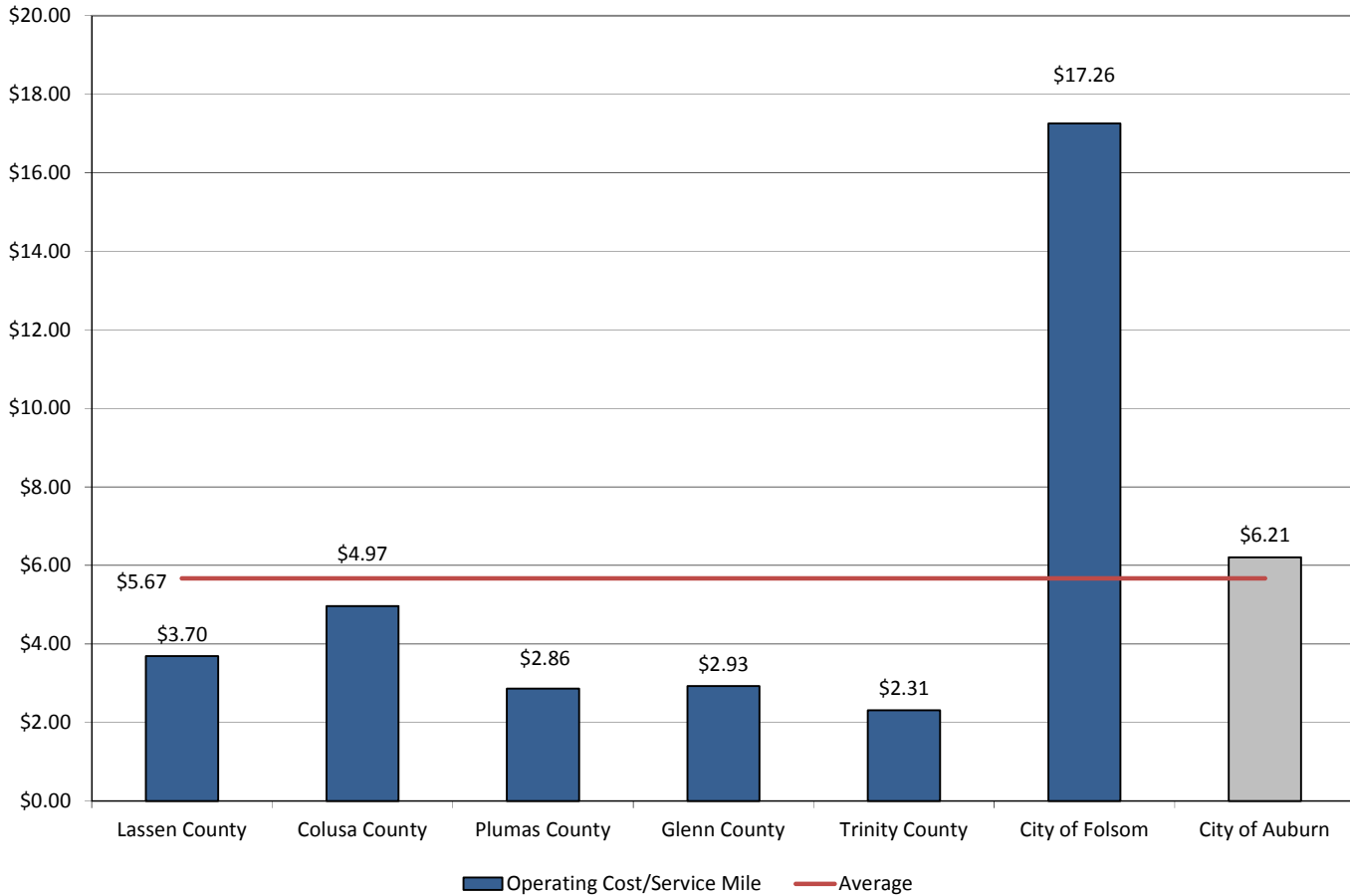


Source: City and County data; 2009 TDA Audits

Operating Cost/Vehicle Service Mile

This indicator measures how much each transit organization is spending to provide one mile of revenue service. Auburn Transit reported a cost of \$6.21 per mile, more than the peer average of \$5.67 per mile. The City of Folsom significantly exceeds the peer average of \$5.67/Vehicle Service Mile, yielding more than \$17.00 per Vehicle Service Mile during the evaluation year.

