

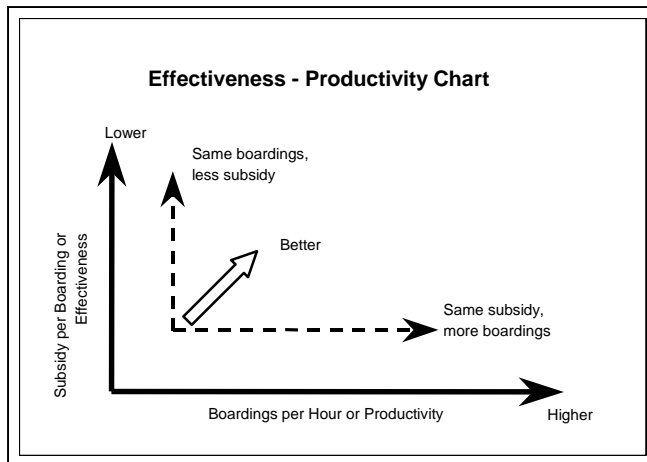
Regional Transportation District
Service Performance 2002
Networked Family of Services

Introduction

Service development and performance analysis require that we ask several questions. What are the markets or demand? Should service be provided? If so, how much? What type of service should be provided? For RTD the general approach is to: Develop a family of services suited to a variety of markets. Connect all the services together to accommodate today's dispersed travel patterns. Match the level-of-service with demand, thus improving performance and sustainability.

Performance is a term often used interchangeably with effectiveness and efficiency. The effectiveness-productivity charts that follow present these measures for all RTD services. Effectiveness

measures attainment of the objective and is presented on the vertical axis as subsidy per passenger. Efficiency (productivity or output/input) is presented on the horizontal axis as boardings/hour. The charts offer a convenient comparative analysis of all classes of services, illustrating both absolute and relative performance.



RTD service standards are depicted to help make judgments about performance. Each rectangle labeled by service type represents the domain for routes that meet or exceed minimum performance requirements for that service type. Minimums are defined statistically to represent routes meeting or exceeding 10% of the performance for all routes in each category. So this is a case where it's bad to be "outside the box."

Routes that perform minimally get minimum service frequency, typically every 30 minutes during peak periods and 60 minutes off-peak. The chart also depicts guidelines for routes where ridership significantly exceeds the minimum, and passenger loads justify more frequent service. The orange, dotted, vertical line at 25 boardings per hour represents the typical minimum productivity for a route to justify 15-minute frequency, and the green, vertical dotted line at 40 boardings per hour for 10-minute frequency.

Please note that these are true apples-to-apples comparisons of performance: all fare revenues, boardings and costs - both operating and amortized capital - are included. For complete, detailed information see RTD's [Service Standards](#).

Definitions

- **Boardings:** Unlinked passenger trips; includes transfers.
- **Hours:** In-service, vehicle 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 2002 Service Standards

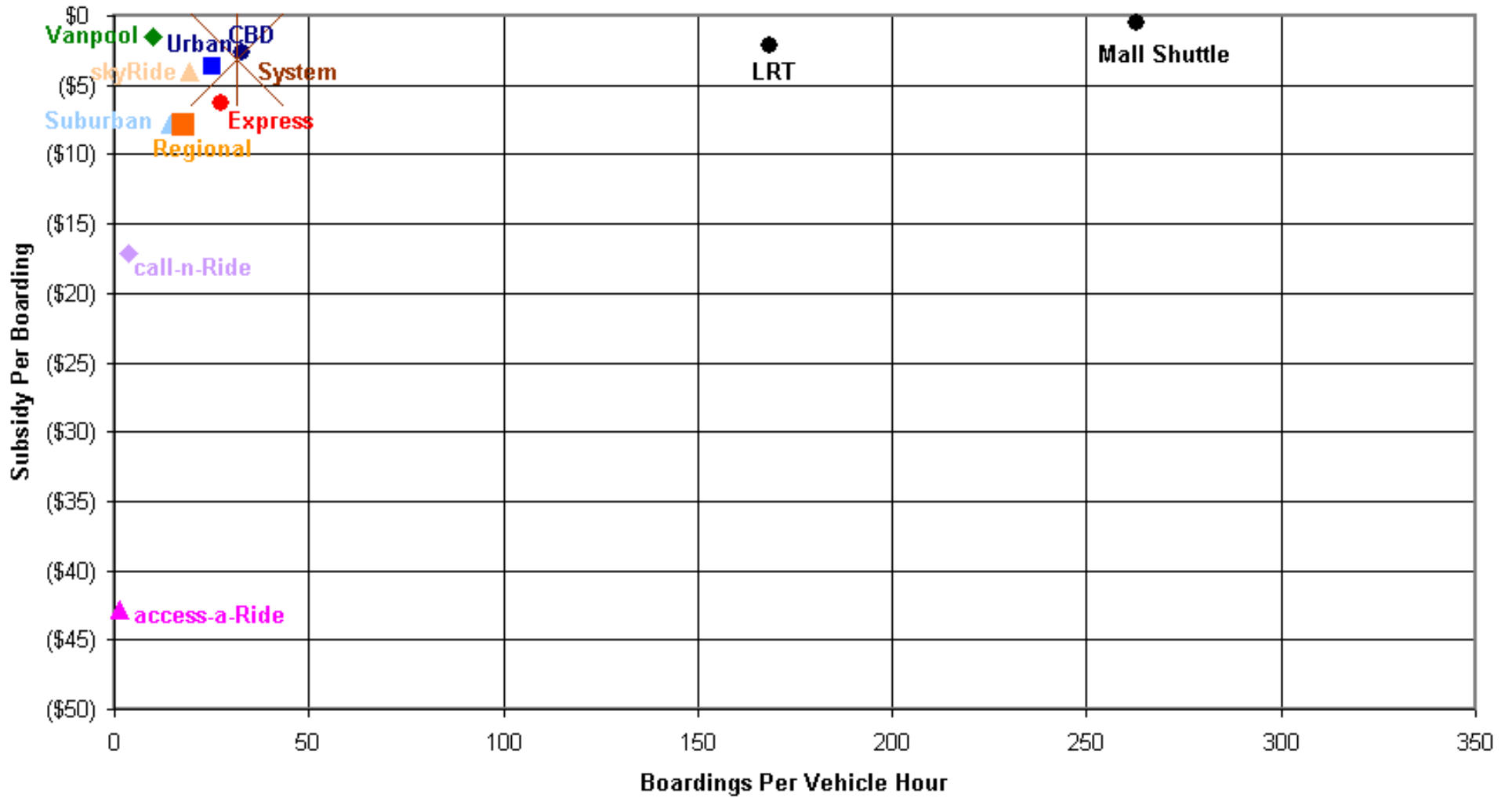
	Subsidy/Boarding			Boardings/Hour		
	Average	10% Max	25% Max	Average	10% Min	25% Min
CBD Local	\$ 2.62	\$ 5.24	\$ 3.99	32.9	19.0	25.6
Urban Local	3.60	8.57	6.20	25.2	12.9	18.8
Suburban Local	7.79	16.06	12.12	14.2	6.6	10.2
call-n-Ride	17.14	23.90	20.68	3.7	2.4	3.0
Express	6.27	14.72	10.69	27.2	9.3	17.9
Regional	7.79	18.00	13.13	17.4	11.6	14.3
skyRide	4.05	4.87	4.48	19.4	17.7	18.5
Vanpool	2.56	N/A	N/A	7.2	N/A	N/A

