Strategic Regional Transit Transformation Project

Benchmarking HRT Against Peer Transit Agencies

February 2019

Benchmarking HRT against peer agencies

HRT was compared to nine other transit agencies of similar size using 2008 – 2017 data from the US Department of Transportation:

1. Pinellas Suncoast Transit Authority (PSTA)
2. Jacksonville Transit Authority (JTA)
3. Central Ohio Transit Authority (COTA)
4. Sacramento Regional Transit District (RT)
5. San Bernardino County Public Transit (Omnitrans)
6. Greater Richmond Transit Company (GRTC)
7. Southwest Ohio Regional Transit Authority (SORTA)
8. Kansas City Area Transit Authority (KCATA)
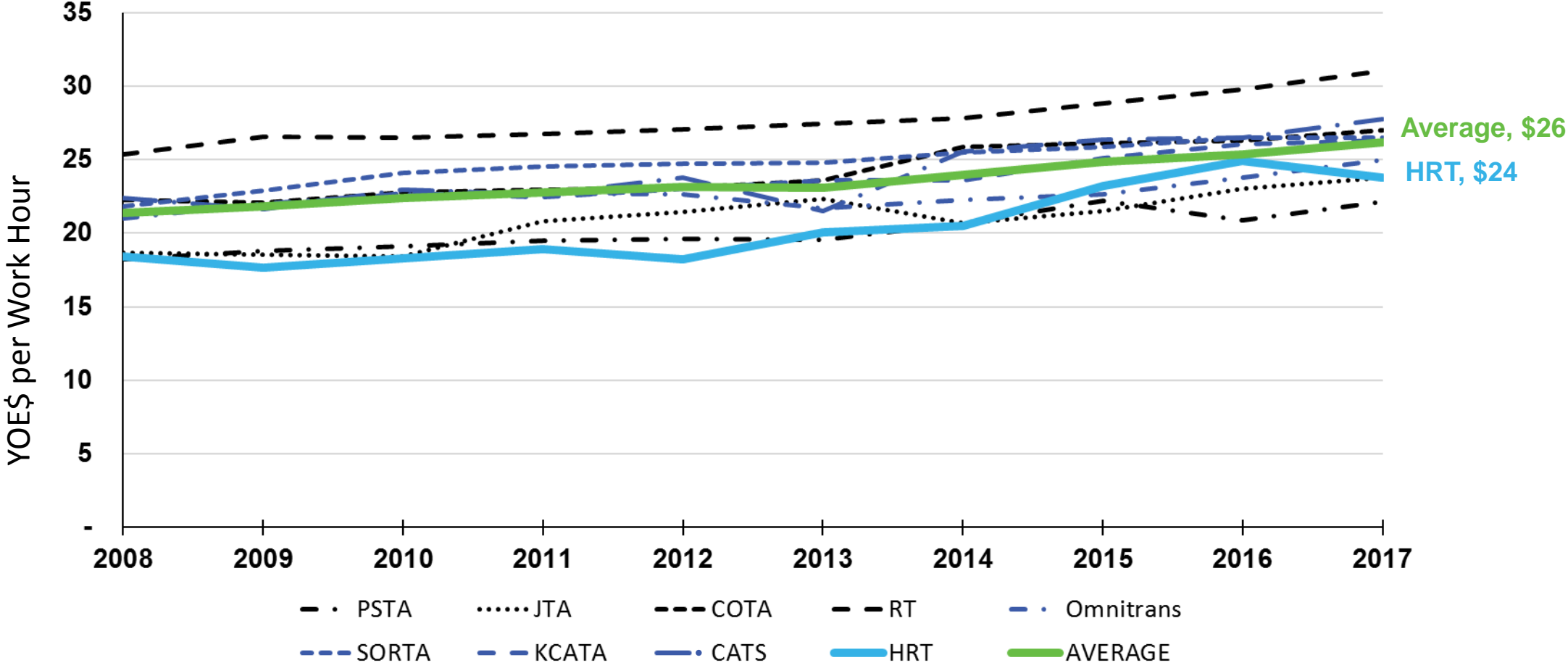9. Charlotte Area Transit System (CATS)

Financial Performance

Agencies were compared on the four main factors that determine fiscal performance by transit agencies:

1. Cost to operate a unit of service
2. Units of service offered
3. Number of riders
4. Revenue per rider
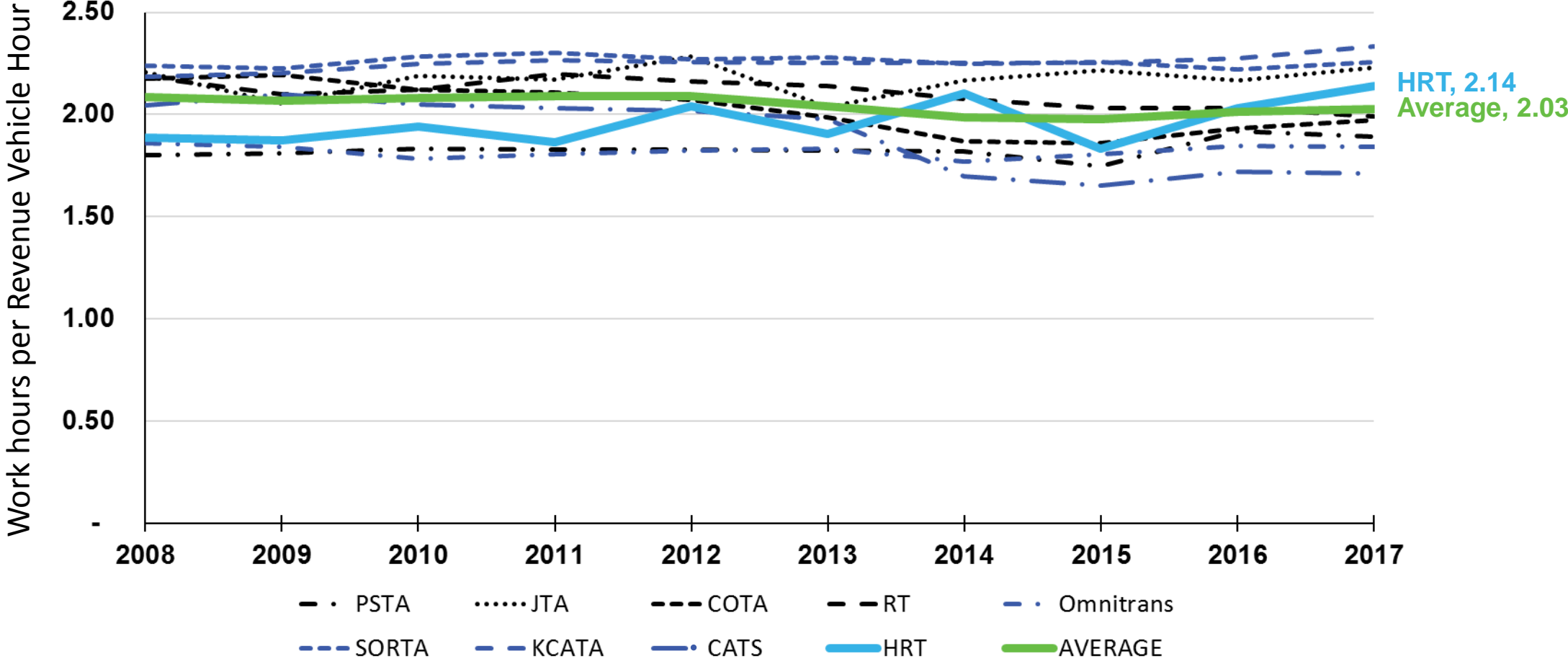
1. Costs

Wages (per Hour) - Bus

Note: Operators and other salaries & wages divided by the total number of operating & maintenance work hours. Fringe benefits not included. All metrics exclude commuter bus, bus rapid transit, and purchased transportation bus services. GRTC excluded in this graph due to data quality issues on the number of work hours.