Exhibit D.1.4 Operating Cost/Vehicle Service Mile

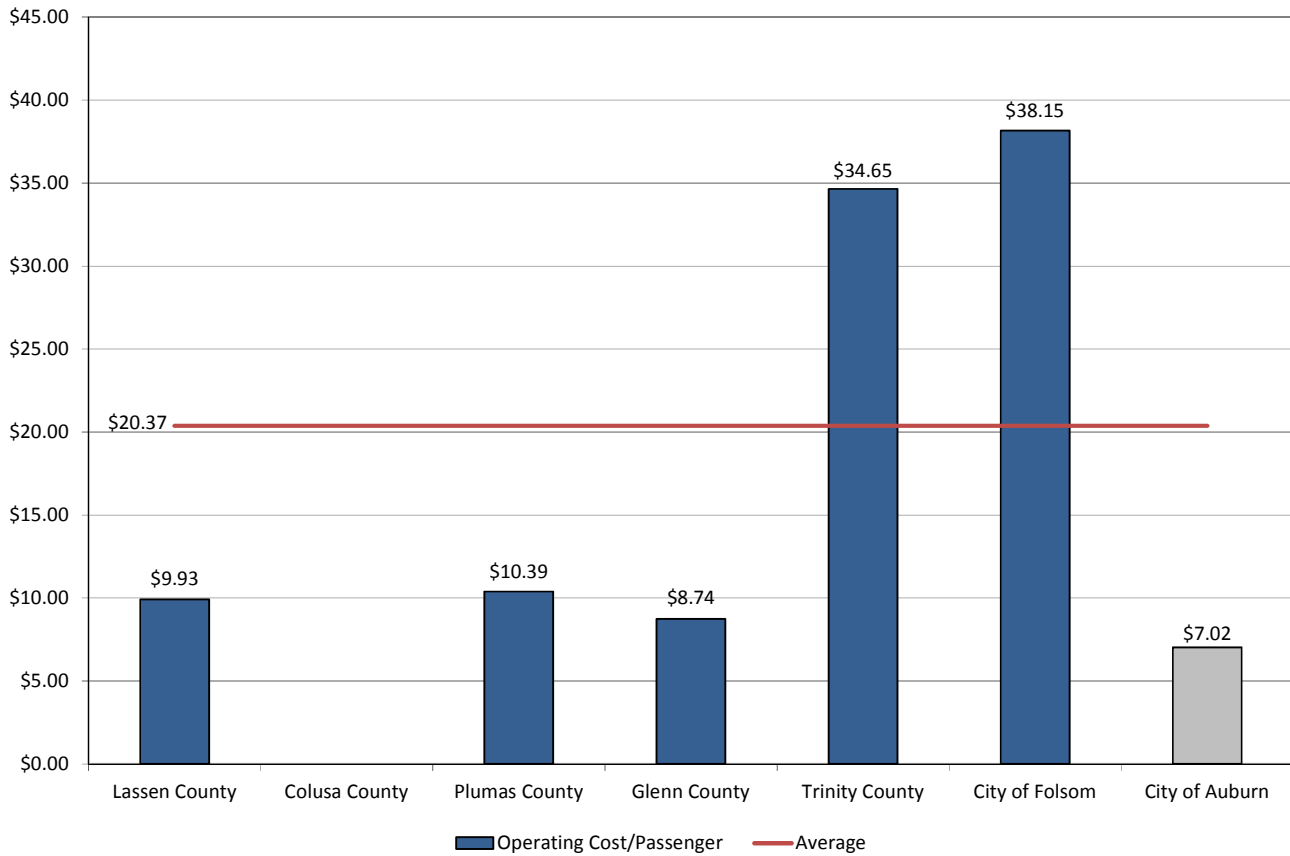


Source: City and County data; 2009 TDA Audits

Operating Cost/Passenger

Operating Cost/Passenger is a common benchmark for assessing transit service cost-effectiveness. Auburn Transit was the most cost-effective at \$7.02 per passenger, over 69 percent less than the cost of the peer average at \$11.85 per passenger. Folsom-Stage Lines was the least cost-effective among the peers with a cost of \$38.15 per passenger. Colusa County Transit was unable to provide an accurate ridership count due to drastic fluctuations over the past three years. Therefore, its data were not included in the calculations.