Notes On Routes Outside Their Performance Domain

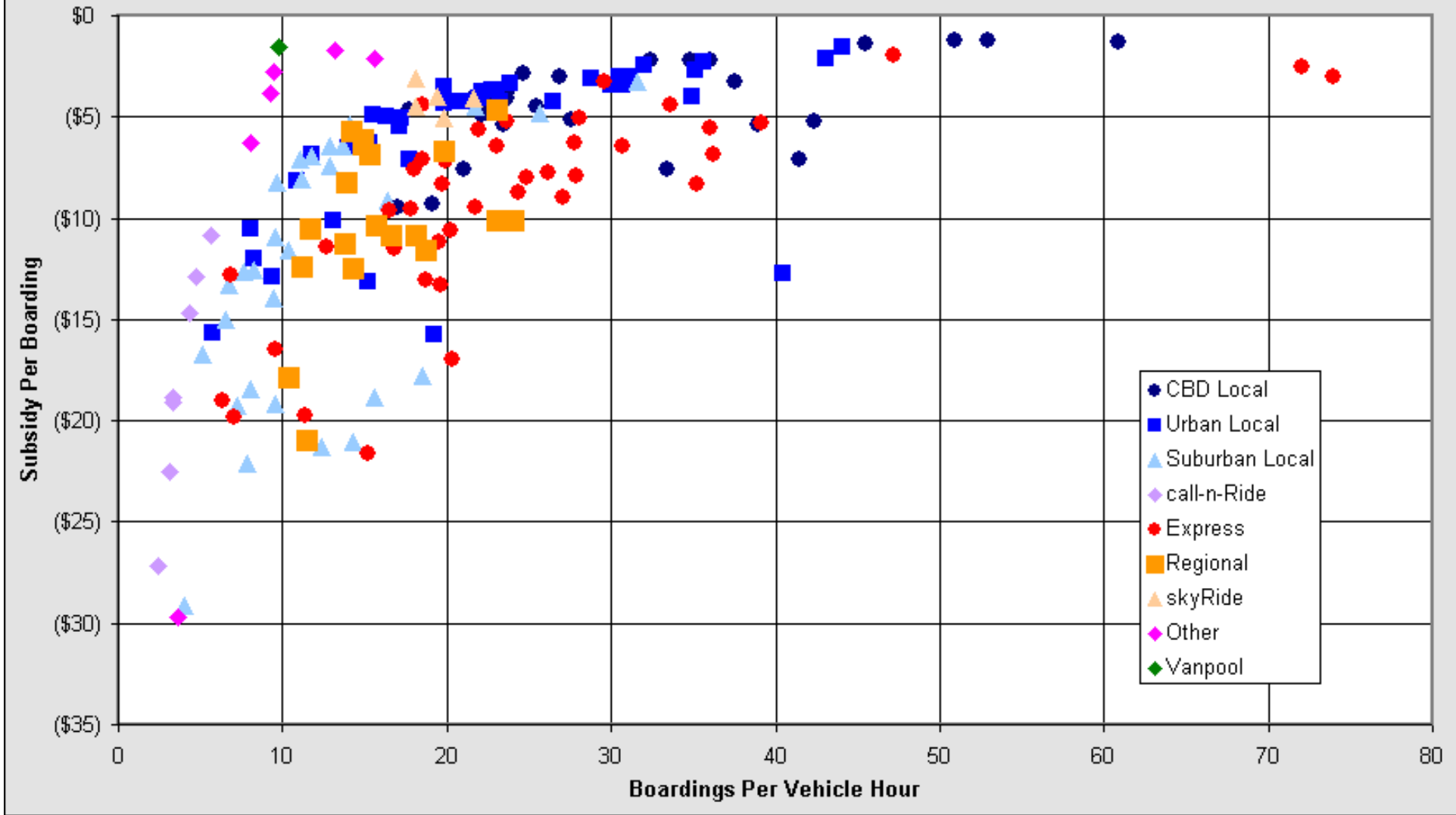
- Service on the Route 0L South Broadway was reduced to peak-period only, with the advent of the SW Corridor, and selected trips were discontinued January 2003.
- Express route ridership has declined with the economy, and especially Route 6X Ward Rd/Cold Spring/DTC, a non-CBD express to DTC where employment has declined. It is a potential candidate for service reduction and will become a feeder to the SE Corridor in 2006.
- Route 17X East Mexico ridership has declined with the economy. It is a potential candidate for service reduction and will become a feeder to the SE Corridor in 2006.
- Route 25X DTC/Inverness ridership has declined with the economy and DTC employment. The route was truncated May 2003 to operate only between Broadway/I-25 and DTC.
- Six of ten trips on Route 34 3rd Ave Commuter were discontinued May 2003.
- Route 35 Hampden was initiated May 2001. Ridership is steadily increasing (against the overall trend). The non-productive portion of the route between Avoca pnR and Southwest Plaza was discontinued May 2003.
- Routes 38L 38th Ave and 44L 44th Ave have long been in service as peak period supplements (instead of local trippers) to their respective local routes. Their declining ridership makes them candidates for reduction. (These are operated by First Transit and ridership is being verified.)
- Route 47 Coliseum is being reconsidered for elimination for January 2004, and replaced with a community-based service.
- Approximately 50% of Route 49 North Lowell trips were discontinued in May 2002.
- Route 50 Bryant Commuter is a small route with a total of five trips that operates in the reverse peak direction from downtown. This route would meet standards if reclassified to Urban Local.
- Discontinuance of the Route 51L South Sheridan is under consideration. It is a remnant of the Route 53X, with a total of four trips.
- Route 54 Montbello Industrial is another small route with ridership down due to the economy. This route is expected to rebound when the economy improves.
- Route 56 South Holly has only a few peak period tips and will be reviewed as part of the SE Sector restructuring.
- Route 58X West 58th has experienced declining ridership and is a candidate for reduction or consolidation.
- Route 60 South Pierce is a small feeder route to the SW Corridor, with substantial deadhead. One trip was cancelled January 2003.
- The Route 63X is an elaborate peak period route between Aurora, DTC and Lockheed Martin to meet special work-trip patterns. Ridership has increased 32% in the last twelve months. The northern portion will be eliminated when the SE Corridor opens.
- The Arapahoe Rd portion of the Route 66X East Arapahoe was discontinued May 2003 and the remainder of the route merged into the Route 85X.

- Route 75 Ken Caryl/Mineral and Route 77 Dry Creek Crosstown were interlined September 2002 to improve performance. Additional changes are proposed for January 2004.
- Route 125 Denver West was changed to serve the new Colorado Mills shopping center September 2002. Performance is being monitored to see if ridership and performance increases.
- Route 145X Brighton is a poorly performing route to DIA. A trip was discontinued May 2002 and another September 2002.
- Route 185X Tower Road was discontinued May 2003.
- Route 201 Newlands was proposed for elimination January 2002. Instead in May 2002 Routes 201 and 210 The Hill were combined; midday service reduced by half; night service eliminated on the 210; and the route changed on the 201.
- The Route 314 is part of a complete restructuring of all Longmont bus and call-n-Ride services implemented September 2003.
- Weekend and weekday midday service on Route 401 Ranches was cut in half January 2002 and ridership is being monitored.
- The low productivity portion between Mineral and Littleton stations of Route 402L Highlands Ranch was discontinued January 2001. Weekend and weekday midday service was cut in half January 2002. Performance is being monitored.
- Route 403 Lucent Blvd was extended to serve Wildcat Reserve Pkwy (including a high school and middle school) May 2003.
- Service on Route 426 Ranch Rider was reduced from every 30 minutes to 60 minutes May 2003.
- Route 470X was changed to 470L with a route change September 2001 and performance is being monitored.
- Route 475X Ken Caryl/Arapahoe was discontinued May 2002.
- 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 2003 without RTD subsidy, except for the nominal lease of the trolley vehicles.
- Evergreen call-n-Ride was initiated March 2002 and ridership is increasing.
- Service frequency on the Leap was reduced from every 10 minutes to 30 minutes January 2003.