# Fringe Benefits (per Hour) - Bus
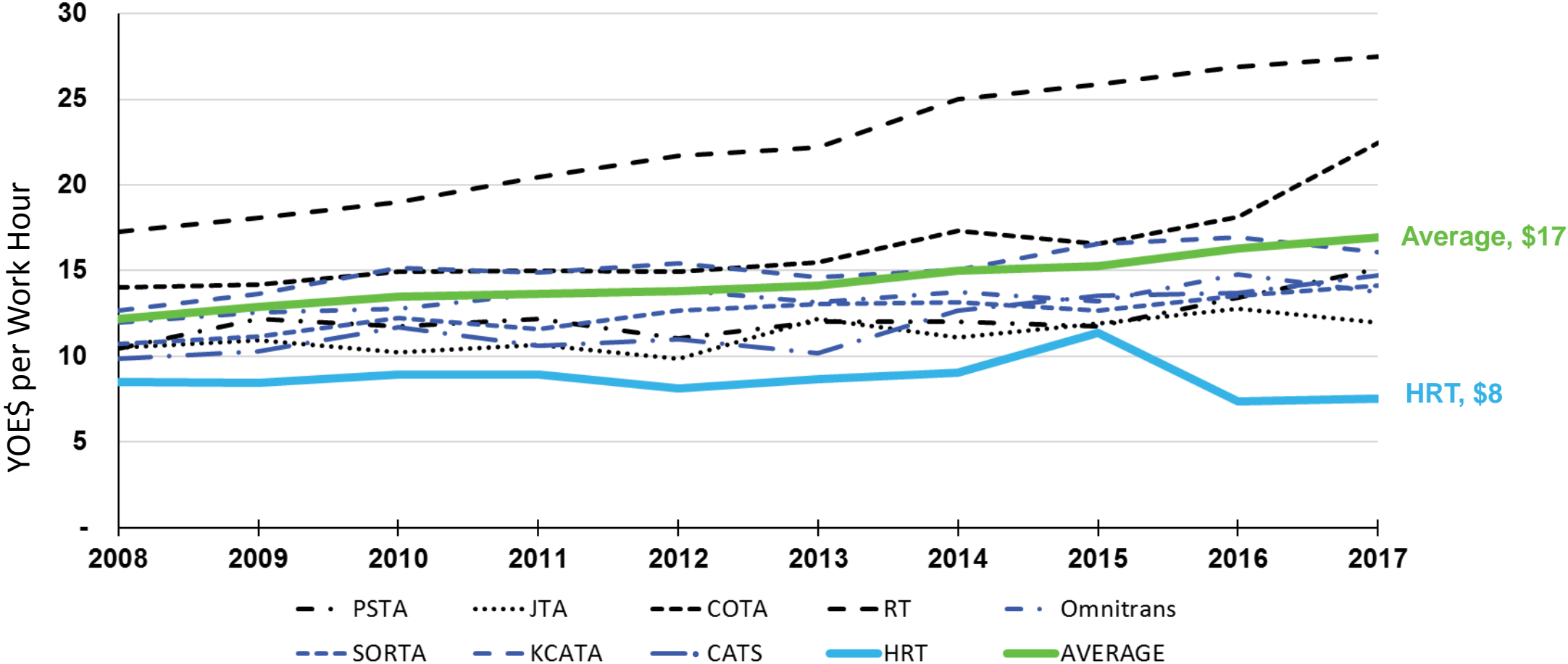
Note: Fringe Benefits divided by the total number of operating & maintenance work hours. GRTC excluded in this graph due to data quality issues on the number of work hours.

Labor Efficiency - Bus

Note: Total work hours divided by the total number of operating & maintenance work hours. GRTC excluded in this graph due to data quality issues on the number of work hours.

# Operations & Admin. costs per Revenue Vehicle Hour - Bus
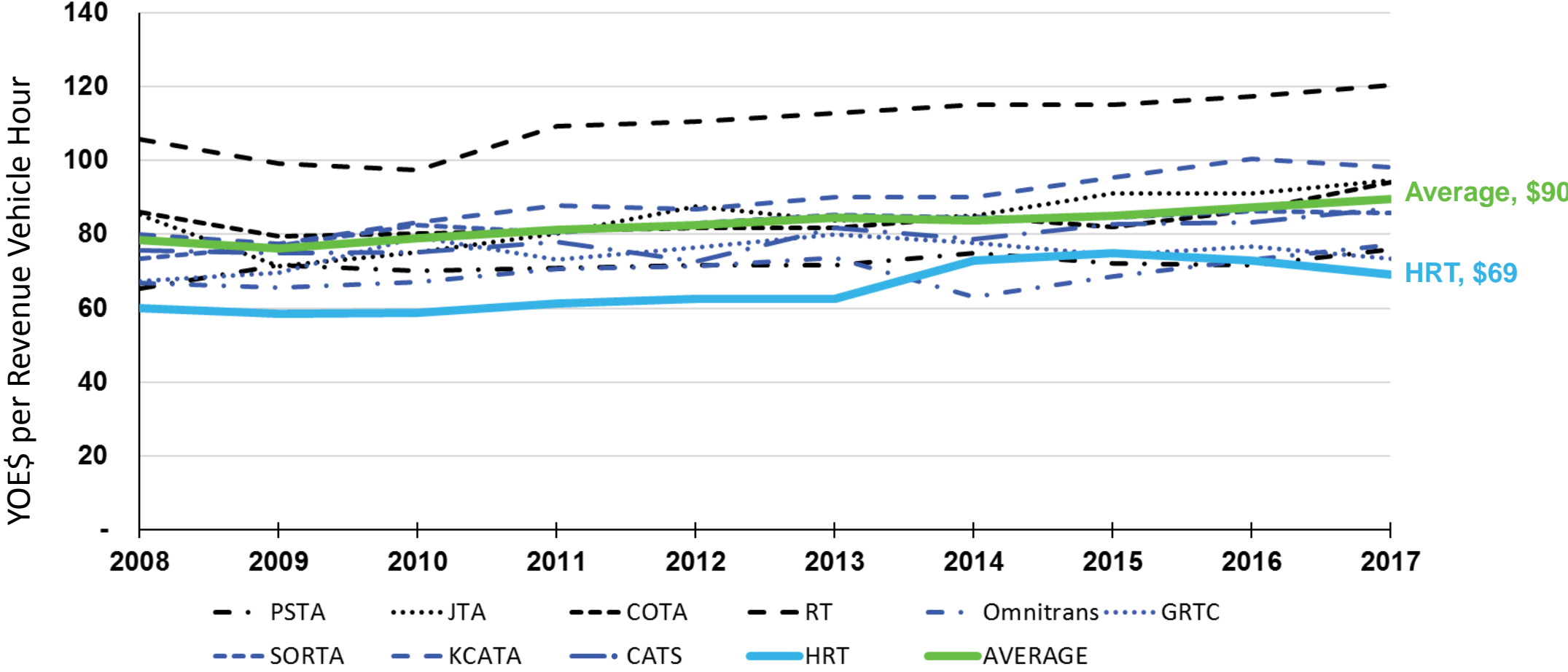
Note: Total vehicle operations and general administration costs divided by the total number of Revenue Vehicle Hours.