Exhibit D.1.5 Operating Cost/Passenger



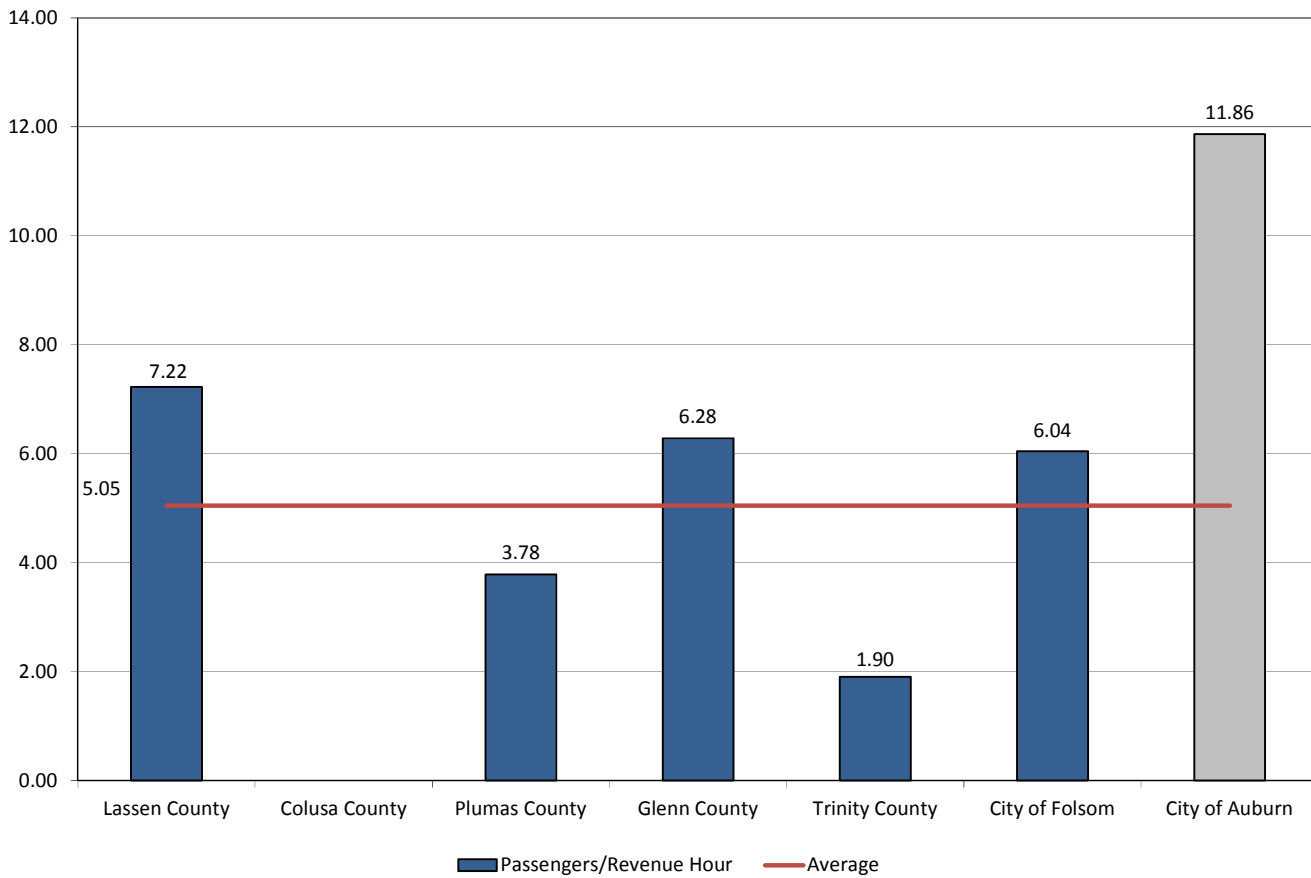
Source: City and County data; 2009 TDA Audits

Passengers/Vehicle Service Hour

The Passengers/Vehicle Service Hour (VSH) metric indicates how many passengers, on average, are transported each revenue hour. As such, it is another common indicator of transit service effectiveness.

Using the above criteria, Auburn Transit is the most effective operator within the peer group. Exhibit D.1.6 indicates Auburn (11.86 Passengers/VSH) is more than double the peer average. Note these are system-wide figures and demand-response fare revenue and vehicle service hours are factored in the total fare revenue and VSH affecting the average. Lassen County’s indicator was the second highest of the peer group with 7.22 Passengers/VSH.

Exhibit D.1.6 Passengers/VSH



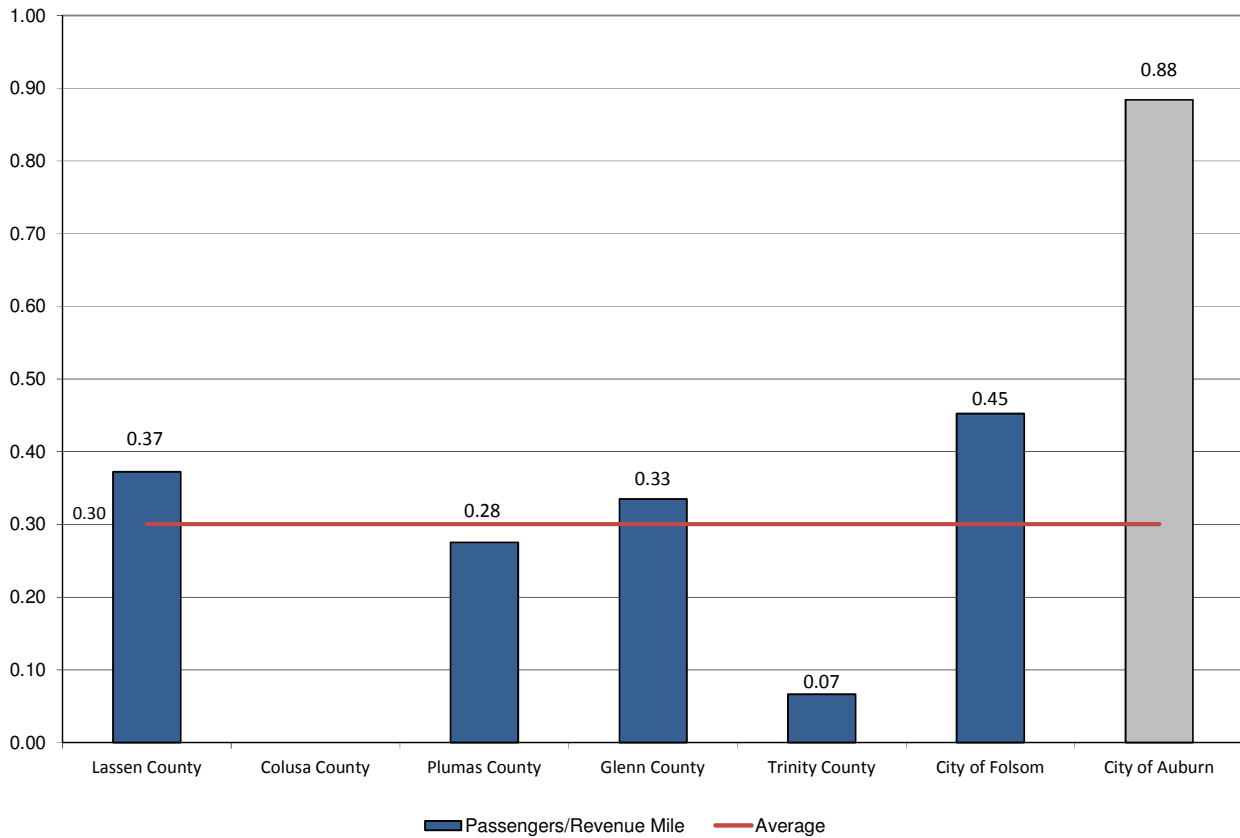
Source: City and County data; 2009 TDA Audits