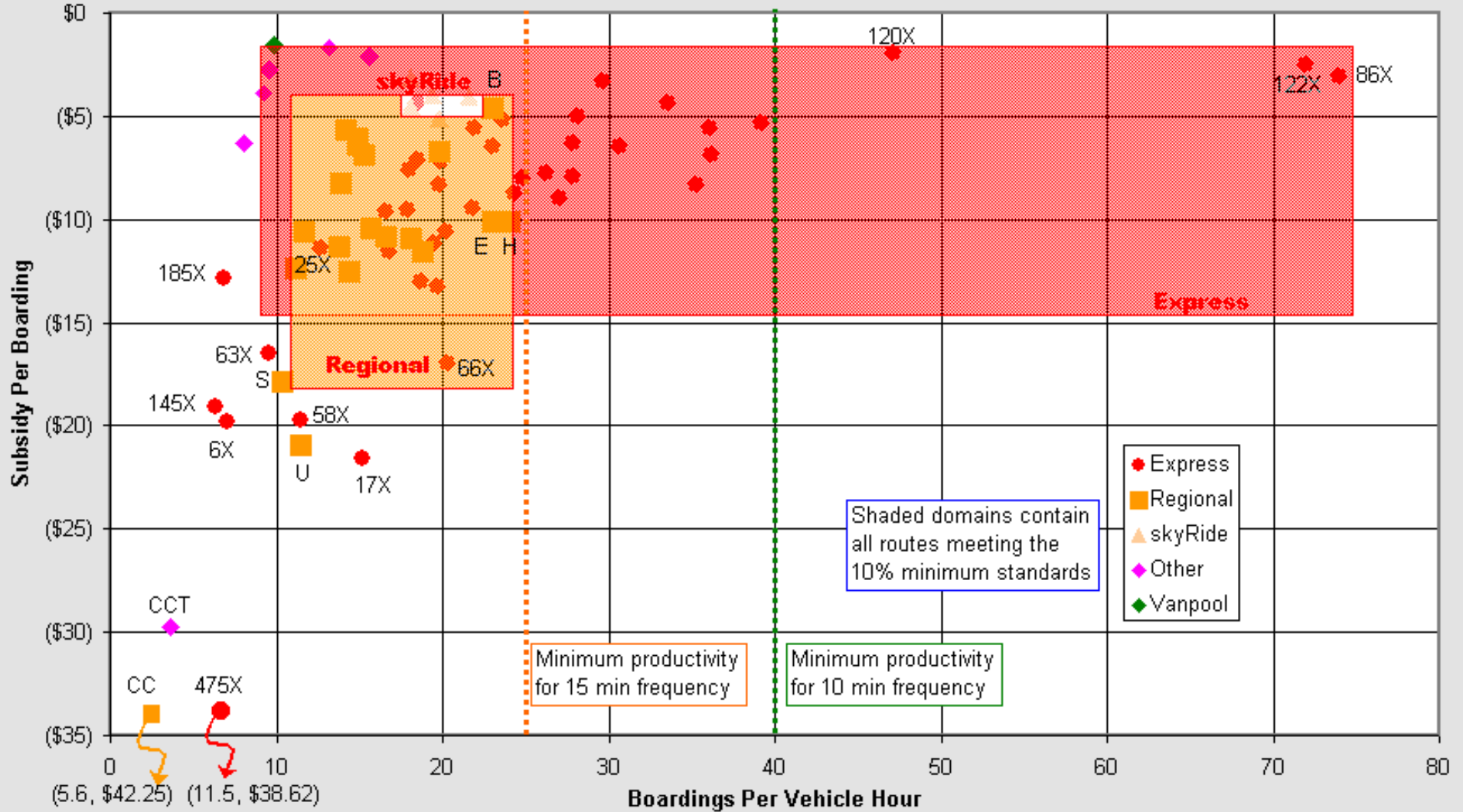
RTD Service Performance 2002 Family of Services



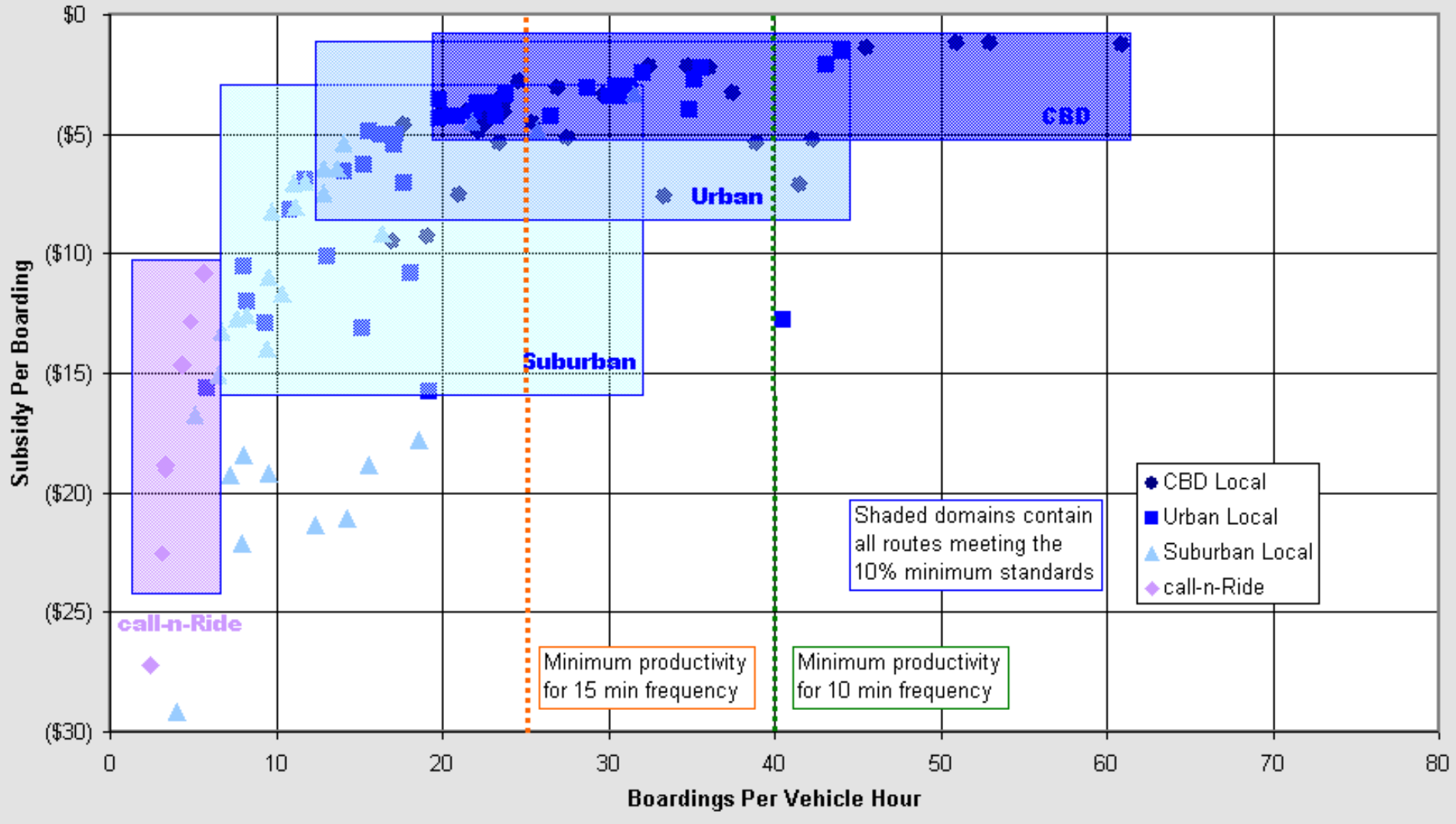
RTD Service Performance 2002 Individual Services