Maintenance costs per Revenue Vehicle Hour - Bus
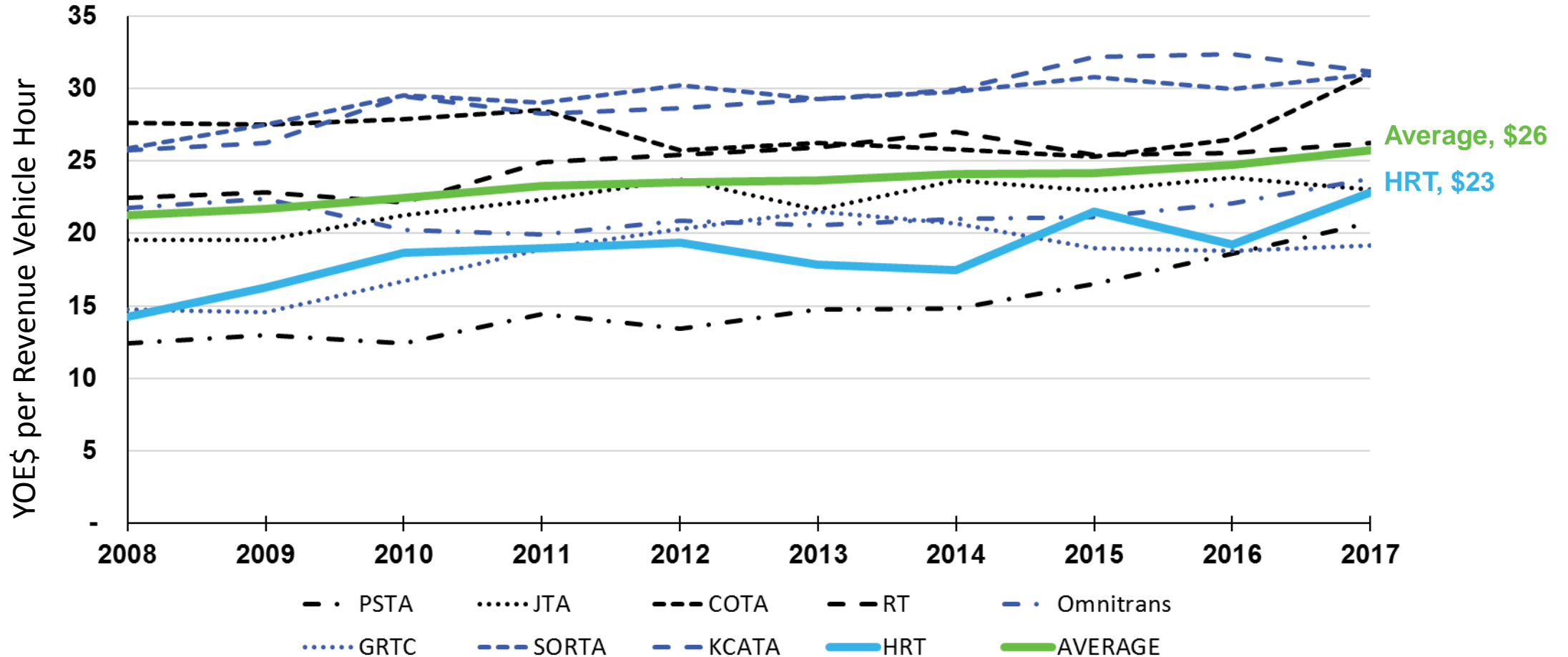
Note: Total vehicle maintenance and non-vehicle maintenance costs divided by the total number of Revenue Vehicle Hours. CATS data appeared erroneous: it was removed from this graph and excluded from the average.
