

Regional Transportation District  
**Service Performance 2001**  
Networked Family of Services

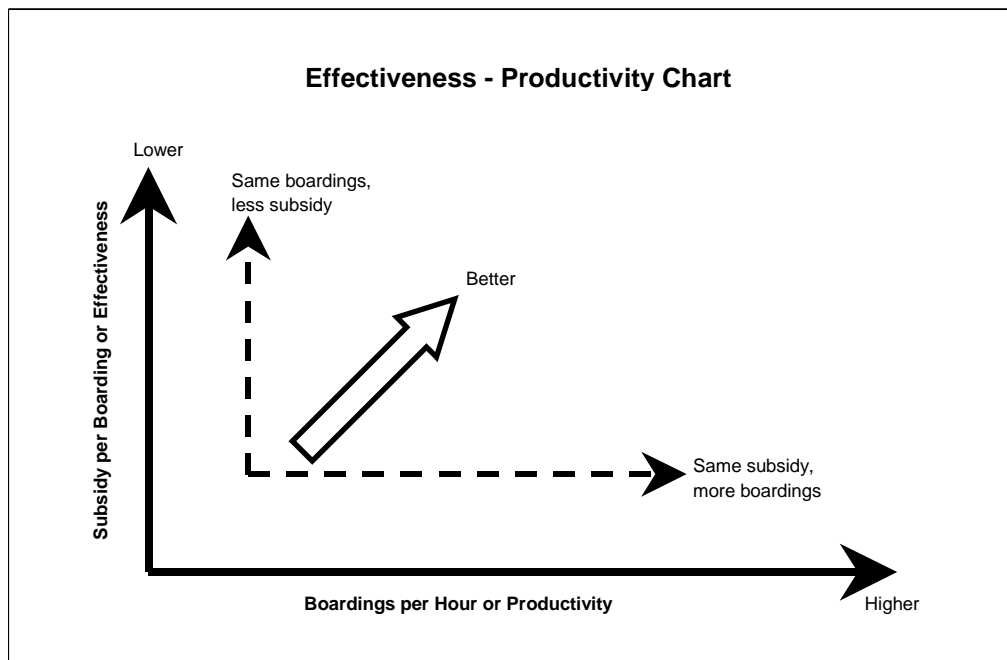
## Introduction

RTD service development takes as given that the customer comes first. The questions, then, are: What are the market demands? Should service be provided? How much service should be provided? What type of service should be provided?

The general approach is to develop a family of services suited to a variety of markets. A timed transfer network (hubs and spokes) connects all the services to accommodate today's dispersed travel patterns. All services are designed to match the level-of-service with demand, thus improving performance and sustainability.

RTD has Service Standards that document the elements of performance evaluation including purpose, objectives, measures, standards and application. The most essential economic and productivity measures of services for 2001 are provided in this report, along with a comparative analysis and notes of explanation.

The effectiveness-productivity chart presents effectiveness, or measurement of the objective, on the vertical axis. Productivity, or boardings/hour, helps distinguish each class of service and is the horizontal axis. The charts that follow offer a convenient comparative analysis of all classes of services, illustrating both absolute and relative performance. When standards and guidelines are applied, judgments can be made.



## Definitions

- **Boardings:** Unlinked passenger trips; includes transfers.
- **Hours:** In-service hours, not including garage time, but including layover.
- **Fare Revenues:** *Cash, Ticket, & Tokens* allocated by route by farebox recorded boardings. *Monthly pass* revenues are allocated by class of pass and the number of uses by route. Revenue from *Eco, CU, and Auraria passes* are allocated individually by the counts for each route weighted by the ratio of the class of service fare to the local fare.
- **Costs:** All *operating, maintenance and administrative* costs for providing current service, **plus depreciation** on all RTD assets. Excludes interest and any costs attributed to future projects. Costs are allocated to each route based on the cost model, which includes the following variables: miles, hours, and peak vehicles. Individual accounting line items are assigned to the most relevant variable by the model.
- **Subsidy:** = Costs - Fare Revenues.

## Standards

RTD has established guidelines in its Service Standards that the least productive 10% of routes based on either subsidy/boarding or boardings/hour need to be evaluated for marketing, revision or elimination, or if both measures fall below 25% for a route. The performance charts illustrate the *acceptable performance domain containing all routes meeting the 10% minimums for each class of service*. The calculation of the 10% and 25% standards are made from the annual, un-weighted data, assuming the data have a normal distribution and using the appropriate formulas for standard deviation and confidence intervals; however, the standard deviation is applied to the weighted average. The following table gives the current year weighted averages and standards by class of service.

### Year 2001 Service Standards

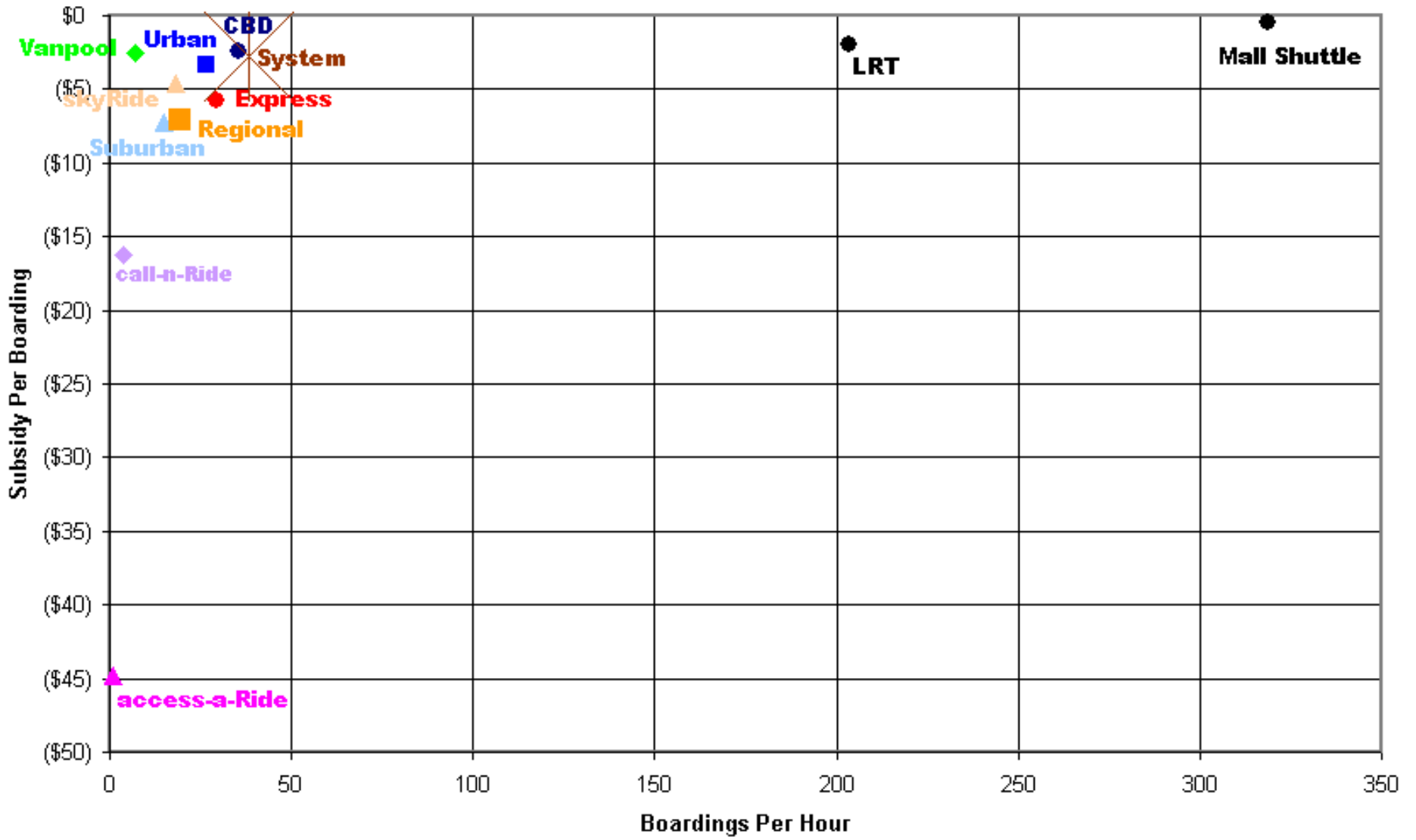
	Subsidy/Boarding			Boardings/Hour		
	Average	10% Max	25% Max	Average	10% Min	25% Min
CBD Local	\$2.42	\$4.96	\$3.75	35.5	19.5	27.2
Urban Local	3.32	9.76	6.69	26.7	13.7	19.9
Suburban Local	7.31	15.31	11.50	14.8	7.1	10.8
call-n-Ride	16.23	22.53	19.53	3.8	2.9	3.3
Express	5.74	14.67	10.41	29.3	10.5	19.5
Regional	7.09	15.08	11.27	19.2	13.2	16.0
skyRide	4.61	5.43	5.04	18.3	16.8	17.5
Vanpool	2.56	N/A	N/A	7.2	N/A	N/A