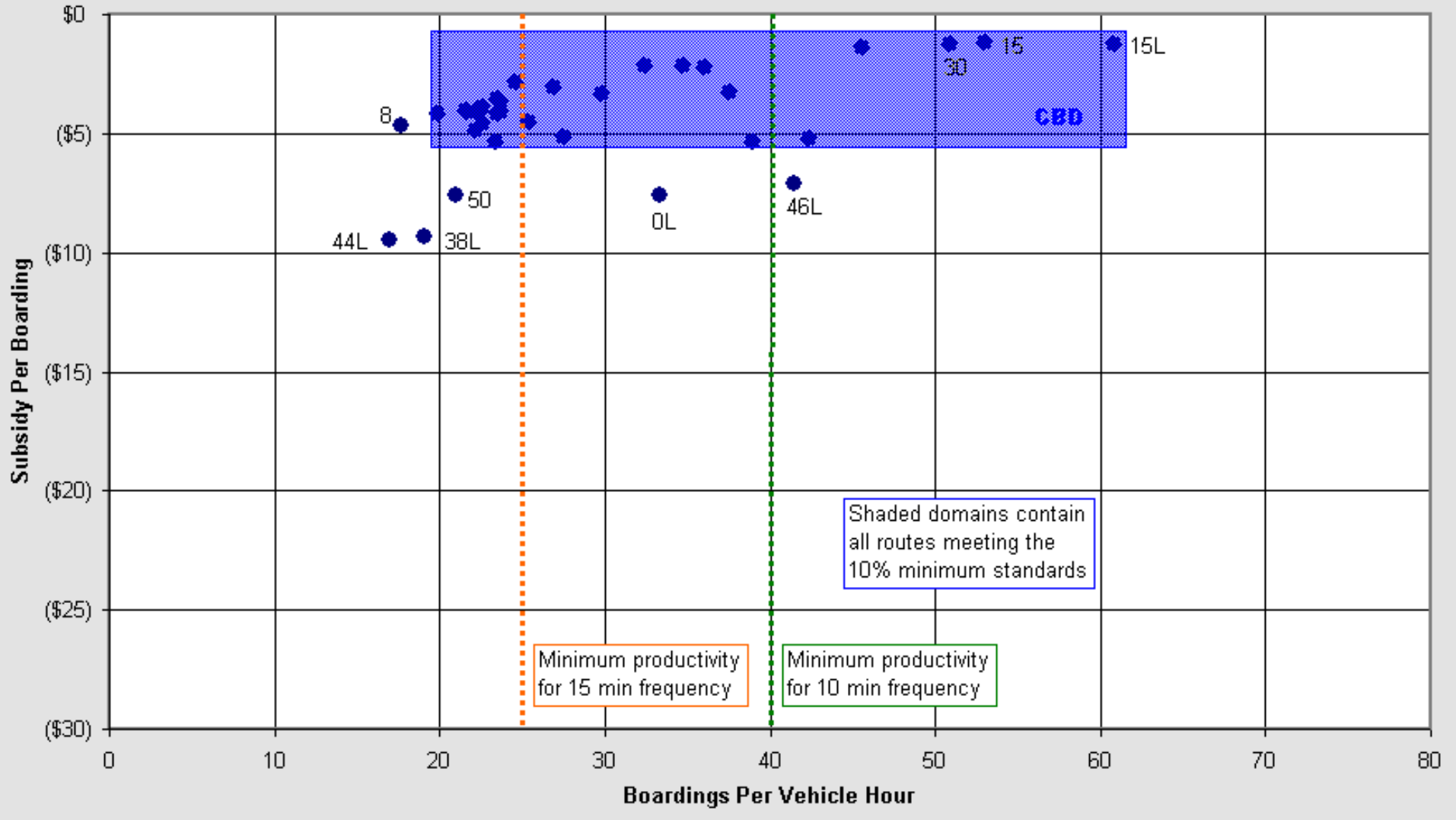
RTD Service Performance 2002 Metro Services