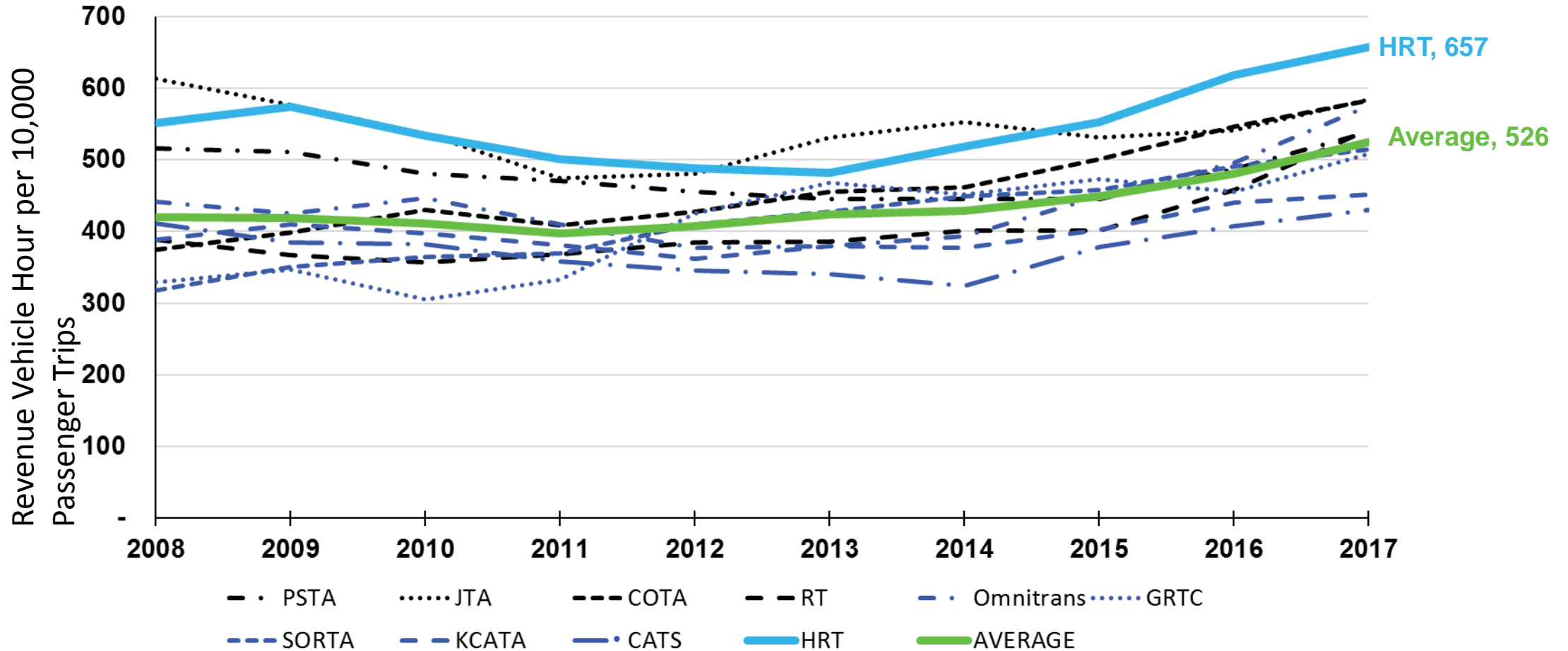
Total Cost per Revenue Vehicle Hour - Bus
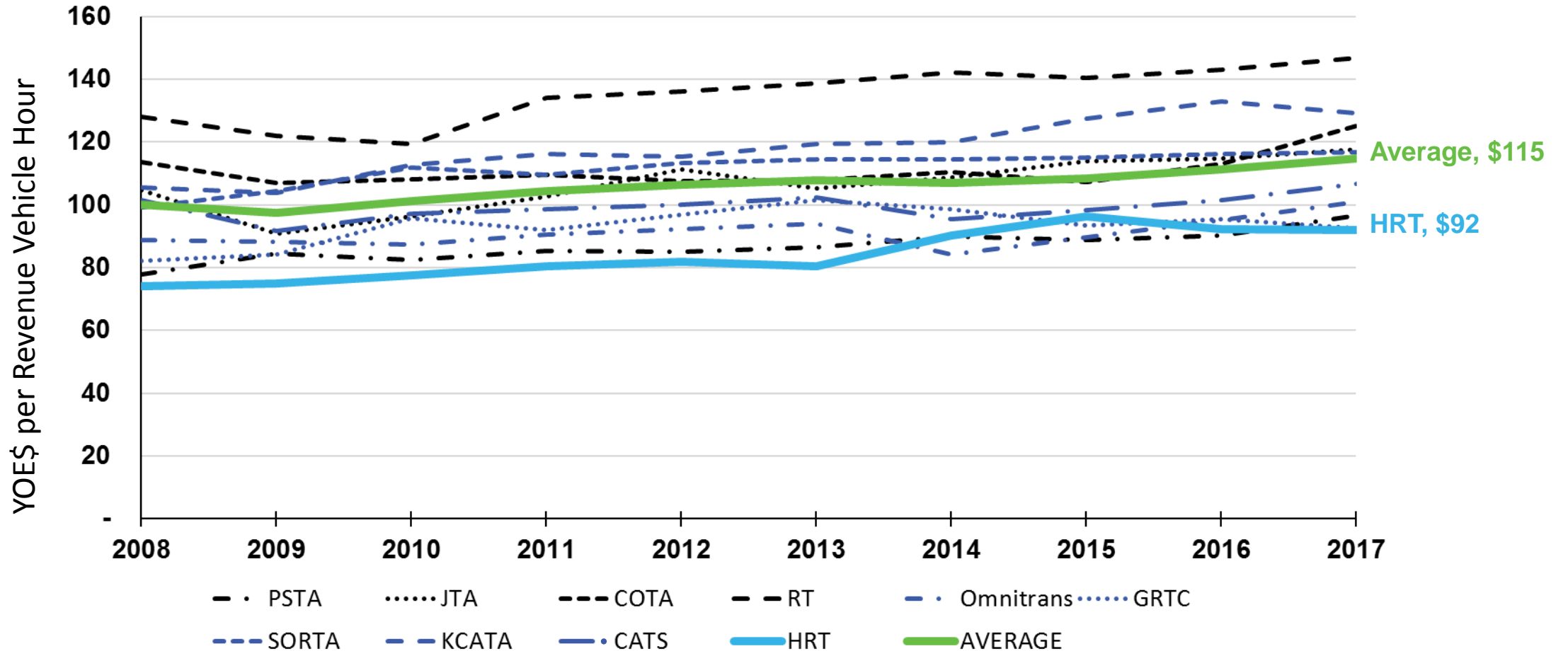
Note: Total operating costs divided by the total number of Revenue Vehicle Hours.
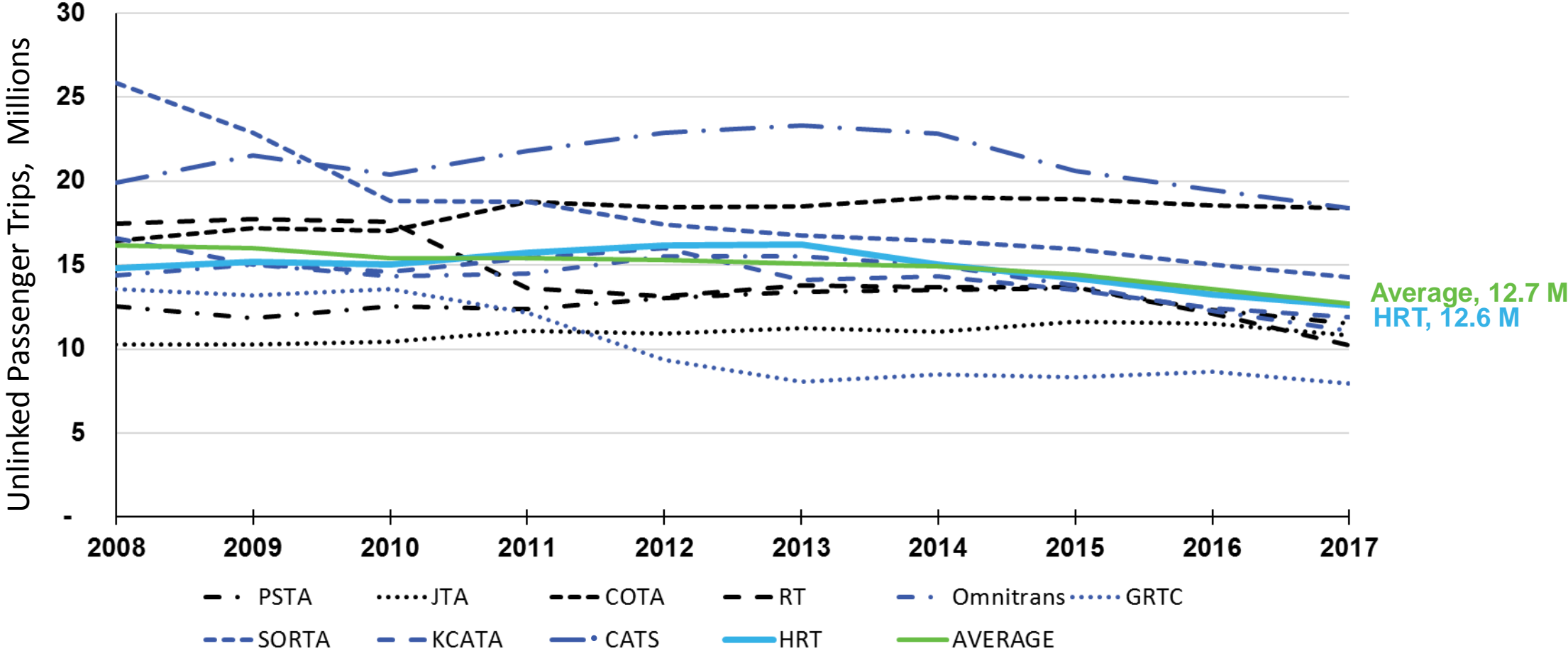
2. Level of Service Offered