Passengers/Vehicle Service Mile

The Passengers/Vehicle Service Mile (VSM) indicator illustrates total ridership per revenue mile. As such, it is another common indicator of transit service effectiveness.

Using the above criteria, Auburn Transit was the most efficient operator when compared to its peers (0.88 Passengers/VSM), with the peer average set at (0.30 Passengers/VSM). Trinity County was the least effective operator with 0.07 Passengers/VSM.

Exhibit D.1.7 Passengers/VSM



Source: City and County data; 2009 TDA Audits

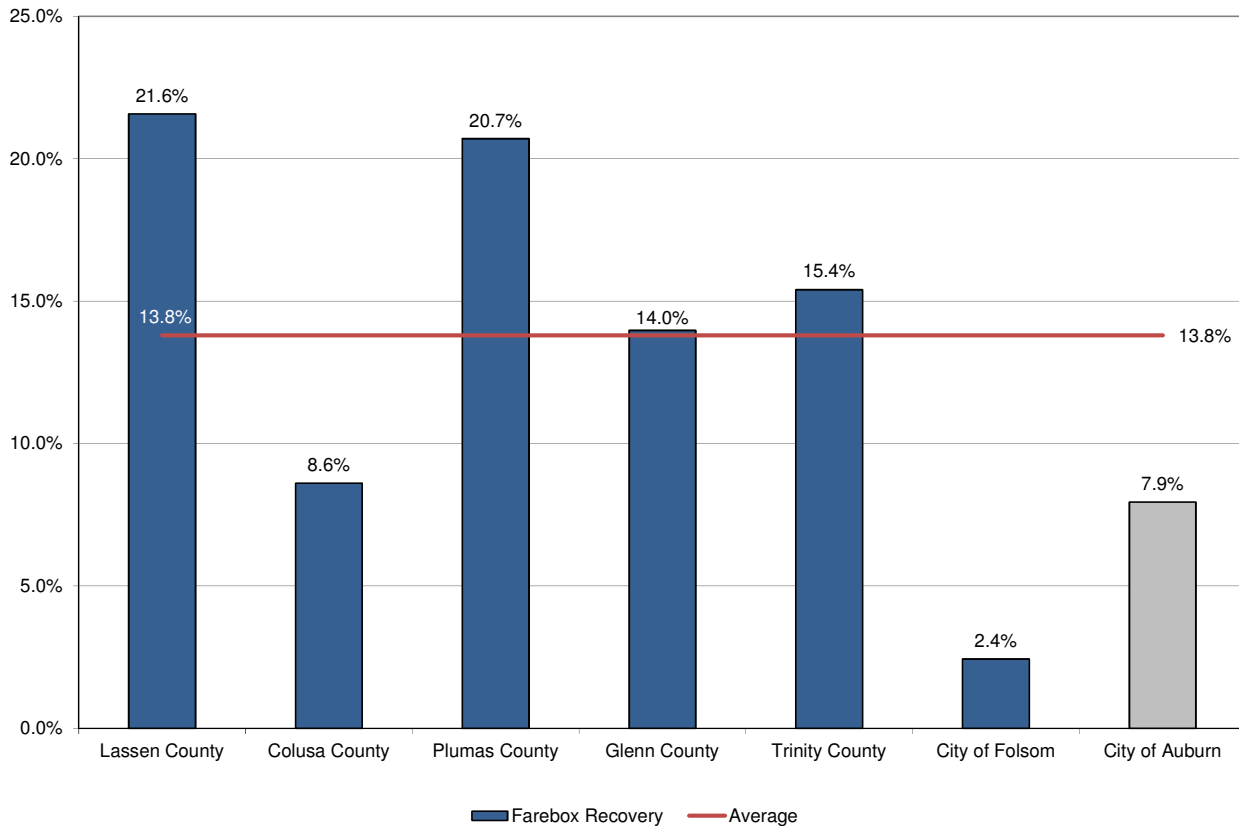
Farebox Recovery

A transit program’s farebox recovery ratio is one of the most important performance criteria. This metric calculates the percentage of operating cost recovered through passenger fares.