RTD Service Performance 2002 Community Services



RTD Service Performance 2002 CBD Local Services

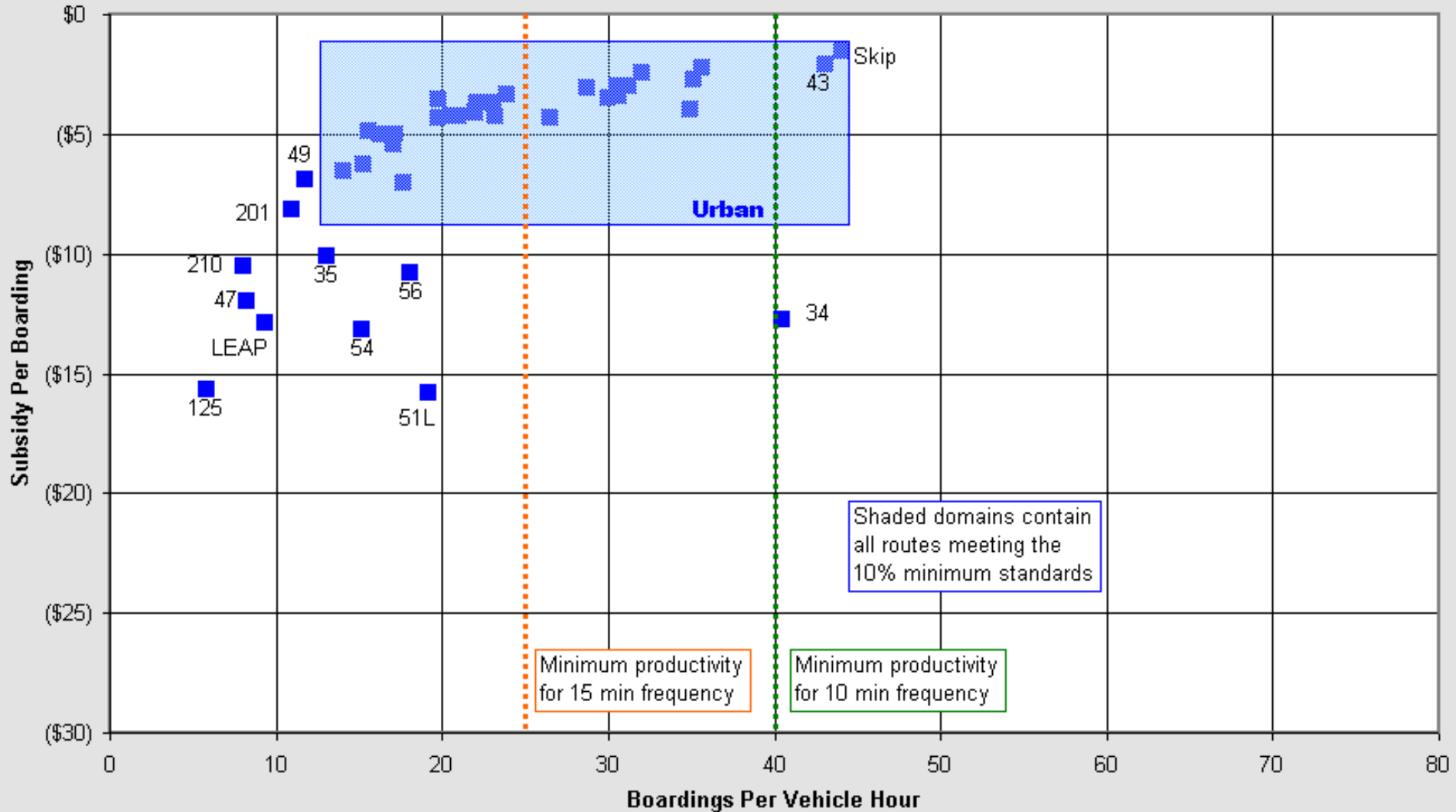


Shaded domains contain all routes meeting the 10% minimum standards

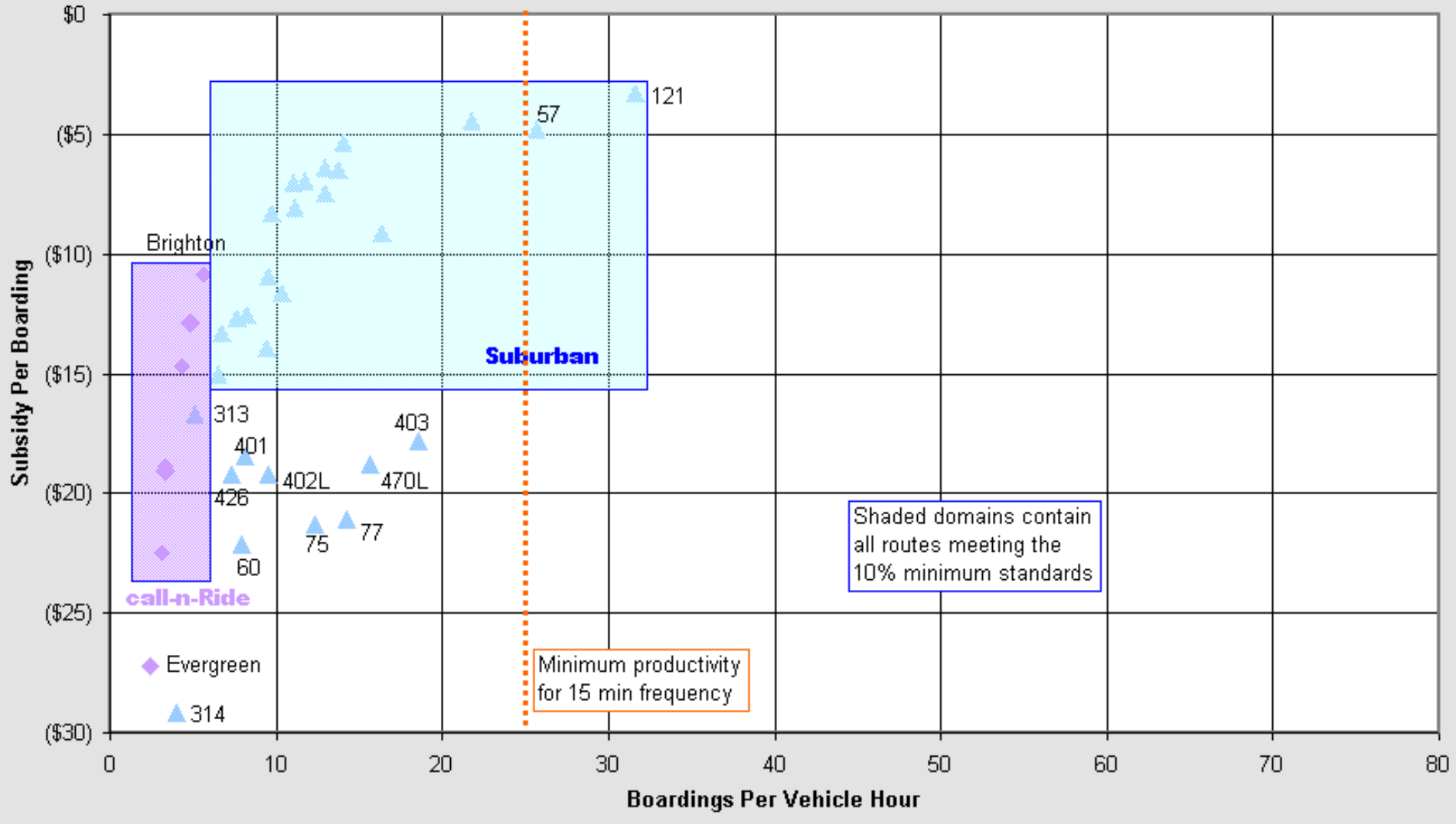
Minimum productivity for 15 min frequency