Hours of Service per 10,000 Riders - Bus

Note: Revenue vehicle hours per 10,000 unlinked passenger trips. HRT updated its passenger trip estimation methodology from FY08 to FY09. The analysis uses FY08 GFI data instead of NTD data for consistency.
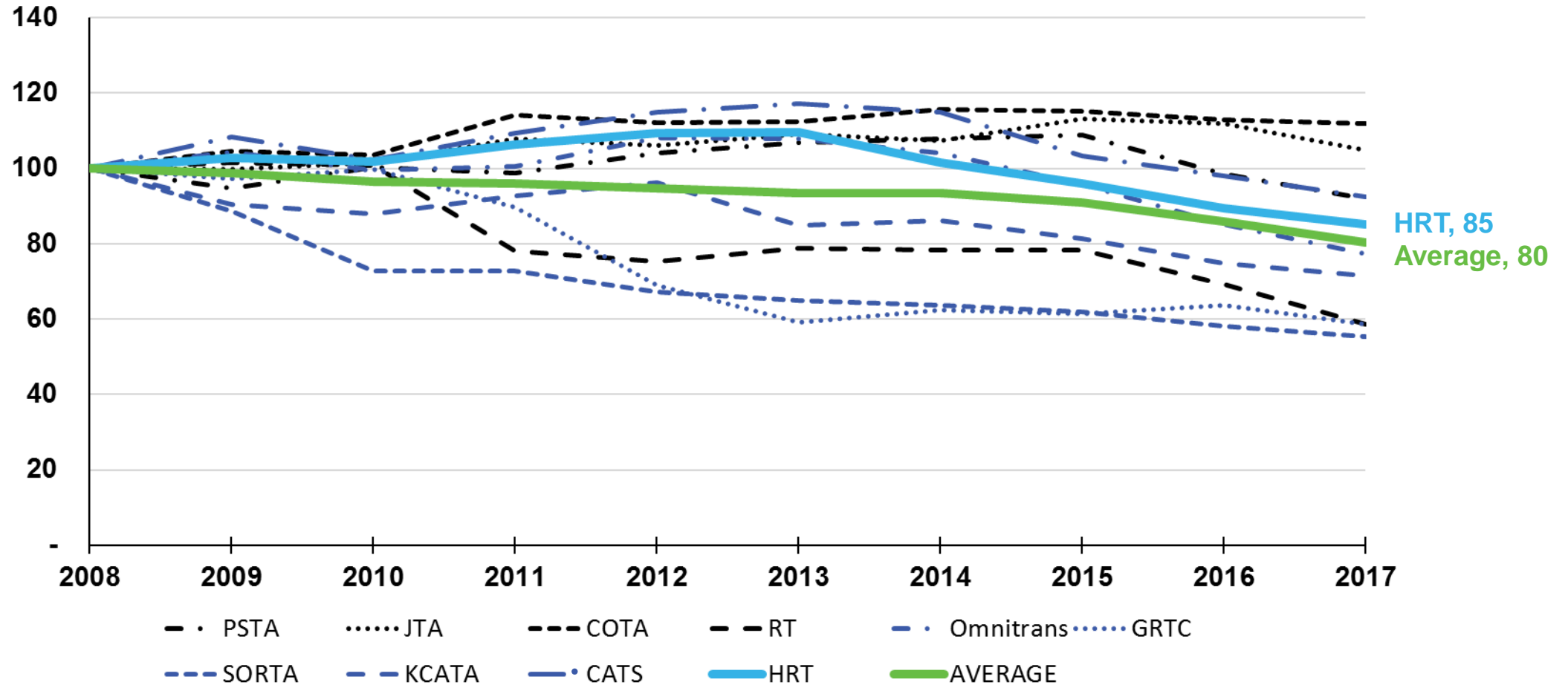
3. Ridership

Unlinked Passenger Trips - Bus

Note: HRT updated its passenger trip estimation methodology from FY08 to FY09. The analysis uses FY08 GFI data instead of NTD data for consistency. Figures exclude commuter bus, bus rapid transit and purchased transportation.
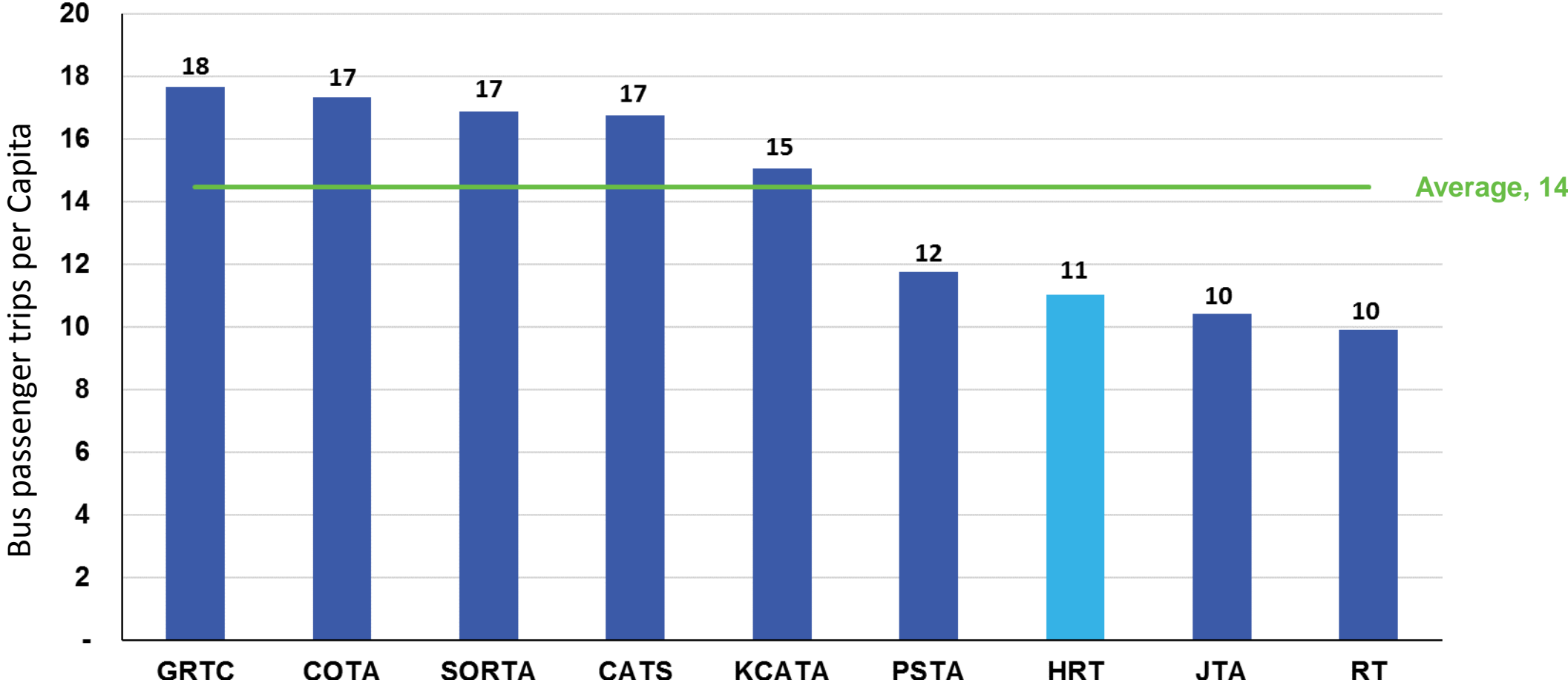
Ridership Indexed - Bus