## Notes On Selected Routes Outside Their Performance Domain

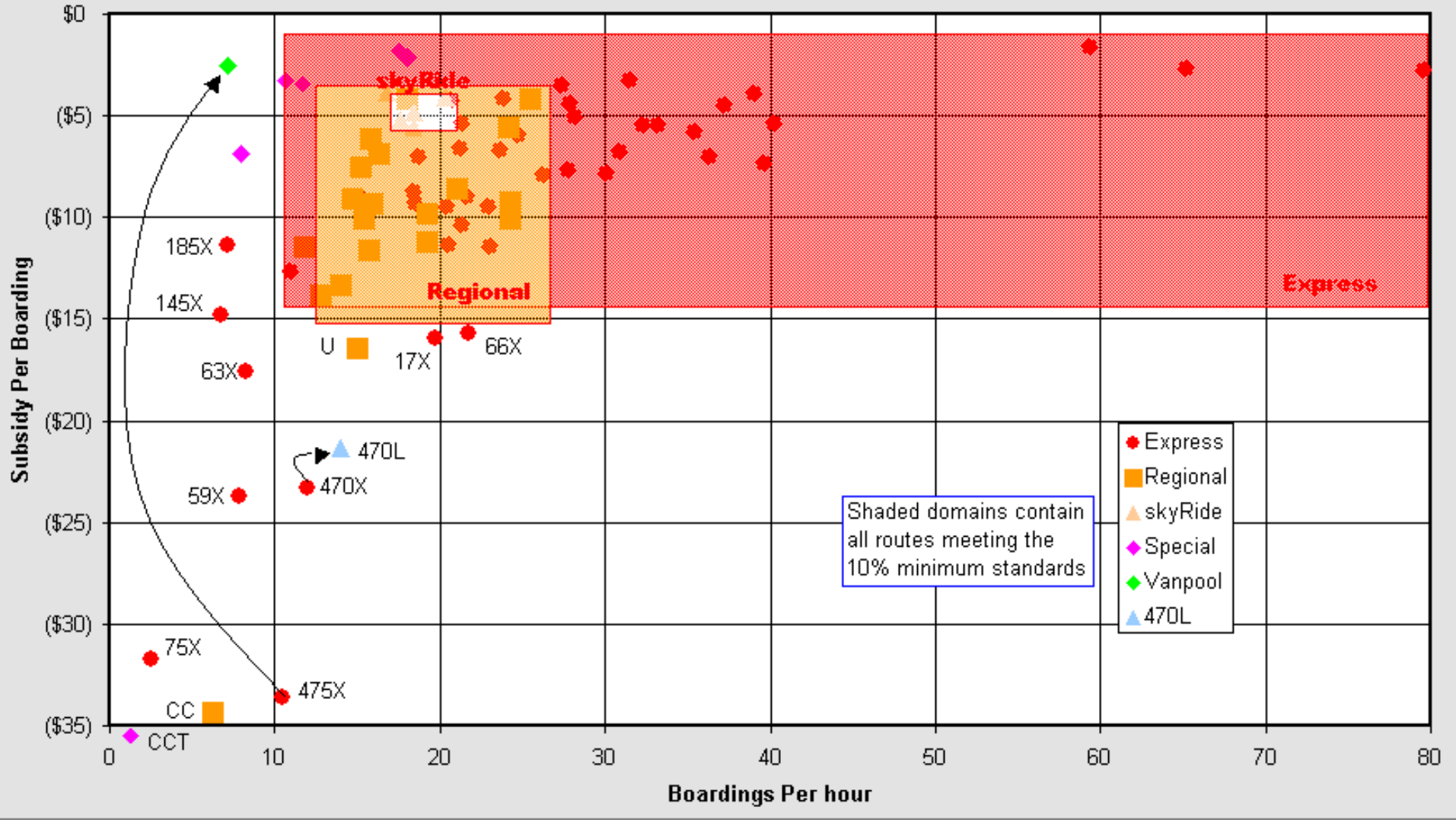
- The 0L South Broadway was substantially reduced in July 2000 for the SW LRT restructuring and is being monitored for performance.
- Route 17X East Mexico is being monitored for ridership.
- Six of ten trips on Route 34 3<sup>rd</sup> Ave Commuter are proposed to be discontinued May 2003.
- Routes 38L 38<sup>th</sup> Ave and 44L 44<sup>th</sup> Ave have long been in service as peak period supplements (instead of local trippers) to their respective local routes. They are being monitored for potential service reduction.
- Route 47 Coliseum was proposed for elimination September 2001, September 2002 and January 2002. Residents, riders and community representatives and RTD extensively promoted the route, but ridership did not increase. It may be reconsidered for September 2003.
- The least productive trips (14 out of 24 total trips) of Route 49 North Lowell were discontinued in May 2002.
- Discontinuance of the Route 51L South Sheridan is under consideration.
- Route 56 South Holly has only a few peak period tips and will be reviewed as part of the SE Sector restructuring.
- Route 59X Southwest Plaza Express was discontinued May 2001.
- The Route 63X is an elaborate peak period route between Aurora, DTC and Lockheed Martin to meet special work-trip patterns. Restructuring and reduction is under consideration.
- For Route 66X East Arapahoe it is proposed to discontinue service on Arapahoe Rd west of Arapahoe park-n-Ride for May 2003.
- Ridership on the new Route 75 Ken Caryl/Mineral has been increasing to meet productivity standard.
- Route 75X Wadsworth Crosstown was discontinued January 2001.
- Route 77 Dry Creek Crosstown was interlined with the Route 75 Ken Caryl/Mineral September 2002 to improve performance and is being monitored.
- Route 125 Denver West has considerable interlining with Route 16 West Colfax and is expected to pick up ridership from the new Colorado Mills shopping center. Performance is being monitored.
- Route 145X Brighton ridership is being monitored.
- Route 185X Tower Road is proposed to be discontinued in May 2003.
- The Route 200 was converted to the LEAP January 2001, as a two-year CMAQ project. To improve performance service frequency was reduced approximately by two-thirds in January 2003.
- Route 201 Newlands was proposed for elimination January 2002. Instead Routes 201 and 210 The Hill were combined and midday service reduced in May 2002.
- Service on new (July 2000) Route 401 Ranches was modified January 2002 to improve productivity and ridership is being monitored.
- The low productivity portion between Mineral and Littleton stations of Route 402L Highlands Ranch was discontinued January 2001 to improve performance and is being monitored.