Minimum productivity for 10 min frequency

RTD Service Performance 2002 Urban Local Services



RTD Service Performance 2002 Suburban Local & call-n-Ride Services



Route	Standards Class	Farebox Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
00	CBD Local	\$1,334,226	\$6,665,864	2,453,569	70,555	\$5,331,638	\$2.17	34.8
0L	CBD Local	\$121,014	\$1,645,004	200,581	6,011	\$1,523,990	\$7.60	33.4
01	CBD Local	\$361,010	\$2,677,355	580,599	25,903	\$2,316,345	\$3.99	22.4
02	CBD Local	\$191,843	\$1,330,846	309,487	13,056	\$1,139,003	\$3.68	23.7
3L	CBD Local	\$104,494	\$1,028,923	172,528	4,434	\$924,429	\$5.36	38.9
06	CBD Local	\$567,333	\$3,869,913	928,248	39,565	\$3,302,580	\$3.56	23.5
07	CBD Local	\$404,247	\$2,357,415	691,924	28,092	\$1,953,168	\$2.82	24.6
08	CBD Local	\$150,911	\$1,330,566	254,744	14,383	\$1,179,655	\$4.63	17.7
09	CBD Local	\$165,244	\$1,473,138	268,620	12,110	\$1,307,895	\$4.87	22.2
10	CBD Local	\$518,331	\$3,918,533	864,613	38,277	\$3,400,201	\$3.93	22.6
12	CBD Local	\$289,849	\$2,351,832	505,861	21,356	\$2,061,983	\$4.08	23.7
15	CBD Local	\$1,868,104	\$5,871,815	3,310,694	62,498	\$4,003,712	\$1.21	53.0
15L	CBD Local	\$1,425,408	\$4,783,480	2,610,249	42,883	\$3,358,072	\$1.29	60.9
16	CBD Local	\$887,424	\$3,042,050	1,561,814	34,306	\$2,154,626	\$1.38	45.5
16L	CBD Local	\$164,598	\$1,393,901	272,242	10,714	\$1,229,303	\$4.52	25.4
20	CBD Local	\$576,778	\$3,906,269	992,357	33,328	\$3,329,491	\$3.36	29.8
28	CBD Local	\$378,505	\$3,097,481	664,644	29,630	\$2,718,976	\$4.09	22.4
29	CBD Local	\$97,423	\$803,614	168,423	7,157	\$706,191	\$4.19	23.5
30	CBD Local	\$877,740	\$2,842,657	1,612,199	31,661	\$1,964,917	\$1.22	50.9
30L	CBD Local	\$24,987	\$260,908	45,880	1,667	\$235,921	\$5.14	27.5
31	CBD Local	\$707,065	\$3,264,014	1,179,592	36,360	\$2,556,950	\$2.17	32.4
32	CBD Local	\$302,690	\$2,663,714	517,081	22,904	\$2,361,024	\$4.57	22.6
36	CBD Local	\$123,290	\$1,041,722	221,776	10,239	\$918,432	\$4.14	21.7
38	CBD Local	\$678,167	\$3,325,626	1,195,188	33,166	\$2,647,459	\$2.22	36.0
38L	CBD Local	\$11,627	\$180,784	18,185	952	\$169,157	\$9.30	19.1
44	CBD Local	\$704,350	\$4,273,151	1,175,750	43,679	\$3,568,800	\$3.04	26.9
44L	CBD Local	\$16,695	\$286,439	28,413	1,671	\$269,744	\$9.49	17.0
46L	CBD Local	\$51,638	\$648,695	84,083	2,028	\$597,057	\$7.10	41.5
48	CBD Local	\$271,015	\$2,047,732	438,689	20,323	\$1,776,717	\$4.05	21.6
50	CBD Local	\$9,480	\$135,550	16,676	795	\$126,071	\$7.56	21.0
52	CBD Local	\$429,671	\$3,462,413	724,082	36,433	\$3,032,742	\$4.19	19.9
79L	CBD Local	\$63,875	\$656,697	113,036	2,669	\$592,821	\$5.24	42.3
83L	CBD Local	\$481,762	\$3,184,263	823,367	21,955	\$2,702,501	\$3.28	37.5
GW	CBD Local	\$1,607	\$13,349	2,190	94	\$11,743	\$5.36	23.4
Subtotal/Weighted Average		\$14,362,401	\$79,835,714	25,007,384	760,852	\$65,473,313	\$2.62	32.9
Standard Deviation							\$2.05	10.8
Minimum at 10% or better: Average +/- 1.28 * Std Dev							\$5.24	19.0
Minimum at 25% or better: Average +/- .67 * Std Dev							\$3.99	25.6
03	Urban Local	\$667,990	\$4,395,494	1,241,388	40,740	3,727,504	\$3.00	30.5
11	Urban Local	\$556,713	\$3,654,851	1,002,127	34,865	3,098,138	\$3.09	28.7
14	Urban Local	\$110,635	\$958,215	207,912	9,478	847,580	\$4.08	21.9
21	Urban Local	\$685,172	\$4,107,295	1,273,542	36,214	3,422,123	\$2.69	35.2
24	Urban Local	\$231,135	\$1,901,139	386,293	19,531	1,670,005	\$4.32	19.8
27	Urban Local	\$193,264	\$2,028,677	335,913	19,684	1,835,413	\$5.46	17.1
34	Urban Local	\$13,312	\$298,018	22,350	553	284,706	\$12.74	40.5
35	Urban Local	\$114,820	\$2,248,022	211,497	16,214	2,133,202	\$10.09	13.0
40	Urban Local	\$699,167	\$3,964,479	1,453,142	40,787	3,265,312	\$2.25	35.6
43	Urban Local	\$285,120	\$1,442,557	549,994	12,768	1,157,438	\$2.10	43.1
45	Urban Local	\$72,838	\$505,202	126,801	4,136	432,363	\$3.41	30.7
47	Urban Local	\$32,336	\$658,865	52,241	6,362	626,529	\$11.99	8.2
49	Urban Local	\$10,451	\$136,996	18,380	1,566	126,545	\$6.88	11.7
51	Urban Local	\$384,988	\$2,713,060	656,634	33,147	2,328,072	\$3.55	19.8
51L	Urban Local	\$5,153	\$171,029	10,510	548	165,876	\$15.78	19.2
53	Urban Local	\$409,758	\$2,098,310	686,492	21,441	1,688,552	\$2.46	32.0
54	Urban Local	\$8,502	\$210,832	15,415	1,016	202,330	\$13.13	15.2
56	Urban Local	\$5,868	\$117,079	10,299	570	111,211	\$10.80	18.1
65	Urban Local	\$217,277	\$1,696,147	398,713	17,267	1,478,870	\$3.71	23.1
73	Urban Local	\$145,489	\$1,788,559	261,252	17,085	1,643,069	\$6.29	15.3