Note: Index Base = 2008. HRT updated its passenger trip estimation methodology from FY08 to FY09. The analysis uses FY08 GFI data instead of NTD data for consistency. Figures exclude commuter bus, bus rapid transit and purchased transportation.
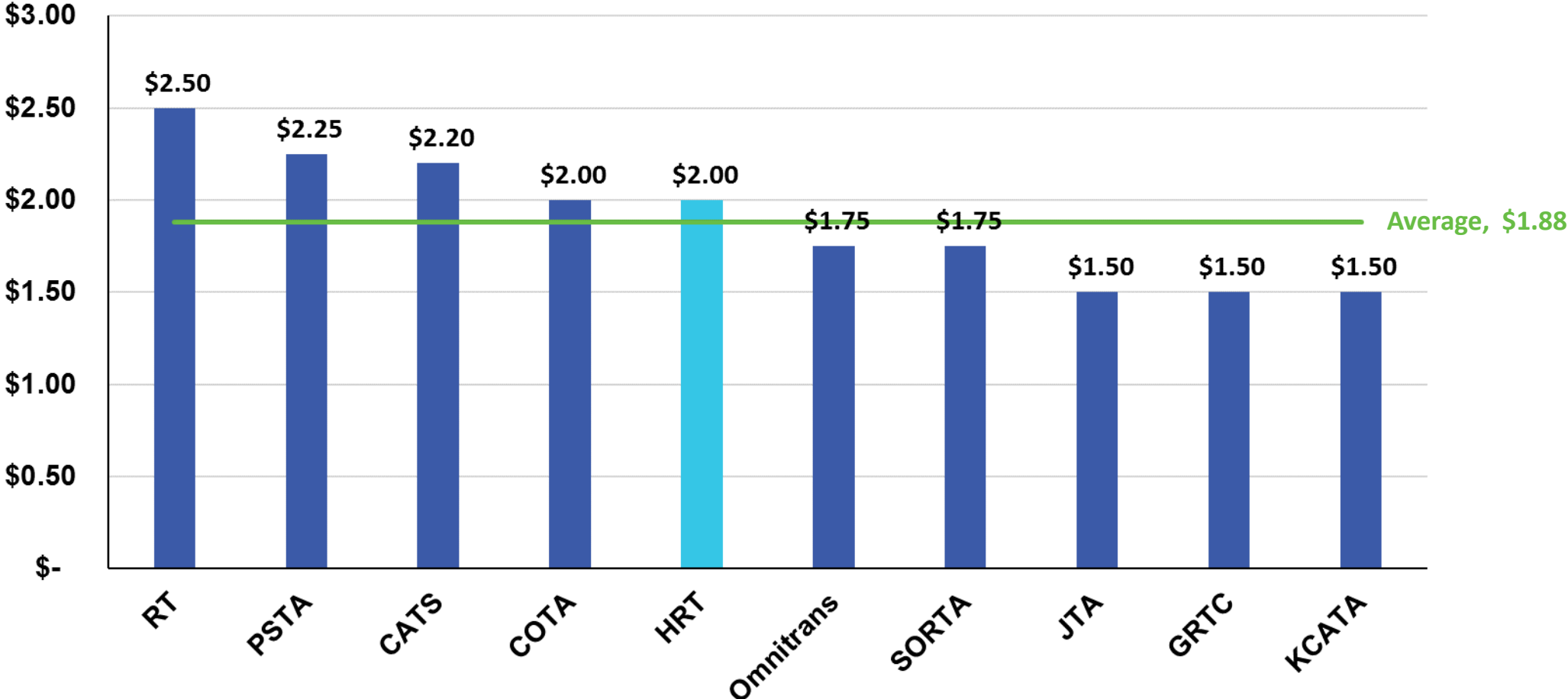
Bus Trips per Capita in the Region

Note: Bus passenger trips per capita = total bus passenger trips divided by service area population (NTD). FY17 NTD service area data for CATS appeared erroneous, FY16 service area data was used instead. Omnitrans is not included in this analysis as its service area largely overlaps with that of Metrolink, a commuter rail system in southern California.
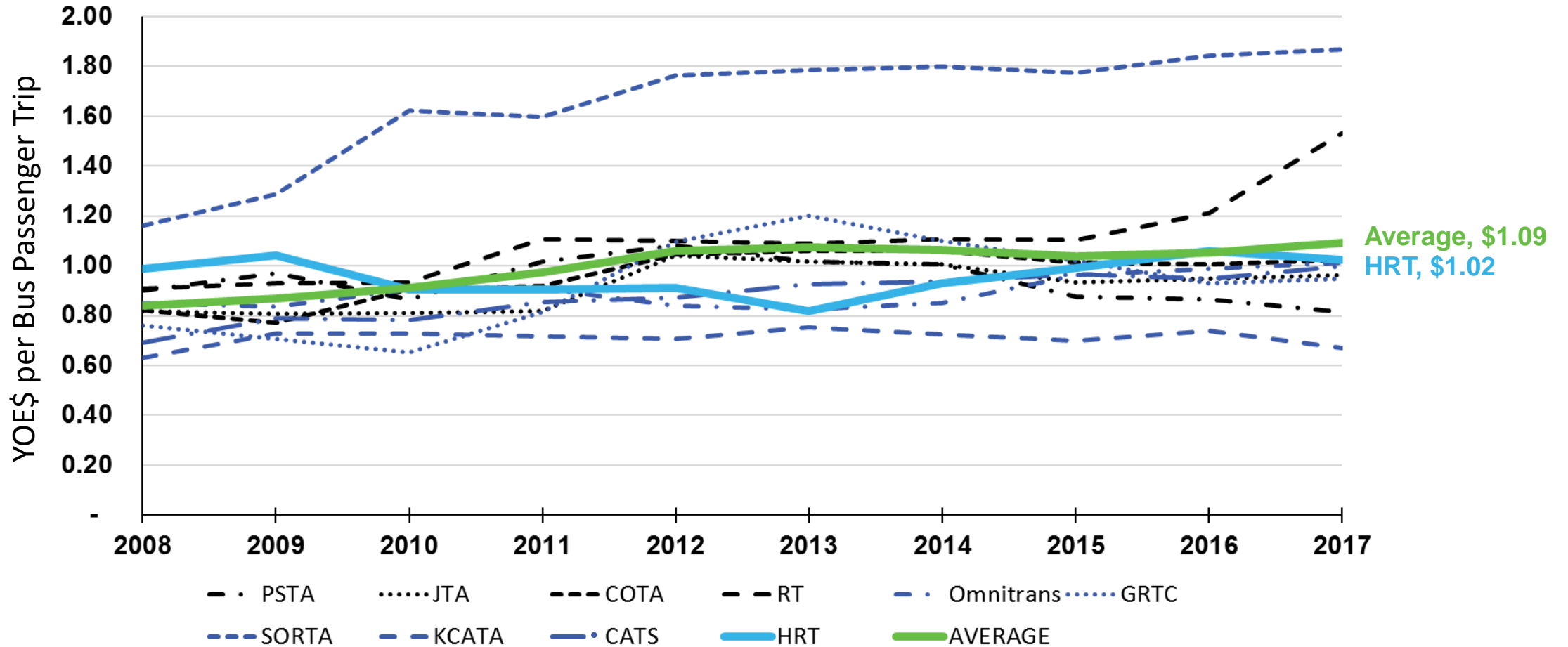
4. Fare Revenue