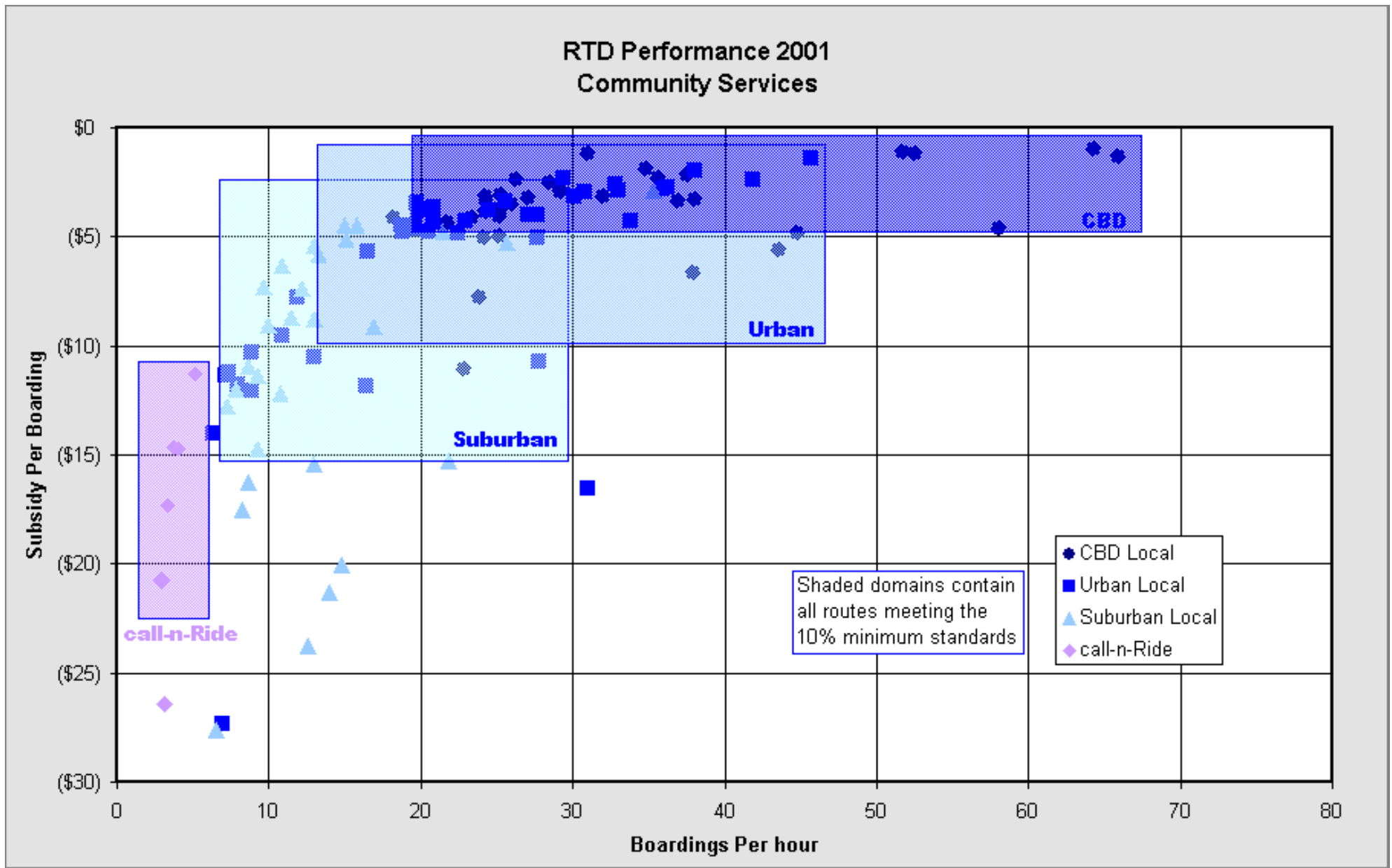
- It is proposed to reduce service on Route 426 Ranch Rider from every 30 minutes to 60 minutes for May 2003.
- Route 470X was changed to 470L with a route change September 2001 and performance is being monitored.
- Route CC Coal Creek is a poor performing route and is being considered for discontinuance and replacement with a vanpool.
- Route U Pine Junction/Conifer/DTC ridership is being monitored.
- The Cultural Connection Trolley (CCT) was privatized May 2001, with the objective of phasing out RTD subsidy over three years and is proposed to be discontinued for 2003.
- Longmont call-n-Ride began February 2001 and now meets minimum service standards.