Auburn Transit realized a farebox recovery ratio of 7.9 percent, 45 percent below the peer average placing it as the lowest in the peer group. Note farebox recovery was calculated based on fare revenue not inclusive of local subsidy (included in TDA fiscal audit). Minus the local subsidy farebox recovery figures may seem lower than anticipated and projected for Auburn Transit. As a point of reference, 10 percent is the industry threshold for communities under 50,000.

Auburn Transit has the lowest fare revenue as well as relatively low operating costs. This is due to its smaller scale of operations, indicating an opportunity to redesign the service so as to attract additional ridership. By contrast, Lassen County had the highest farebox recovery at 21.6 percent.

Exhibit D.1.8 Farebox Recovery Ratio

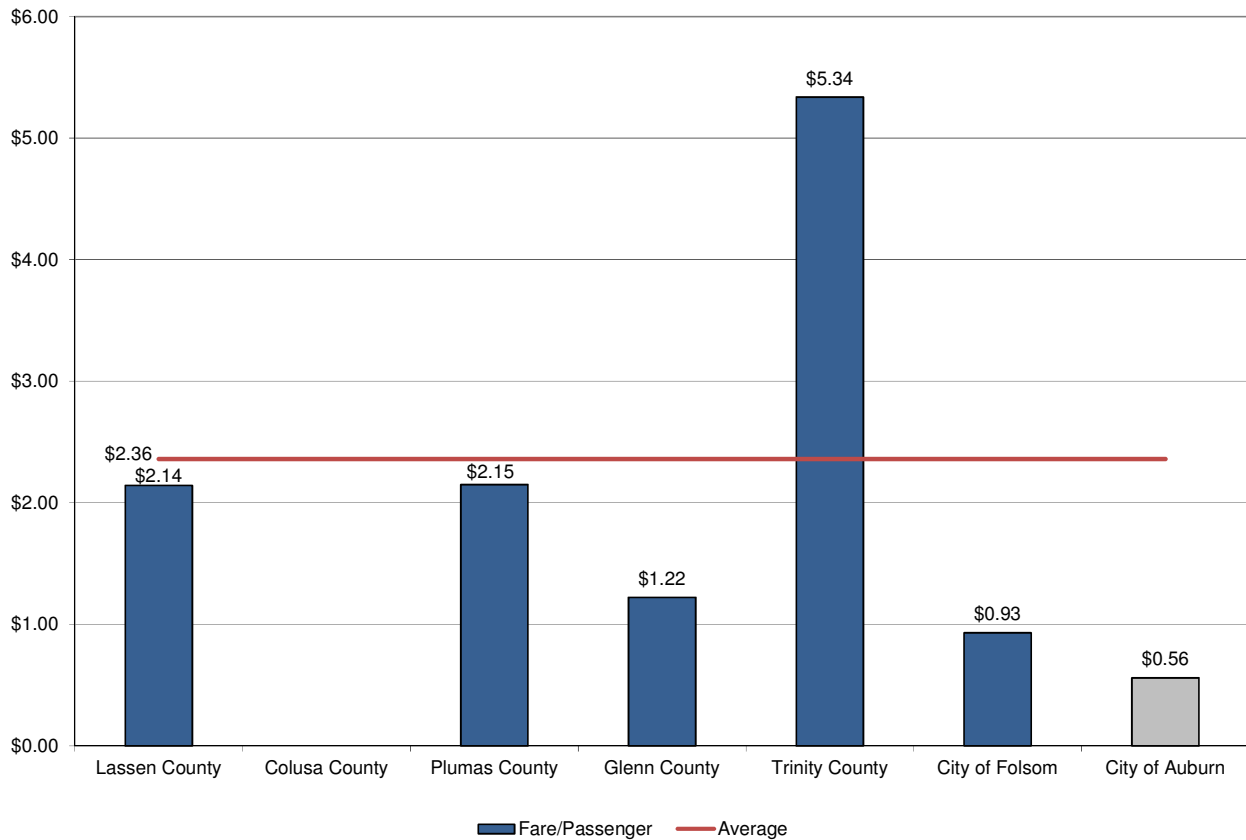


Source: City and County data; 2009 TDA Audits

Average Fare/Passenger

Average Fare/Passenger is the ratio between total fare revenue and annual ridership. Auburn Transit posted the lowest Fare/Passenger ratio (\$0.56/passenger), well below the peer average of \$2.36. This figure however, is often affected by the use of non-cash fare media. Trinity County remains the highest at \$5.34, with higher than average costs for Fare/Passenger during the evaluated year. Operating Costs for both Trinity County and City of Folsom represented estimated annual budget forecasts which may result in inconsistencies with this analysis.

Exhibit D.1.9 Average Fare/Passenger



Source: City and County data; 2009 TDA Audits

SECTION D.2 – FARE COMPARISON AND ANALYSIS

This section reviews Auburn Transit’s existing fare structure and provides a peer comparison between Auburn Transit’s fare structures and transit operators located within northern California. Fare analysis further supports potential modifications to the fare structure to accommodate growth scenario recommendations and measures to increase fare revenue to assist in meeting the newly adopted farebox recovery requirements.