Base Fare, FY18 - Bus

Base Fare, FY18 - Bus chart showing base fare rates by transit agency:
- RT: $2.50
- PSTA: $2.25
- CATS: $2.20
- COTA: $2.00
- HRT: $2.00
- Omnitrans: $1.75
- SORTA: $1.75
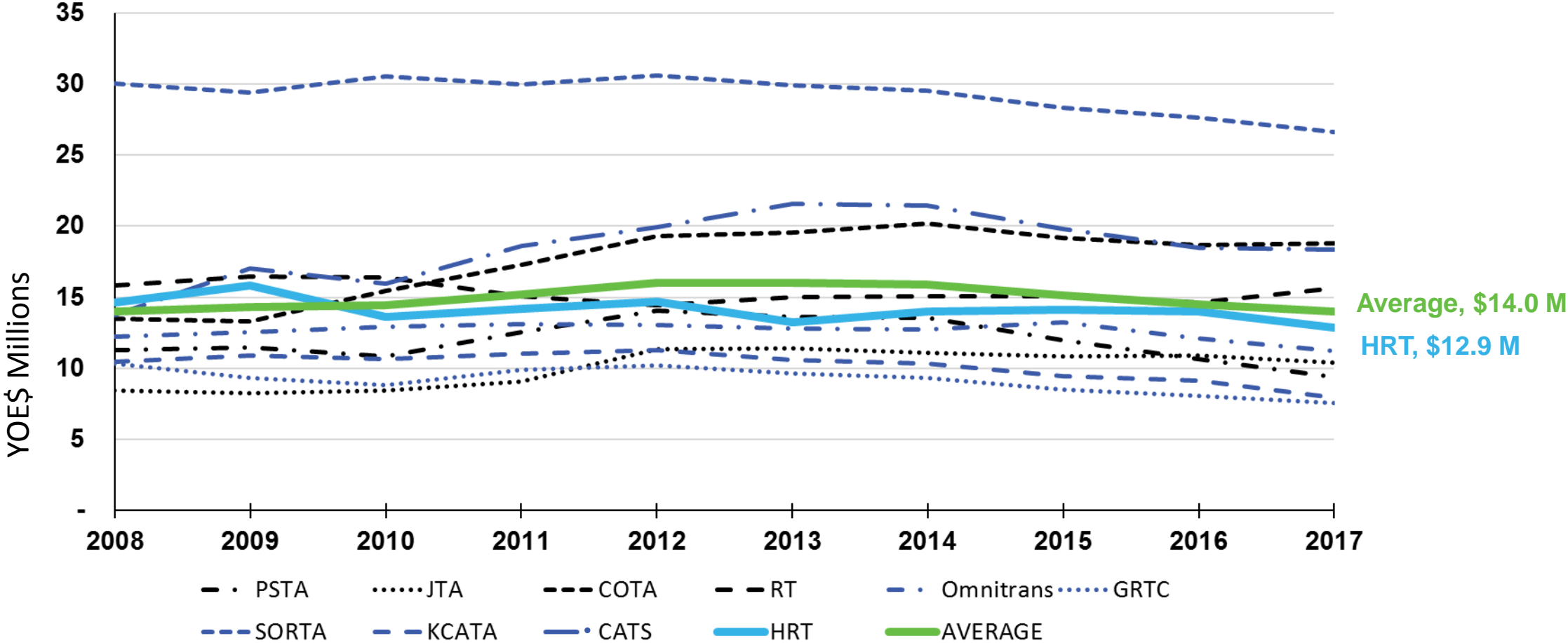- JTA: $1.50
- GRTC: $1.50
- KCATA: $1.50
- Average: $1.88

Note: Base fare rate for a normal adult one way trip. SORTA has a zone based fare structure. The amount for SORTA represents the base fare to ride within Zone 1.
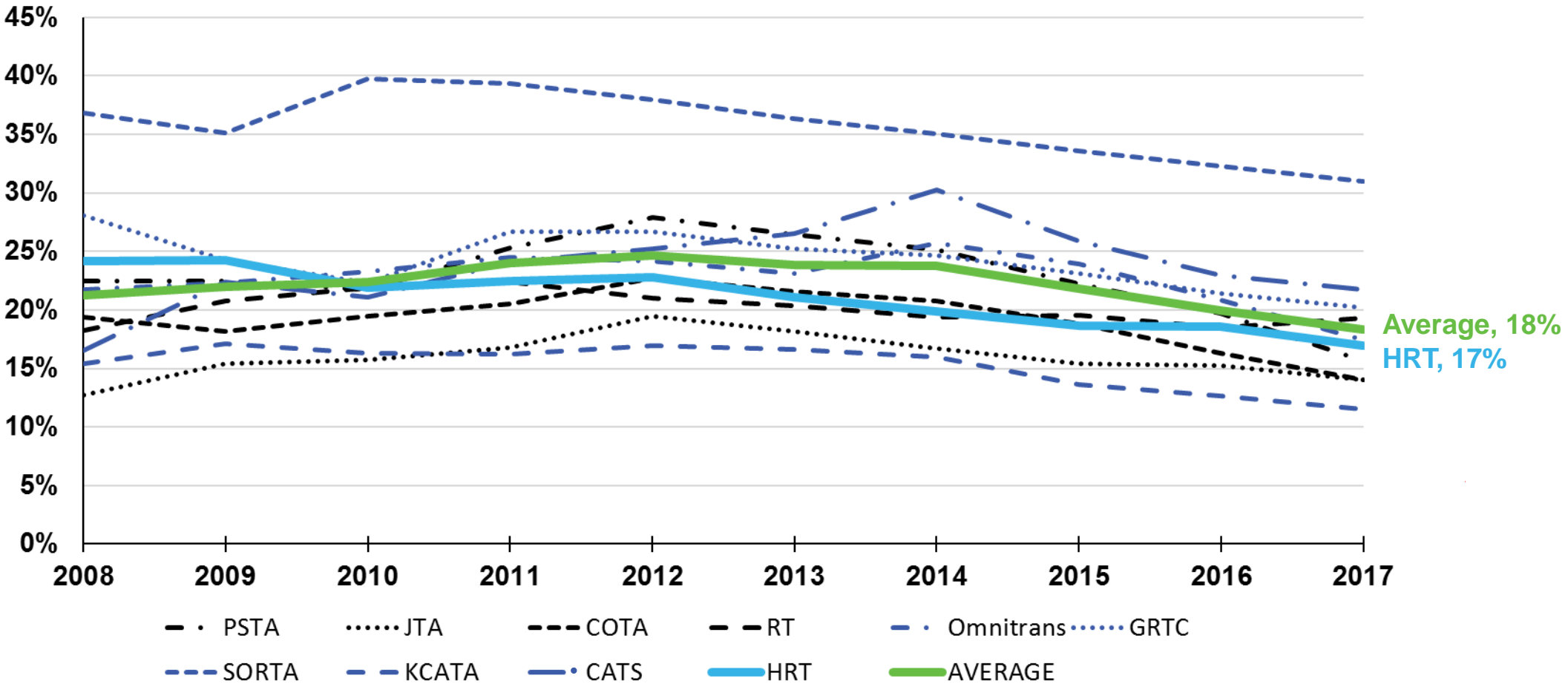
Fare Realized per Trip - Bus

Note: Fare revenue realized per Bus Passenger Trip. HRT updated its passenger trip estimation methodology from FY08 to FY09. The analysis uses FY08 GFI data instead of NTD data for consistency.