Route	Standards Class	Farebox Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
76	Urban Local	\$527,968	\$4,058,618	951,068	42,998	3,530,650	\$3.71	22.1
105	Urban Local	\$556,072	\$3,472,018	975,546	31,240	2,915,946	\$2.99	31.2
125	Urban Local	\$19,119	\$526,244	32,417	5,606	507,125	\$15.64	5.8
AVA	Urban Local	\$9,157	\$76,361	16,912	485	\$67,204	\$3.97	34.9
BEE	Urban Local	\$116,434	\$1,681,836	239,627	17,076	\$1,565,401	\$6.53	14.0
201	Urban Local	\$17,515	\$233,486	26,438	2,427	\$215,972	\$8.17	10.9
203	Urban Local	\$69,671	\$593,355	122,472	5,277	\$523,684	\$4.28	23.2
204	Urban Local	\$194,984	\$1,600,601	330,341	16,105	\$1,405,616	\$4.26	20.5
205	Urban Local	\$205,961	\$1,768,631	311,530	19,138	\$1,562,670	\$5.02	16.3
206	Urban Local	\$102,846	\$825,870	143,548	8,350	\$723,023	\$5.04	17.2
208	Urban Local	\$104,588	\$686,031	156,806	6,894	\$581,443	\$3.71	22.7
209	Urban Local	\$86,327	\$740,286	154,079	7,354	\$653,958	\$4.24	21.0
210	Urban Local	\$19,089	\$260,389	22,975	2,868	\$241,300	\$10.50	8.0
225	Urban Local	\$51,639	\$475,727	87,245	5,616	\$424,088	\$4.86	15.5
227	Urban Local	\$291,431	\$2,236,632	454,229	17,136	\$1,945,201	\$4.28	26.5
BOUND	Urban Local	\$261,420	\$1,664,180	418,818	17,561	\$1,402,760	\$3.35	23.8
JUMP	Urban Local	\$286,376	\$3,485,654	453,294	25,607	\$3,199,278	\$7.06	17.7
LEAP	Urban Local	\$86,625	\$1,660,278	122,034	13,082	\$1,573,654	\$12.90	9.3
SKIP	Urban Local	\$959,067	\$3,290,616	1,494,922	33,925	\$2,331,548	\$1.56	44.1
STAMPEDE	Urban Local	\$37,957	\$288,131	72,541	2,415	\$250,175	\$3.45	30.0
Subtotal/Weighted Average		\$8,854,237	\$64,719,772	15,507,737	615,130	\$55,865,535	\$3.60	25.2
Standard Deviation							\$3.88	9.6
Minimum at 10% or better: Average +/- 1.28 * Std Dev							\$8.57	12.9
Minimum at 25% or better: Average +/- .67 * Std Dev							\$6.20	18.8
17	Suburban Local	\$96,034	\$1,346,693	179,527	15,287	\$1,250,658	\$6.97	11.7
57	Suburban Local	\$109,906	\$1,110,152	207,470	8,078	\$1,000,246	\$4.82	25.7
59	Suburban Local	\$37,862	\$776,208	63,538	6,129	\$738,346	\$11.62	10.4
60	Suburban Local	\$10,478	\$389,219	17,100	2,166	\$378,741	\$22.15	7.9
66	Suburban Local	\$62,235	\$1,108,615	114,849	7,017	\$1,046,380	\$9.11	16.4
67	Suburban Local	\$50,397	\$1,302,705	89,933	9,529	\$1,252,308	\$13.92	9.4
72	Suburban Local	\$110,719	\$1,473,759	183,356	14,199	\$1,363,041	\$7.43	12.9
75	Suburban Local	\$30,632	\$1,224,705	55,975	4,529	\$1,194,073	\$21.33	12.4
77	Suburban Local	\$15,987	\$621,236	28,703	2,012	\$605,249	\$21.09	14.3
80	Suburban Local	\$21,256	\$256,119	33,255	3,018	\$234,863	\$7.06	11.0
88	Suburban Local	\$130,723	\$1,266,899	212,062	15,049	\$1,136,176	\$5.36	14.1
92	Suburban Local	\$150,075	\$1,610,635	227,079	17,592	\$1,460,560	\$6.43	12.9
100	Suburban Local	\$130,790	\$1,546,781	219,874	16,040	\$1,415,990	\$6.44	13.7
104	Suburban Local	\$39,057	\$730,098	55,113	6,686	\$691,041	\$12.54	8.2
120	Suburban Local	\$81,742	\$1,153,898	129,837	13,375	\$1,072,156	\$8.26	9.7
121	Suburban Local	\$464,145	\$3,290,321	863,517	27,323	\$2,826,176	\$3.27	31.6
128	Suburban Local	\$38,813	\$516,749	59,393	5,332	\$477,935	\$8.05	11.1
169	Suburban Local	\$110,222	\$888,247	174,770	8,032	\$778,025	\$4.45	21.8
401	Suburban Local	\$49,405	\$1,582,990	83,129	10,281	\$1,533,585	\$18.45	8.1
402L	Suburban Local	\$31,123	\$1,058,022	53,458	5,591	\$1,026,898	\$19.21	9.6
403	Suburban Local	\$15,415	\$507,902	27,631	1,489	\$492,487	\$17.82	18.6
470L	Suburban Local	\$12,713	\$421,640	21,739	1,393	\$408,926	\$18.81	15.6
426	Suburban Local	\$19,775	\$1,112,971	56,875	7,811	\$1,093,196	\$19.22	7.3
228	Suburban Local	\$88,162	\$1,283,688	94,250	12,402	\$1,195,526	\$12.68	7.6
310	Suburban Local	\$21,134	\$508,723	36,720	5,452	\$487,589	\$13.28	6.7
311	Suburban Local	\$21,710	\$577,595	36,931	5,669	\$555,885	\$15.05	6.5
312	Suburban Local	\$39,165	\$748,776	64,924	6,793	\$709,611	\$10.93	9.6
313	Suburban Local	\$9,037	\$241,299	13,878	2,686	\$232,262	\$16.74	5.2
314	Suburban Local	\$7,965	\$433,192	14,595	3,607	\$425,227	\$29.14	4.0
58	Suburban Local	\$8,683	\$19,386	14,277	174	\$10,703	\$0.75	81.9
301	Suburban Local	\$6,506	\$39,576	13,708	136	\$33,070	\$2.41	101.0

Route	Standards Class	Farebox Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
302	Suburban Local	\$8,988	\$26,351	15,682	174	\$17,363	\$1.11	90.1
303	Suburban Local	\$11,585	\$16,676	22,045	70	\$5,091	\$0.23	313.1
Subtotal/Weighted Average		\$2,042,437	\$29,191,822	3,485,193	245,120	\$27,149,385	\$7.79	14.2
Standard Deviation							\$6.46	6.0
Minimum at 10% or better: Average +/- 1.28 * Std Dev							\$16.06	6.6
Minimum at 25% or better: Average +/- .67 * Std Dev							\$12.12	10.2
Brighton	call-n-Ride	\$8,530	\$236,492	21,020	3,732	\$227,962	\$10.84	5.6
Broomfield	call-n-Ride	\$1,481	\$233,357	12,310	3,698	\$231,876	\$18.84	3.3
Evergreen	call-n-Ride	\$9,211	\$429,004	15,438	6,423	\$419,793	\$27.19	2.4
Interlocken	call-n-Ride	\$1,323	\$233,584	15,836	3,698	\$232,261	\$14.67	4.3
Longmont	call-n-Ride	\$2,541	\$201,548	8,840	2,880	\$199,007	\$22.51	3.1
Louisville	call-n-Ride	\$4,116	\$231,539	17,684	3,700	\$227,423	\$12.86	4.8
Superior	call-n-Ride	\$2,452	\$234,440	12,169	3,700	\$231,988	\$19.06	3.3
Subtotal/Weighted Average		\$29,654	\$1,799,963	103,297	27,830	\$1,770,310	\$17.14	3.7
Standard Deviation							\$5.28	1.0
Minimum at 10% or better: Average +/- 1.28 * Std Dev							\$23.90	2.4
Minimum at 25% or better: Average +/- .67 * Std Dev							\$20.68	3.0
02X	Express	\$118,338	\$519,263	58,236	1,609	\$400,925	\$6.88	36.2
05X	Express	\$108,449	\$337,488	52,046	1,550	\$229,039	\$4.40	33.6
06X	Express	\$44,730	\$437,397	19,813	2,819	\$392,667	\$19.82	7.0
08X	Express	\$32,721	\$199,274	17,443	978	\$166,553	\$9.55	17.8
11X	Express	\$32,722	\$157,552	28,401	1,534	\$124,830	\$4.40	18.5
12X	Express	\$38,812	\$191,373	18,268	924	\$152,560	\$8.35	19.8
17X	Express	\$23,503	\$438,631	19,216	1,262	\$415,128	\$21.60	15.2
18X	Express	\$34,951	\$194,788	16,667	1,007	\$159,837	\$9.59	16.5
23X	Express	\$40,486	\$342,758	33,787	1,250	\$302,273	\$8.95	27.0
24X	Express	\$85,148	\$839,630	67,423	3,455	\$754,482	\$11.19	19.5
25X	Express	\$100,073	\$1,072,215	85,163	6,702	\$972,142	\$11.42	12.7
31X	Express	\$42,282	\$202,059	20,975	1,165	\$159,777	\$7.62	18.0
35X	Express	\$36,000	\$250,337	30,175	1,632	\$214,337	\$7.10	18.5
39X	Express	\$53,859	\$402,220	44,996	1,717	\$348,361	\$7.74	26.2
40X	Express	\$109,435	\$451,098	52,840	1,721	\$341,663	\$6.47	30.7
47X	Express	\$92,347	\$749,032	69,470	3,192	\$656,685	\$9.45	21.8
58X	Express	\$32,084	\$329,645	15,080	1,322	\$297,561	\$19.73	11.4
63X	Express	\$34,250	\$524,988	29,715	3,103	\$490,738	\$16.51	9.6
66X	Express	\$31,398	\$465,839	25,555	1,258	\$434,441	\$17.00	20.3
68X	Express	\$43,601	\$190,504	20,503	1,029	\$146,903	\$7.16	19.9
72X	Express	\$153,448	\$748,177	74,217	2,990	\$594,729	\$8.01	24.8
76X	Express	\$75,575	\$265,303	36,512	1,547	\$189,728	\$5.20	23.6
78X	Express	\$69,004	\$557,384	55,761	2,292	\$488,381	\$8.76	24.3
80X	Express	\$42,499	\$276,709	20,310	1,207	\$234,210	\$11.53	16.8
82X	Express	\$80,676	\$406,623	58,545	1,624	\$325,947	\$5.57	36.1
85X	Express	\$112,178	\$652,881	83,750	3,632	\$540,702	\$6.46	23.1
86X	Express	\$291,543	\$717,216	139,860	1,891	\$425,673	\$3.04	74.0
87X	Express	\$25,409	\$129,069	20,536	731	\$103,660	\$5.05	28.1
89X	Express	\$58,546	\$715,684	49,519	2,520	\$657,138	\$13.27	19.6
90X	Express	\$363,735	\$1,893,283	287,606	7,347	\$1,529,549	\$5.32	39.1
91X	Express	\$78,204	\$461,053	60,610	2,179	\$382,849	\$6.32	27.8
93X	Express	\$51,117	\$328,300	26,081	1,292	\$277,183	\$10.63	20.2
100X	Express	\$69,255	\$513,341	55,932	2,007	\$444,086	\$7.94	27.9
108X	Express	\$95,685	\$339,790	43,483	1,981	\$244,105	\$5.61	22.0
116X	Express	\$88,420	\$983,404	68,603	3,664	\$894,984	\$13.05	18.7
119X	Express	\$61,842	\$316,170	30,545	867	\$254,328	\$8.33	35.2
120X	Express	\$1,305,623	\$2,567,915	645,840	13,691	\$1,262,293	\$1.95	47.2
122X	Express	\$347,016	\$770,350	167,348	2,324	\$423,334	\$2.53	72.0
145X	Express	\$23,030	\$256,288	12,251	1,934	\$233,258	\$19.04	6.3
169X	Express	\$203,898	\$525,772	98,196	3,316	\$321,875	\$3.28	29.6