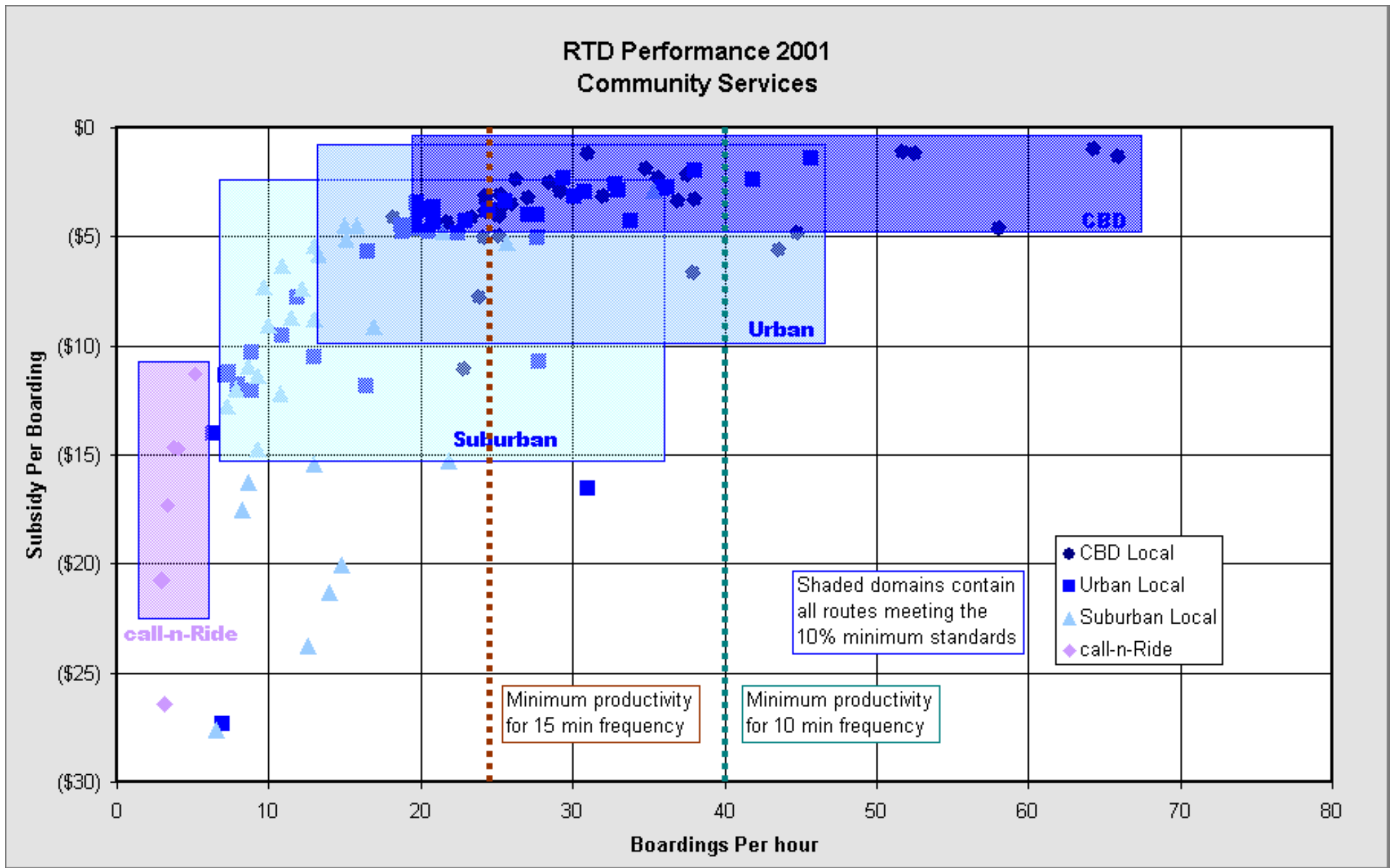
### RTD Performance 2001 Family of Services