Fare Revenues - Bus

Average, $14.0 M

HRT, $12.9 M

Legend: PSTA, JTA, COTA, RT, Omnitrans, GRTC, SORTA, KCATA, CATS, HRT, AVERAGE
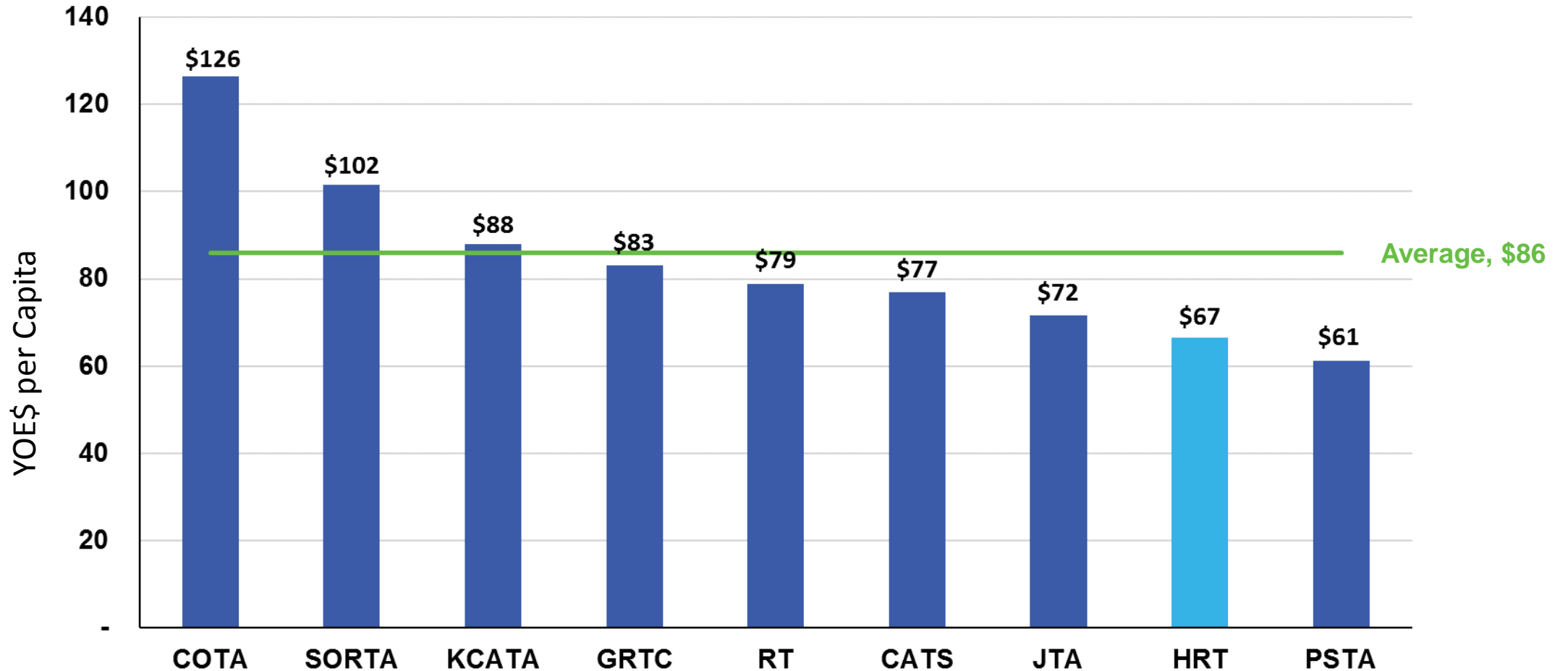
Farebox Recovery - Bus

Note: Total bus fare revenue as a percentage of total operating costs.

Spending per Capita - Bus, FY17

Note: Operating expenses per capita = total operating expenses divided by service area population (NTD). Note that FY17 NTD service area data for CATS appeared erroneous, FY16 service area data was used instead. Omnitrans is not included in this analysis as its service area largely overlaps with that of Metrolink.

Summary

Summary of Findings – 2017 Metrics
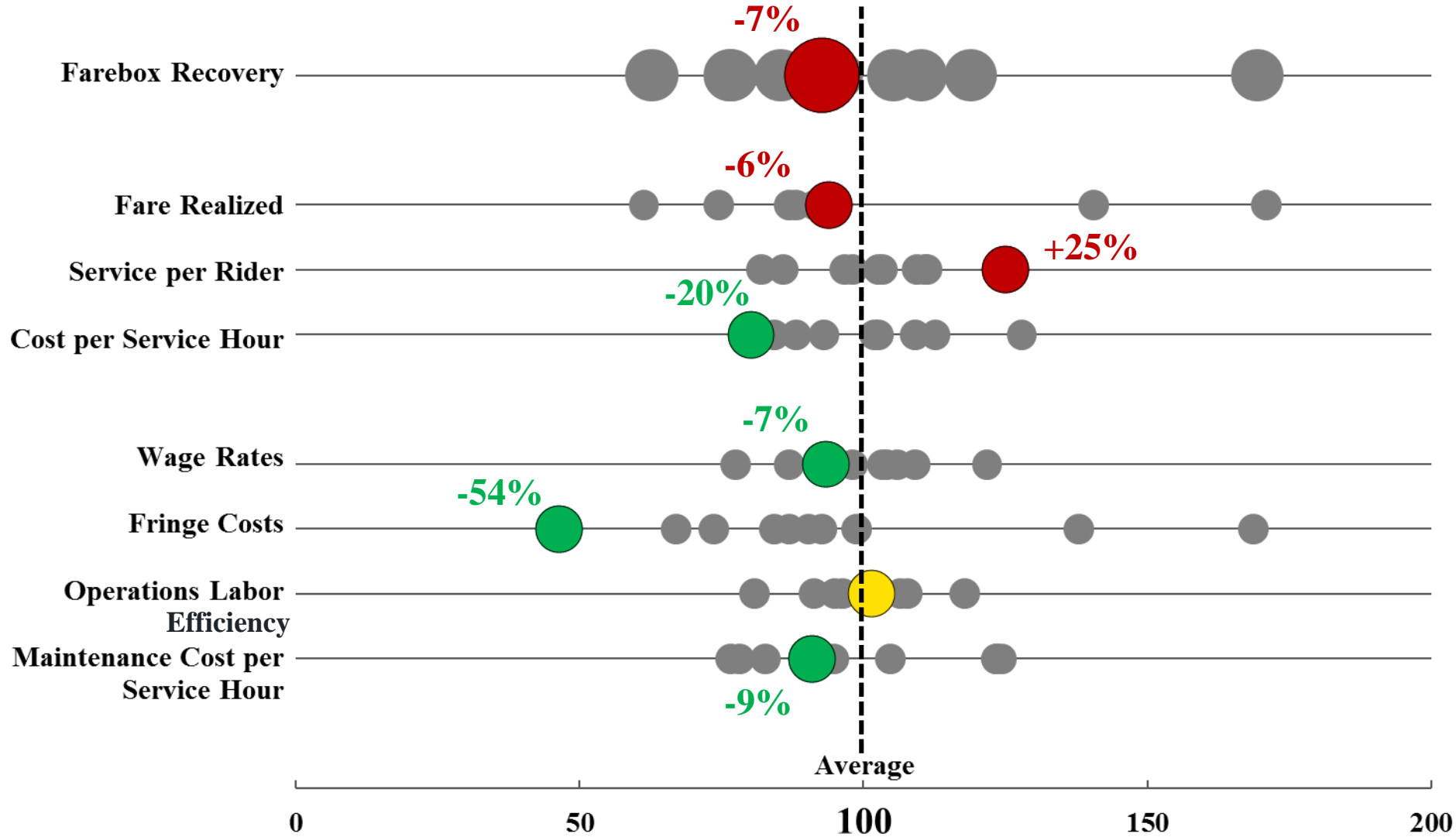
Note: GRTC and CATS included for all metrics.