Fare Structures and Policies

As presented in the TCRP Report 94, fare structures are composed of three basic elements: fare strategy, payment options, and pricing levels. Fare strategy refers to two general categories: flat and differentiated.¹ Auburn Transit offers a flat rate fare structure for utilizing the service regardless of service day, quality of service, or length of trip. Alternatively, differentiated fares are often zone-based, service-based, or time-based. Although differentiated base fares may provide more efficiency by covering the operating cost to cover lengthier trips or service, flat rate fares provide simplicity and ease, a quality more conducive to the needs of Auburn Transit customers.

Auburn Transit provides cash and period passes for customers to use. As illustrated in the following table (Exhibit D.2.1) Auburn Transit payment options include cash single-ride fares as well as a 9-ride, 30-ride, and monthly pass. With purchase of these payment options, the pricing levels established offer discounts comparable to the relatively low single-ride fare.

In addition to establishing a fare structure reflective of the system service offerings, many transit agencies have a regular fare review process triggered by revenue shortfall, introduction or restructuring of a major route or service, and installation of new technology. Given the preceding, we recommend the City of Auburn adopt a formalized fare review process triggered by the abovementioned criteria, especially when considering the proposed recommendations presented in the following chapters (Chapter 6 and 7).

Exhibit D.2.1 Auburn Fare Structure

Auburn Fare Structure	
Adult	\$0.80
Senior/Disabled/Medicare	\$0.60
Student	\$0.60
Under 5	Free
Daily	\$2.00
Other Fare Media	
9 Ride Pass	\$5.00
30 Ride Pass	\$15.00
Monthly Pass	\$18.00
Transfers	Free

As presented in Section 4.1 Onboard Survey Analysis, survey results suggest existing riders are amenable to paying an additional 25 cents (about 57 percent) to use the current transit service. Nearly 27 percent are willing to pay 50 cents if a fare increase was warranted in the future. Currently 62 percent of respondents pay the general base fare (\$0.80) to ride Auburn Transit, with the remaining 36 percent citing Senior/Disabled/Medicare. Of these respondents 58 percent pay with cash, while 21 percent use the day pass, and the remainder use the monthly, 9- or 30-ride passes.

In reviewing Auburn Transit’s fare structure, we compiled fare structure data from neighboring transit operators located in northern California. The following listed transit operators were taken from the recent Roseville Transit Fare Study.⁷ As shown in the table, three of the 27 operators, which include Auburn Transit, have not changed their fares in the last five years.

Single Ride

Auburn Transit’s base fare is 25 percent less than the lowest base fare (\$1.00) of the operators listed. Similarly, Auburn Transit’s youth fare is the same as neighboring transit operators Placer County Transit and Roseville Transit. Senior and Disabled fare is relatively close to that of the majority of participating transit operators.

Day Pass

Of the operators who provide day passes as a fare media option, Auburn Transit remains the lowest in regular pass cost (\$2.00) yet higher in youth and senior/disabled day passes compared with Placer County Transit, Golden Empire Transit, and Tahoe Regional Transit. Auburn Transit remains the only transit operator who does not offer a discount with their day pass. Placer County transit operators remain lower than the majority of listed transit operators, with the exception of Roseville Transit.

As presented Exhibit D.2.2, the highest regular day pass is \$8.00, offered by Monterey-Salinas Transit. Given Monterey-Salinas Transit offers more than 50 routes, it is expected the cost to be much higher for an unlimited day pass.

Monthly Pass

Auburn Transit’s non-reduced unlimited monthly pass (\$18.00) reflects the cost of a single regular or general fare. Compared with other Operators, the second lowest monthly pass offered is Lincoln Transit at \$20.00 and Unitrans (Davis) at \$25.00. Based on observations and potential growth scenarios, we recommend a fare increase be implemented to at least a \$1.00 (25 percent increase). The highest unlimited monthly pass costs \$100.00 and is offered by Sacramento Regional Transit. This cost is relative to the higher single-ride fare to ride

⁷ LSC Transportation Consultants, LLC. “Roseville Transit Service Fare Study”. (City of Roseville, June 2006).

Sacramento RT buses. The average monthly pass rate is at \$50.57, nearly 36 percent higher than Auburn Transit's monthly pass cost.

Monthly Pass Discount

Auburn Transit offers a discount of 55 percent when a rider purchases an unlimited monthly pass. This assumes a minimum of 50 trips ridden monthly at an average of 25 service days a month. On average, monthly passes offer an average 35 percent of savings when riders use the monthly pass. Auburn Transit surpasses this average by 14 percent, ranking second in savings or discounts in monthly passes compared with the 27 operators included in this analysis. This suggests a potential for increasing cost of monthly fare passes to accommodate a single-ride fare increase as well as increase fare revenue, thereby increasing farebox recovery. Currently, farebox recovery for Auburn Transit is estimated at 7.9 percent. This does not include local source or subsidy included in total revenue when calculating overall farebox recovery. Note City, State, and TPA reports data show discrepancies in farebox recovery. To keep consistent with actual fare revenue and operating cost provided for FY 2009/10, a 7.9 percent farebox recovery will be used.

Exhibit D.2.3 further illustrates the variations in base fare among the evaluated northern California transit operators.