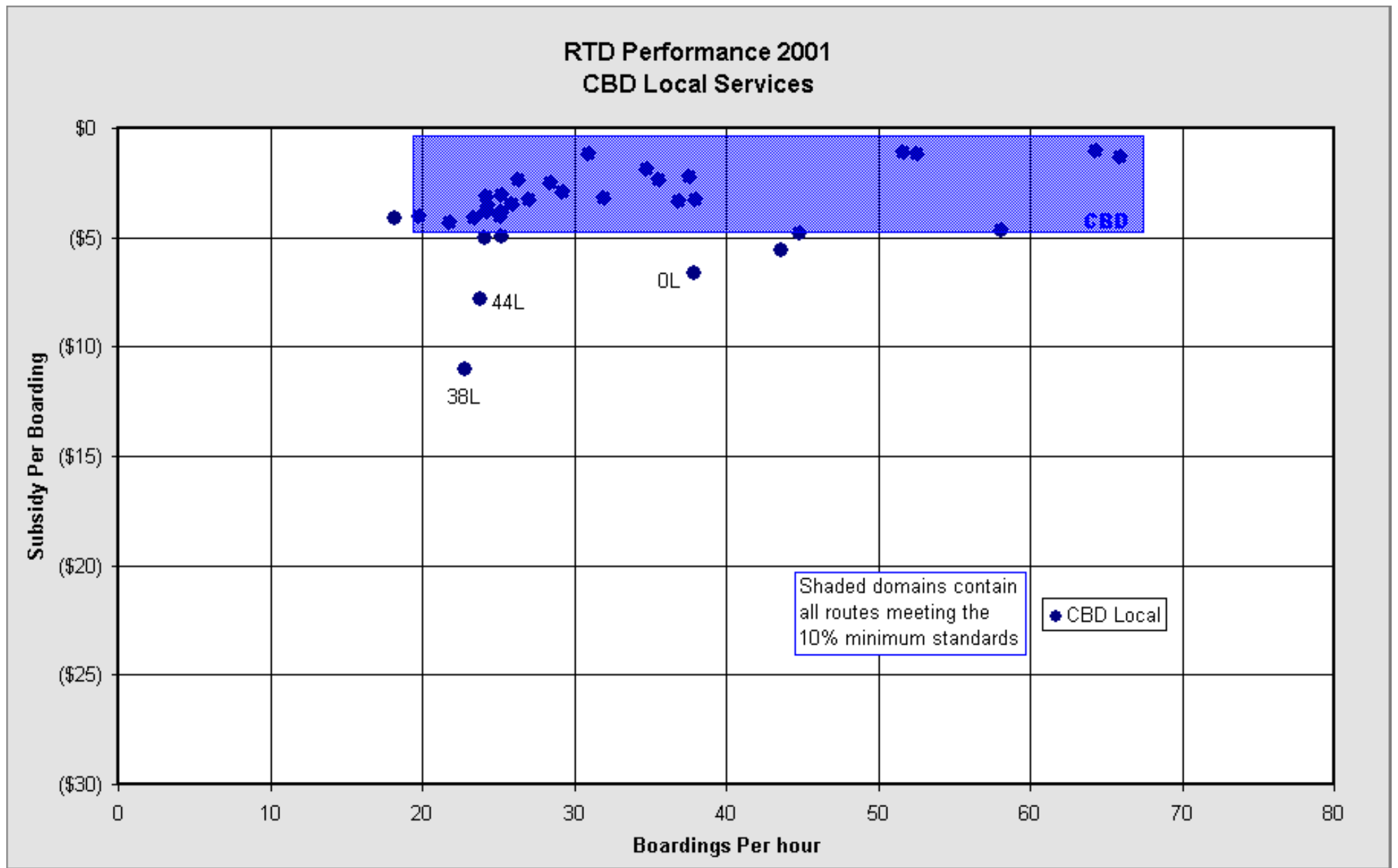


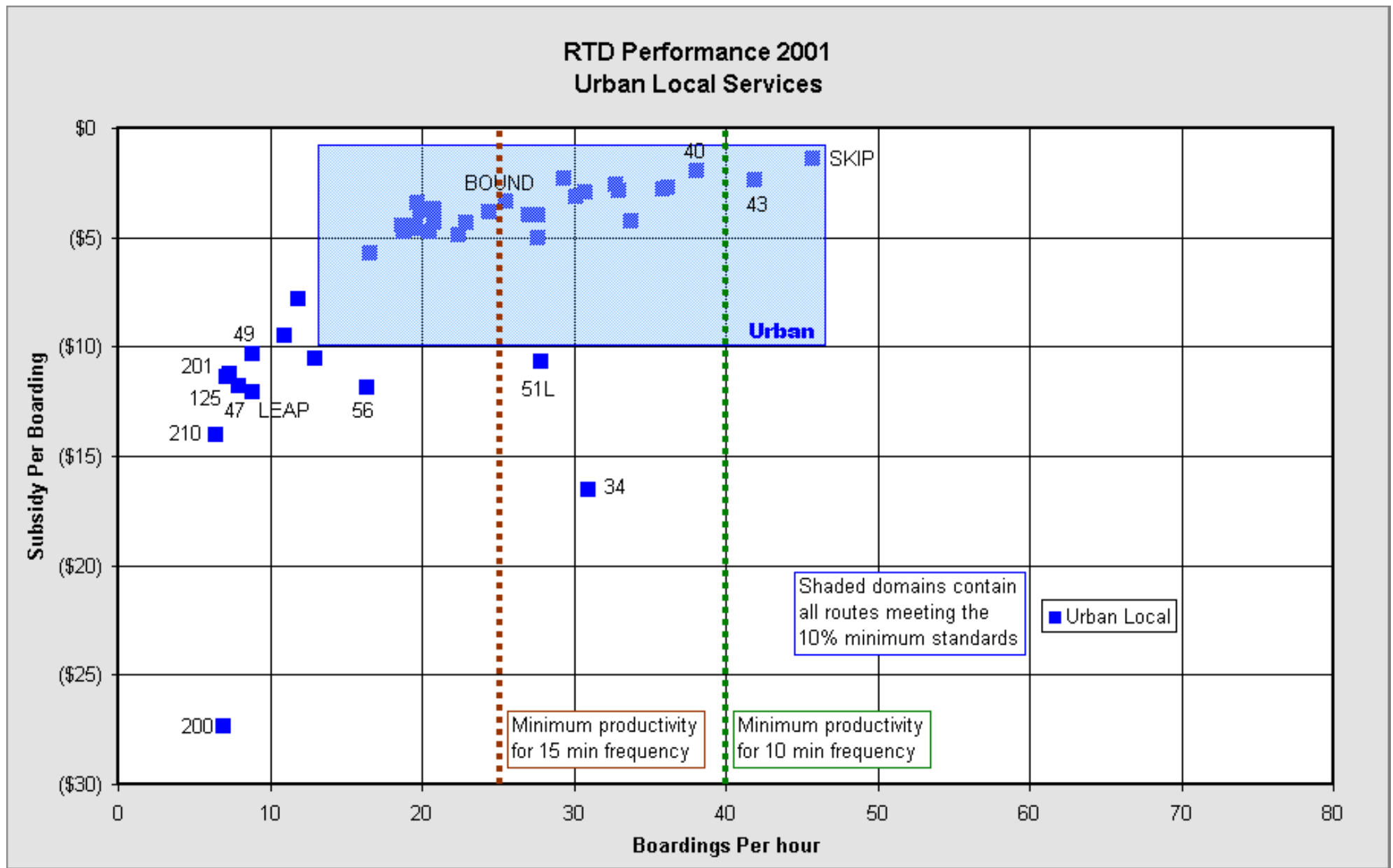
## RTD Performance 2001 Metro Services











**RTD Service Performance 2001**  
**Route Analysis**

Route	Standards Class	Farebox Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
00	CBD Local	\$1,458,613	\$7,985,020	2,792,190	78,447	\$6,526,407	\$2.34	35.6
0L	CBD Local	\$133,793	\$1,538,423	210,959	5,562	\$1,404,629	\$6.66	37.9
01	CBD Local	\$401,090	\$2,731,463	671,124	25,898	\$2,330,373	\$3.47	25.9
02	CBD Local	\$197,366	\$1,264,967	328,685	12,148	\$1,067,600	\$3.25	27.1
3L	CBD Local	\$112,639	\$869,339	156,804	3,500	\$756,701	\$4.83	44.8
06	CBD Local	\$551,016	\$3,515,126	939,683	38,728	\$2,964,110	\$3.15	24.3
07	CBD Local	\$402,462	\$2,136,683	734,638	27,919	\$1,734,221	\$2.36	26.3
08	CBD Local	\$156,444	\$1,241,860	261,688	14,383	\$1,085,417	\$4.15	18.2
09	CBD Local	\$193,681	\$1,444,164	325,585	13,429	\$1,250,483	\$3.84	24.2
10	CBD Local	\$557,657	\$3,844,155	932,510	38,267	\$3,286,499	\$3.52	24.4
12	CBD Local	\$269,939	\$2,221,855	475,534	20,327	\$1,951,916	\$4.10	23.4
15	CBD Local	\$2,208,722	\$6,446,518	4,177,142	64,991	\$4,237,796	\$1.01	64.3
15L	CBD Local	\$1,217,383	\$4,251,915	2,252,874	34,179	\$3,034,533	\$1.35	65.9
16	CBD Local	\$953,829	\$3,067,801	1,750,882	33,325	\$2,113,972	\$1.21	52.5
16L	CBD Local	\$125,951	\$1,211,928	215,318	8,925	\$1,085,977	\$5.04	24.1
20	CBD Local	\$606,936	\$3,948,556	1,052,226	32,900	\$3,341,621	\$3.18	32.0
28	CBD Local	\$410,002	\$3,220,670	736,017	29,190	\$2,810,668	\$3.82	25.2
29	CBD Local	\$113,832	\$736,558	200,907	7,968	\$622,726	\$3.10	25.2
30	CBD Local	\$849,795	\$2,624,189	1,595,065	30,868	\$1,774,394	\$1.11	51.7
30L	CBD Local	\$31,562	\$226,148	57,819	1,567	\$194,586	\$3.37	36.9
31	CBD Local	\$700,426	\$3,075,574	1,259,508	36,200	\$2,375,148	\$1.89	34.8
32	CBD Local	\$342,695	\$2,684,203	575,967	22,903	\$2,341,508	\$4.07	25.1
36	CBD Local	\$167,328	\$916,768	294,540	10,343	\$749,440	\$2.54	28.5
38	CBD Local	\$664,311	\$3,362,805	1,222,729	32,541	\$2,698,494	\$2.21	37.6
38L	CBD Local	\$15,231	\$255,222	21,738	952	\$239,992	\$11.04	22.8
44	CBD Local	\$724,056	\$4,499,828	1,275,533	43,643	\$3,775,772	\$2.96	29.2
44L	CBD Local	\$26,062	\$348,451	41,418	1,738	\$322,389	\$7.78	23.8
46L	CBD Local	\$78,700	\$630,955	118,634	2,043	\$552,254	\$4.66	58.1
48	CBD Local	\$258,580	\$2,168,136	442,692	20,323	\$1,909,556	\$4.31	21.8
50	CBD Local	\$11,608	\$105,395	18,908	751	\$93,787	\$4.96	25.2
52	CBD Local	\$410,915	\$3,306,843	720,149	36,313	\$2,895,928	\$4.02	19.8
79L	CBD Local	\$51,370	\$504,823	81,335	1,865	\$453,453	\$5.58	43.6
83L	CBD Local	\$475,441	\$3,203,688	826,329	21,744	\$2,728,247	\$3.30	38.0
GW	CBD Local	\$2,301	\$5,727	2,896	94	\$3,426	\$1.18	31.0
<b>Subtotal/Weighted Average</b>		\$14,881,735	\$79,595,756	26,770,026	753,973	\$64,714,021	\$2.42	35.5
<b>Standard Deviation</b>							\$1.98	12.5
<b>Minimum at 10% or better: Average +/- 1.28 * Std Dev</b>							\$4.96	19.5
<b>Minimum at 25% or better: Average +/- .67 * Std Dev</b>							\$3.75	27.2
03	Urban Local	\$671,236	\$4,443,513	1,311,995	39,758	\$3,772,278	\$2.88	33.0
11	Urban Local	\$548,624	\$3,604,485	1,032,764	33,579	\$3,055,861	\$2.96	30.8
14	Urban Local	\$123,921	\$1,001,256	230,258	9,413	\$877,335	\$3.81	24.5
21	Urban Local	\$698,313	\$4,465,435	1,351,298	37,650	\$3,767,122	\$2.79	35.9
24	Urban Local	\$201,057	\$1,831,547	364,076	19,467	\$1,630,490	\$4.48	18.7
27	Urban Local	\$209,440	\$1,961,795	370,085	19,704	\$1,752,354	\$4.74	18.8
34	Urban Local	\$11,595	\$294,944	17,118	553	\$283,349	\$16.55	31.0
35	Urban Local	\$72,943	\$1,465,934	132,564	10,237	\$1,392,991	\$10.51	12.9
40	Urban Local	\$725,845	\$3,723,689	1,548,769	40,677	\$2,997,844	\$1.94	38.1
43	Urban Local	\$269,496	\$1,525,091	534,518	12,767	\$1,255,594	\$2.35	41.9
45	Urban Local	\$62,523	\$518,832	114,434	4,136	\$456,309	\$3.99	27.7
47	Urban Local	\$31,062	\$628,743	50,689	6,362	\$597,681	\$11.79	8.0