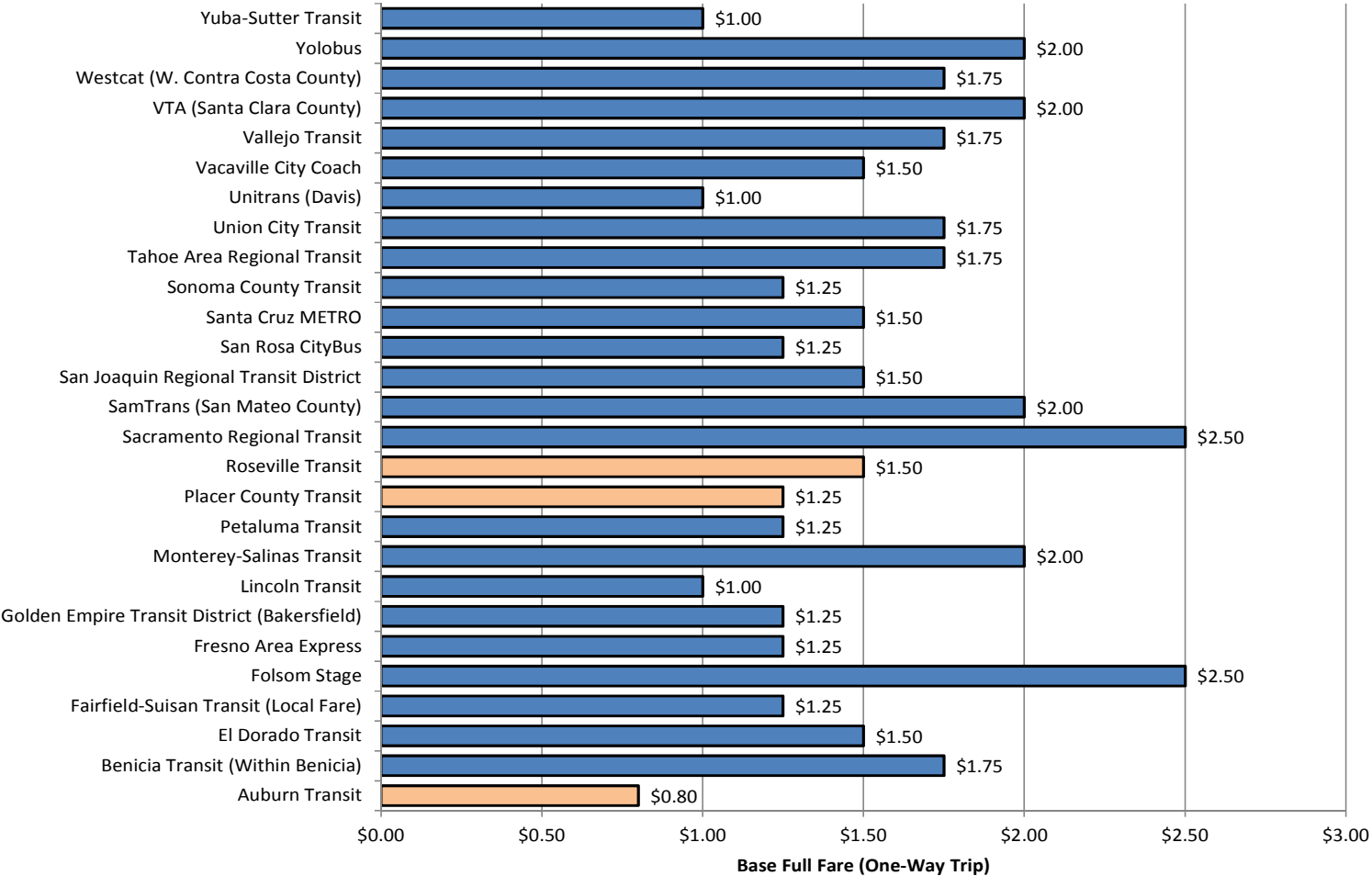
Exhibit D.2.2 Fare Comparison Matrix

Provider	Change Since Prior SRTP?	Single-Ride			Day Pass			Monthly Pass			Monthly Pass Discount*			Farebox Recovery Ratio**
		Regular	Youth	Senior/Disabled	Regular	Youth	Senior/Disabled	Regular	Youth	Senior/Disabled	Regular	Youth	Senior/Disabled	
Auburn Transit	No	\$0.80	\$0.60	\$0.60	\$2.00	\$2.00	\$2.00	\$18.00	\$18.00	\$18.00	55.0%	40.0%	40.0%	7.9%
Benicia Transit (Within Benicia)	Yes	\$1.75	\$1.75	\$0.85	-	-	-	\$55.20	\$43.20	\$27.60	36.9%	50.6%	35.1%	11.0%
El Dorado Transit	Yes	\$1.50	\$0.75	\$0.75	-	-	-	\$60.00	\$30.00	\$30.00	20.0%	20.0%	20.0%	24.0%
Fairfield-Suisan Transit (Local Fare)	Yes	\$1.25	\$1.25	\$0.75	-	-	-	\$50.00	\$50.00	\$25.00	20.0%	20.0%	33.3%	27.0%
Folsom Stage	Yes	\$2.50	\$1.25	\$1.25	-	-	-	-	\$50.00	\$50.00	-	20.0%	20.0%	7.0%
Fresno Area Express	Yes	\$1.25	-	\$0.60	-	-	-	\$48.00	-	\$24.00	23.2%	-	20.0%	25.0%
Golden Empire Transit District (Bakersfield)	Yes	\$1.25	-	\$0.75	\$3.00	-	\$1.50	\$35.00	-	\$20.00	44.0%	-	46.7%	24.0%
Lincoln Transit	Yes	\$1.00	\$0.75	\$0.75	-	-	-	\$20.00	-	\$15.00	60.0%	-	60.0%	3.0%
Monterey-Salinas Transit	Yes	\$2.00	\$1.00	\$1.00	\$8.00	\$4.00	\$4.00	\$75.00	\$37.00	\$37.00	25.0%	26.0%	26.0%	30.0%
Petaluma Transit	Yes	\$1.25	\$1.00	\$0.50	-	-	-	\$30.00	\$20.00	\$15.00	52.0%	60.0%	40.0%	10.0%
Placer County Transit	Yes	\$1.25	\$0.60	\$0.60	\$2.50	\$1.25	\$1.25	\$37.50	\$18.75	\$18.75	40.0%	37.5%	37.5%	6.5%
Roseville Transit	Yes	\$1.50	\$0.75	\$0.75	\$4.00	\$2.00	\$2.00	\$58.00	\$29.00	\$29.00	22.7%	22.7%	22.7%	9.5%
Sacramento Regional Transit	Yes	\$2.50	\$1.25	\$1.25	\$6.00	\$3.00	\$3.00	\$100.00	\$50.00	\$50.00	20.0%	20.0%	20.0%	19.0%
SamTrans (San Mateo County)	Yes	\$2.00	\$1.25	\$1.00	-	-	-	\$64.00	\$36.00	\$25.00	36.0%	42.4%	50.0%	14.0%