Route	Standards Class	Farebox Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
49	Urban Local	\$12,895	\$222,671	20,314	2,295	\$209,775	\$10.33	8.9
51	Urban Local	\$360,134	\$2,528,451	627,997	31,905	\$2,168,317	\$3.45	19.7
51L	Urban Local	\$8,030	\$171,092	15,239	548	\$163,062	\$10.70	27.8
53	Urban Local	\$385,330	\$2,198,224	695,303	21,217	\$1,812,893	\$2.61	32.8
54	Urban Local	\$12,381	\$135,440	24,415	884	\$123,059	\$5.04	27.6
56	Urban Local	\$6,394	\$116,667	9,323	570	\$110,273	\$11.83	16.4
65	Urban Local	\$205,464	\$1,152,449	407,494	13,888	\$946,985	\$2.32	29.3
73	Urban Local	\$63,935	\$1,196,337	118,916	10,898	\$1,132,402	\$9.52	10.9
76	Urban Local	\$534,875	\$4,184,425	992,886	47,649	\$3,649,550	\$3.68	20.8
105	Urban Local	\$587,766	\$3,461,974	1,064,803	29,420	\$2,874,208	\$2.70	36.2
125	Urban Local	\$21,152	\$475,250	39,965	5,577	\$454,098	\$11.36	7.2
AVA	Urban Local	\$9,911	\$79,795	16,378	485	\$69,884	\$4.27	33.8
BEE	Urban Local	\$33,266	\$1,112,565	138,288	11,621	\$1,079,299	\$7.80	11.9
200	Urban Local	\$102	\$5,082	182	26	\$4,980	\$27.36	6.9
201	Urban Local	\$11,608	\$235,688	19,990	2,737	\$224,080	\$11.21	7.3
203	Urban Local	\$61,756	\$636,205	118,308	5,277	\$574,449	\$4.86	22.4
204	Urban Local	\$187,876	\$1,775,921	368,890	16,100	\$1,588,046	\$4.30	22.9
205	Urban Local	\$203,900	\$1,631,712	379,661	19,127	\$1,427,812	\$3.76	19.8
206	Urban Local	\$92,420	\$902,640	171,093	8,350	\$810,220	\$4.74	20.5
207	Urban Local	\$2,886	\$24,334	4,919	236	\$21,448	\$4.36	20.8
208	Urban Local	\$115,409	\$767,782	207,596	6,893	\$652,373	\$3.14	30.1
209	Urban Local	\$72,194	\$710,261	142,195	7,239	\$638,067	\$4.49	19.6
210	Urban Local	\$13,620	\$325,680	22,241	3,481	\$312,060	\$14.03	6.4
225	Urban Local	\$50,986	\$579,557	92,901	5,616	\$528,572	\$5.69	16.5
227	Urban Local	\$260,218	\$2,094,452	462,777	17,107	\$1,834,233	\$3.96	27.1
BOUND	Urban Local	\$242,221	\$1,747,817	448,406	17,565	\$1,505,596	\$3.36	25.5
JUMP	Urban Local	\$259,863	\$2,516,290	491,215	25,196	\$2,256,427	\$4.59	19.5
LEAP	Urban Local	\$61,817	\$1,379,271	109,376	12,336	\$1,317,454	\$12.05	8.9
SKIP	Urban Local	\$855,254	\$3,113,040	1,591,528	34,827	\$2,257,786	\$1.42	45.7
<b>Subtotal/Weighted Average</b>		\$8,359,717	\$60,946,336	15,861,167	593,371	\$52,586,619	\$3.32	26.7
<b>Standard Deviation</b>							\$5.03	10.2
<b>Minimum at 10% or better: Average +/- 1.28 * Std Dev</b>							\$9.76	13.7
<b>Minimum at 25% or better: Average +/- .67 * Std Dev</b>							\$6.69	19.9
17	Suburban Local	\$97,556	\$1,458,721	185,153	15,170	\$1,361,165	\$7.35	12.2
57	Suburban Local	\$98,385	\$1,164,649	203,858	7,944	\$1,066,264	\$5.23	25.7
59	Suburban Local	\$34,573	\$772,562	60,556	5,619	\$737,989	\$12.19	10.8
60	Suburban Local	\$14,174	\$415,957	26,047	2,009	\$401,782	\$15.43	13.0
66	Suburban Local	\$50,162	\$950,942	98,601	5,827	\$900,779	\$9.14	16.9
67	Suburban Local	\$49,081	\$1,364,558	89,559	9,623	\$1,315,477	\$14.69	9.3
72	Suburban Local	\$92,186	\$1,075,477	181,569	13,985	\$983,291	\$5.42	13.0
75	Suburban Local	\$31,577	\$1,312,483	53,958	4,281	\$1,280,906	\$23.74	12.6
77	Suburban Local	\$17,276	\$615,342	29,804	2,017	\$598,066	\$20.07	14.8
80	Suburban Local	\$28,323	\$232,489	45,358	3,018	\$204,166	\$4.50	15.0
88	Suburban Local	\$150,577	\$1,220,387	237,972	15,049	\$1,069,809	\$4.50	15.8
92	Suburban Local	\$129,959	\$1,446,401	226,208	17,018	\$1,316,442	\$5.82	13.3
100	Suburban Local	\$131,825	\$1,347,656	239,100	15,834	\$1,215,832	\$5.09	15.1
104	Suburban Local	\$38,609	\$701,196	60,555	6,965	\$662,587	\$10.94	8.7
120	Suburban Local	\$76,967	\$999,643	126,663	13,100	\$922,676	\$7.28	9.7
121	Suburban Local	\$429,874	\$2,781,504	826,910	23,382	\$2,351,630	\$2.84	35.4
128	Suburban Local	\$37,080	\$405,586	58,144	5,332	\$368,506	\$6.34	10.9
169	Suburban Local	\$100,734	\$935,278	173,823	8,112	\$834,545	\$4.80	21.4