San Joaquin Regional Transit District	Yes	\$1.50	\$1.25	\$0.75	\$4.00	\$3.00	\$2.00	\$65.00	\$40.00	\$30.00	13.3%	36.0%	20.0%	19.0%
San Rosa CityBus	Yes	\$1.25	\$1.00	\$0.60	-	-	-	\$40.00	\$20.00	\$20.00	36.0%	60.0%	33.3%	20.0%
Santa Cruz METRO	No	\$1.50	\$1.50	\$0.75	\$4.50	\$4.50	\$2.25	\$50.00	\$35.00	\$25.00	33.3%	53.3%	33.3%	26.0%
Sonoma County Transit	Yes	\$1.25	\$1.05	\$0.60	-	-	-	\$60.00	\$45.00	\$30.00	4.0%	14.3%	0.0%	17.0%
Tahoe Area Regional Transit	Yes	\$1.75	\$0.85	\$0.85	\$3.50	\$1.75	\$1.75	\$53.00	\$26.00	\$26.00	39.4%	38.8%	38.8%	17.0%
Union City Transit	Yes	\$1.75	\$1.00	\$0.75	-	-	-	\$46.00	\$29.00	\$19.00	47.4%	42.0%	49.3%	14.0%
Unitrans (Davis)	Yes	\$1.00	-	-	-	-	-	\$25.00	-	-	50.0%	-	-	57.0%
Vacaville City Coach	Yes	\$1.50	\$1.25	\$0.75	\$3.25	\$3.25	\$2.00	\$45.00	\$28.00	\$25.00	40.0%	55.2%	33.3%	17.0%
Vallejo Transit	Yes	\$1.75	\$1.75	\$0.85	-	-	-	\$55.20	\$43.20	\$27.60	36.9%	50.6%	35.1%	47.0%
VTA (Santa Clara County)	Yes	\$2.00	\$1.75	\$1.00	\$6.00	\$5.00	\$2.50	\$70.00	\$45.00	\$25.00	30.0%	48.6%	50.0%	13.0%
Westcat (W. Contra Costa County)	Yes	\$1.75	\$1.75	\$0.75	\$3.50	\$3.50	\$1.50	\$40.00	\$20.00	\$20.00	54.3%	77.1%	46.7%	28.0%
Yolobus	Yes	\$2.00	\$1.00	\$1.00	\$6.00	\$3.00	\$3.00	\$85.00	\$42.00	\$42.00	15.0%	16.0%	16.0%	28.0%
Yuba-Sutter Transit	No	\$1.00	\$0.50	\$0.50	-	-	-	\$30.00	\$5.00	\$15.00	40.0%	80.0%	40.0%	26.0%
AVERAGE		\$1.55	\$1.12	\$0.79	\$4.33	\$3.02	\$2.21	\$50.57	\$33.05	\$26.50	34.4%	40.5%	33.4%	20.3%

*Assumes 50 trips per month.

**Farebox recovery ratio for Auburn, Roseville, and PCT are from FY 2009/10. Other operators are from FY 2008/09.

Exhibit D.2.3 Fare Comparison Chart



ⁱ Multisystems, Inc. Transportation Research Board. TCRP Report 94: Fare Policies, Structures and Technologies: Update. (Washington D.C., 2003).