Route	Standards Class	Farebox Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
401	Suburban Local	\$54,826	\$1,662,932	91,765	11,170	\$1,608,107	\$17.52	8.2
402L	Suburban Local	\$24,707	\$1,202,887	42,684	6,564	\$1,178,179	\$27.60	6.5
403	Suburban Local	\$19,273	\$515,543	32,489	1,490	\$496,270	\$15.28	21.8
470L	Suburban Local	\$4,129	\$139,166	6,330	454	\$135,038	\$21.33	14.0
426	Suburban Local	\$14,977	\$1,111,659	67,455	7,824	\$1,096,682	\$16.26	8.6
228	Suburban Local	\$68,552	\$1,366,604	114,547	12,358	\$1,298,052	\$11.33	9.3
310	Suburban Local	\$24,608	\$538,530	59,299	5,159	\$513,923	\$8.67	11.5
311	Suburban Local	\$22,947	\$536,683	56,732	5,669	\$513,736	\$9.06	10.0
312	Suburban Local	\$37,491	\$813,191	88,245	6,781	\$775,700	\$8.79	13.0
313	Suburban Local	\$9,642	\$261,170	20,954	2,686	\$251,529	\$12.00	7.8
314	Suburban Local	\$11,491	\$346,766	26,304	3,607	\$335,275	\$12.75	7.3
58	Suburban Local	\$7,354	\$21,754	12,436	174	\$14,400	\$1.16	71.4
301	Suburban Local	\$4,008	\$37,783	9,840	136	\$33,775	\$3.43	72.5
302	Suburban Local	\$13,600	\$29,323	31,150	174	\$15,724	\$0.50	179.0
303	Suburban Local	\$3,346	\$6,836	7,671	22	\$3,490	\$0.45	346.6
<b>Subtotal/Weighted Average</b>		\$1,901,562	\$27,695,966	3,530,642	238,046	\$25,794,404	\$7.31	14.8
<b>Standard Deviation</b>							\$6.26	6.0
<b>Minimum at 10% or better: Average +/- 1.28 * Std Dev</b>							\$15.31	7.1
<b>Minimum at 25% or better: Average +/- .67 * Std Dev</b>							\$11.50	10.8
Brighton	call-n-Ride	\$10,306	\$224,394	19,015	3,725	\$214,088	\$11.26	5.1
Broomfield	call-n-Ride	\$4,109	\$161,607	7,582	2,625	\$157,498	\$20.77	2.9
Interlocken	call-n-Ride	\$5,744	\$161,845	10,598	2,625	\$156,101	\$14.73	4.0
Longmont	call-n-Ride	\$4,471	\$222,522	8,249	2,603	\$218,051	\$26.43	3.2
Louisville	call-n-Ride	\$7,493	\$209,584	13,825	3,700	\$202,091	\$14.62	3.7
Superior	call-n-Ride	\$6,763	\$223,156	12,477	3,702	\$216,393	\$17.34	3.4
Majestic	call-n-Ride	\$317	\$17,907	584	413	\$17,590	\$30.12	1.4
<b>Subtotal/Weighted Average</b>		\$38,886	\$1,203,109	71,746	18,979	\$1,164,223	\$16.23	3.8
<b>Standard Deviation</b>							\$4.92	0.7
<b>Minimum at 10% or better: Average +/- 1.28 * Std Dev</b>							\$22.53	2.9
<b>Minimum at 25% or better: Average +/- .67 * Std Dev</b>							\$19.53	3.3
02X	Express	\$94,601	\$515,232	59,620	1,639	\$420,631	\$7.06	36.4
05X	Express	\$95,223	\$331,383	60,692	1,554	\$236,160	\$3.89	39.0
06X	Express	\$46,730	\$412,332	28,773	2,622	\$365,603	\$12.71	11.0
08X	Express	\$32,028	\$169,707	20,708	978	\$137,679	\$6.65	21.2
11X	Express	\$25,729	\$161,970	31,846	1,534	\$136,241	\$4.28	20.8
12X	Express	\$26,459	\$180,487	17,198	795	\$154,028	\$8.96	21.6
17X	Express	\$20,404	\$416,051	24,862	1,262	\$395,647	\$15.91	19.7
18X	Express	\$25,181	\$166,651	15,486	1,007	\$141,470	\$9.14	15.4
23X	Express	\$32,041	\$328,884	37,625	1,250	\$296,843	\$7.89	30.1
24X	Express	\$69,287	\$842,886	81,260	3,540	\$773,599	\$9.52	23.0
25X	Express	\$82,346	\$752,018	95,619	5,099	\$669,672	\$7.00	18.8
31X	Express	\$42,058	\$175,153	24,813	1,165	\$133,095	\$5.36	21.3
35X	Express	\$24,528	\$288,226	30,128	1,632	\$263,698	\$8.75	18.5
39X	Express	\$34,719	\$399,035	47,156	1,700	\$364,316	\$7.73	27.7
40X	Express	\$89,434	\$403,414	57,189	1,721	\$313,980	\$5.49	33.2
47X	Express	\$69,799	\$716,620	81,259	3,089	\$646,821	\$7.96	26.3
58X	Express	\$49,050	\$342,343	28,185	1,322	\$293,293	\$10.41	21.3
59X	Express	\$31,657	\$545,881	21,664	2,755	\$514,224	\$23.74	7.9
63X	Express	\$23,130	\$471,536	25,532	3,084	\$448,406	\$17.56	8.3
66X	Express	\$22,831	\$454,495	27,456	1,264	\$431,664	\$15.72	21.7
68X	Express	\$44,291	\$171,498	28,682	1,029	\$127,207	\$4.44	27.9
72X	Express	\$118,002	\$657,093	79,978	3,388	\$539,091	\$6.74	23.6

Route	Standards Class	Farebox Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
75X	Express	\$33	\$605	18	7	\$572	\$31.77	2.5
76X	Express	\$69,047	\$217,387	42,277	1,547	\$148,340	\$3.51	27.3
78X	Express	\$56,305	\$544,967	71,590	2,321	\$488,662	\$6.83	30.8
80X	Express	\$34,615	\$242,675	22,324	1,207	\$208,061	\$9.32	18.5
82X	Express	\$97,770	\$371,306	61,329	1,648	\$273,536	\$4.46	37.2
85X	Express	\$80,628	\$618,460	90,138	3,635	\$537,832	\$5.97	24.8
86X	Express	\$190,921	\$526,640	121,661	1,528	\$335,720	\$2.76	79.6
87X	Express	\$32,168	\$137,068	20,627	731	\$104,900	\$5.09	28.2
89X	Express	\$45,761	\$680,559	55,502	2,406	\$634,798	\$11.44	23.1
90X	Express	\$222,124	\$1,672,249	270,389	6,722	\$1,450,125	\$5.36	40.2
91X	Express	\$58,518	\$445,756	70,529	2,185	\$387,238	\$5.49	32.3
93X	Express	\$40,072	\$291,039	26,393	1,292	\$250,966	\$9.51	20.4
100X	Express	\$60,503	\$476,296	71,215	2,013	\$415,793	\$5.84	35.4
108X	Express	\$78,719	\$279,567	48,206	2,017	\$200,849	\$4.17	23.9
116X	Express	\$115,843	\$973,666	75,381	3,665	\$857,823	\$11.38	20.6
119X	Express	\$53,703	\$307,956	34,528	870	\$254,253	\$7.36	39.7
120X	Express	\$1,261,441	\$2,608,465	807,450	13,611	\$1,347,024	\$1.67	59.3
122X	Express	\$51,841	\$141,880	33,027	506	\$90,039	\$2.73	65.2
145X	Express	\$26,739	\$245,257	14,724	2,184	\$218,518	\$14.84	6.7
169X	Express	\$182,427	\$528,397	106,417	3,377	\$345,970	\$3.25	31.5
185X	Express	\$48,374	\$377,553	28,914	4,019	\$329,179	\$11.38	7.2
470X	Express	\$8,335	\$266,269	11,071	926	\$257,934	\$23.30	12.0
475X	Express	\$15,399	\$403,237	11,543	1,104	\$387,838	\$33.60	10.5
<b>Subtotal/Weighted Average</b>		\$3,930,812	\$21,260,150	3,020,984	102,949	\$17,329,339	\$5.74	29.3
<b>Standard Deviation</b>							\$6.98	14.7
<b>Minimum at 10% or better: Average +/- 1.28 * Std Dev</b>							\$14.67	10.5
<b>Minimum at 25% or better: Average +/- .67 * Std Dev</b>							\$10.41	19.5
B	Regional	\$2,334,238	\$7,184,606	1,156,559	45,477	\$4,850,368	\$4.19	25.4
C	Regional	\$232,881	\$1,247,535	117,692	5,598	\$1,014,654	\$8.62	21.0
CC	Regional	\$25,548	\$668,581	18,716	3,016	\$643,033	\$34.36	6.2
D	Regional	\$296,295	\$1,824,682	133,896	11,369	\$1,528,387	\$11.41	11.8
E	Regional	\$127,748	\$768,048	63,629	2,622	\$640,300	\$10.06	24.3
F	Regional	\$88,012	\$344,890	46,399	1,924	\$256,879	\$5.54	24.1
G	Regional	\$182,661	\$866,208	90,429	5,967	\$683,547	\$7.56	15.2
H	Regional	\$148,468	\$920,553	83,460	3,435	\$772,085	\$9.25	24.3
J	Regional	\$49,663	\$394,438	25,934	1,849	\$344,775	\$13.29	14.0
L	Regional	\$455,084	\$2,114,994	240,761	14,746	\$1,659,910	\$6.89	16.3
M	Regional	\$423,862	\$1,707,067	208,004	13,128	\$1,283,205	\$6.17	15.8
N	Regional	\$244,061	\$682,687	105,987	5,888	\$438,626	\$4.14	18.0
P	Regional	\$242,288	\$1,915,762	148,959	7,753	\$1,673,474	\$11.23	19.2
R	Regional	\$115,646	\$674,143	55,394	3,589	\$558,497	\$10.08	15.4
S	Regional	\$70,457	\$537,393	33,730	2,631	\$466,936	\$13.84	12.8
T	Regional	\$179,432	\$910,533	80,724	5,480	\$731,101	\$9.06	14.7
U	Regional	\$78,066	\$864,773	47,841	3,187	\$786,706	\$16.44	15.0
W	Regional	\$128,719	\$797,786	68,305	3,552	\$669,067	\$9.80	19.2
Y	Regional	\$34,327	\$180,996	15,765	995	\$146,669	\$9.30	15.9
Z	Regional	\$124,071	\$846,637	62,388	3,983	\$722,566	\$11.58	15.7
<b>Subtotal/Weighted Average</b>		\$5,581,528	\$25,452,311	2,804,572	146,190	\$19,870,783	\$7.09	19.2
<b>Standard Deviation</b>							\$6.25	4.7
<b>Minimum at 10% or better: Average +/- 1.28 * Std Dev</b>							\$15.08	13.2
<b>Minimum at 25% or better: Average +/- .67 * Std Dev</b>							\$11.27	16.0

Route	Standards Class	Farebox Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
AA	skyRide	\$308,930	\$1,379,024	193,690	10,503	\$1,070,094	\$5.52	18.4
AB	skyRide	\$1,125,692	\$2,553,666	370,753	22,106	\$1,427,974	\$3.85	16.8
AF	skyRide	\$1,003,520	\$2,878,676	458,765	22,622	\$1,875,156	\$4.09	20.3
AS	skyRide	\$692,545	\$2,873,684	451,121	24,534	\$2,181,139	\$4.83	18.4
AT	skyRide	\$781,088	\$2,991,290	425,146	24,205	\$2,210,201	\$5.20	17.6
<b>Subtotal/Weighted Average</b>		\$3,911,775	\$12,676,340	1,899,475	103,971	\$8,764,565	\$4.61	18.3
<b>Standard Deviation</b>							\$0.64	1.2
<b>Minimum at 10% or better: Average +/- 1.28 * Std Dev</b>							\$5.43	16.8
<b>Minimum at 25% or better: Average +/- .67 * Std Dev</b>							\$5.04	17.5
CCT	Special	\$38,012	\$208,937	4,703	1,721	\$170,925	\$36.34	2.7
BroncoRide	Special	\$546,760	\$1,386,139	387,986	21,491	\$839,380	\$2.16	18.1
BuffaloRide	Special	\$11,794	\$30,956	5,897	553	\$19,162	\$3.25	10.7
CU/CSU	Special	\$40,509	\$89,089	27,169	1,552	\$48,580	\$1.79	17.5
RockiesRide	Special	\$407,531	\$1,161,556	221,952	19,046	\$754,025	\$3.40	11.7
SeniorRide	Special	\$46,402	\$686,688	92,804	11,719	\$640,286	\$6.90	7.9
<b>Subtotal/Weighted Average</b>		\$1,091,008	\$3,563,365	\$740,511	\$56,082	\$2,472,358		
<b>Standard Deviation</b>								
<b>Minimum at 10% or better: Average +/- 1.28 * Std Dev</b>								
<b>Minimum at 25% or better: Average +/- .67 * Std Dev</b>								
LRT	LRT	\$6,479,460	\$24,703,002	9,080,578	44,640	\$18,223,542	\$2.01	203.4
Mall Shuttle	Mall	\$0	\$6,675,527	16,495,486	51,735	\$6,675,527	\$0.40	318.8
access-a-Ride	access-a-Ride	\$576,314	\$17,724,947	382,754	333,687	\$17,148,633	\$44.80	1.1
Vanpool	Vanpool	\$37,211	\$97,988	23,750	3,315	\$60,777	\$2.56	7.2
<b>System Totals</b>		\$46,205,106	\$263,885,464	80,336,868	2,110,855	\$217,680,358	\$2.71	38.1
		\$46,790,008	\$281,594,797	\$80,681,691	\$2,446,938	\$234,804,789	\$2.91	33.0