Route	Standards Class	Farebox Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
185X	Express	\$57,861	\$405,732	27,141	3,954	\$347,871	\$12.82	6.9
475X	Express	\$7,527	\$188,823	4,694	409	\$181,296	\$38.62	11.5
Subtotal/Weighted Average		\$4,797,277	\$22,315,359	2,793,112	102,625	\$17,518,082	\$6.27	27.2
Standard Deviation							\$6.60	14.0
Minimum at 10% or better: Average +/- 1.28 * Std Dev							\$14.72	9.3
Minimum at 25% or better: Average +/- .67 * Std Dev							\$10.69	17.9
B	Regional	\$2,394,444	\$7,317,693	1,059,773	46,005	\$4,923,249	\$4.65	23.0
CV	Regional	\$264,010	\$1,473,541	111,221	6,134	\$1,209,531	\$10.88	18.1
CC	Regional	\$26,615	\$668,574	15,196	2,733	\$641,959	\$42.25	5.6
DD	Regional	\$303,005	\$1,803,355	120,944	10,821	\$1,500,350	\$12.41	11.2
E	Regional	\$139,015	\$727,822	58,420	2,534	\$588,807	\$10.08	23.1
F	Regional	\$83,502	\$334,396	37,439	1,887	\$250,894	\$6.70	19.8
G	Regional	\$190,573	\$871,348	82,678	5,967	\$680,775	\$8.23	13.9
H	Regional	\$193,149	\$1,029,314	82,522	3,431	\$836,164	\$10.13	24.1
J	Regional	\$68,676	\$400,953	30,686	1,849	\$332,277	\$10.83	16.6
L	Regional	\$519,362	\$2,071,217	226,131	14,793	\$1,551,855	\$6.86	15.3
M	Regional	\$501,284	\$1,844,083	210,885	14,133	\$1,342,799	\$6.37	14.9
N	Regional	\$261,243	\$803,533	95,337	6,707	\$542,290	\$5.69	14.2
P	Regional	\$327,869	\$2,100,191	153,284	8,174	\$1,772,322	\$11.56	18.8
R	Regional	\$155,578	\$805,703	62,561	3,996	\$650,125	\$10.39	15.7
S	Regional	\$62,739	\$549,324	27,179	2,631	\$486,585	\$17.90	10.3
T	Regional	\$208,262	\$1,014,735	76,351	6,532	\$806,472	\$10.56	11.7
U	Regional	\$76,659	\$905,058	39,533	3,437	\$828,399	\$20.95	11.5
W	Regional	\$133,456	\$896,588	60,959	4,254	\$763,132	\$12.52	14.3
Y	Regional	\$41,993	\$132,010	14,808	995	\$90,017	\$6.08	14.9
Z	Regional	\$124,255	\$710,989	52,028	3,778	\$586,733	\$11.28	13.8
Subtotal/Weighted Average		\$6,075,689	\$26,460,425	2,617,935	150,789	\$20,384,736	\$7.79	17.4
Standard Deviation							\$7.98	4.5
Minimum at 10% or better: Average +/- 1.28 * Std Dev							\$18.00	11.6
Minimum at 25% or better: Average +/- .67 * Std Dev							\$13.13	14.3
AA	skyRide	\$373,103	\$1,353,720	193,829	9,786	\$980,617	\$5.06	19.8
AB	skyRide	\$1,294,809	\$2,487,244	382,729	21,134	\$1,192,434	\$3.12	18.1
AF	skyRide	\$981,497	\$2,872,938	464,587	21,518	\$1,891,441	\$4.07	21.6
AS	skyRide	\$988,547	\$2,811,650	460,092	23,700	\$1,823,103	\$3.96	19.4
AT	skyRide	\$955,981	\$2,820,595	412,830	22,776	\$1,864,614	\$4.52	18.1
Subtotal/Weighted Average		\$4,593,938	\$12,346,146	1,914,067	98,913	\$7,752,208	\$4.05	19.4
Standard Deviation							\$0.64	1.3
Minimum at 10% or better: Average +/- 1.28 * Std Dev							\$4.87	17.7
Minimum at 25% or better: Average +/- .67 * Std Dev							\$4.48	18.5
CCT							\$29.71	3.6
BroncoRide	Other	\$646,035	\$1,263,742	296,313	18,979	\$617,707	\$2.08	15.6
BuffaloRide	Other	\$18,735	\$35,901	6,245	657	\$17,166	\$2.75	9.5
CU/CSU	Other	\$55,397	\$95,185	23,036	1,751	\$39,788	\$1.73	13.2
RockiesRide	Other	\$399,389	\$1,024,064	161,856	17,504	\$624,675	\$3.86	9.2
SeniorRide	Other	\$47,394	\$641,962	94,788	11,833	\$594,568	\$6.27	8.0
Subtotal/Weighted Average		\$1,166,949	\$3,060,854	582,238	50,724	\$1,893,905		
Standard Deviation								
Minimum at 10% or better: Average +/- 1.28 * Std Dev								
Minimum at 25% or better: Average +/- .67 * Std Dev								
LRT	Other	\$8,115,471	\$31,087,001	10,429,572	61,889	\$22,971,530	\$2.20	168.5
Mall Shuttle	Other	\$0	\$8,218,873	17,155,297	65,280	\$8,218,873	\$0.48	262.8
access-a-Ride	Other	\$802,203	\$20,449,230	454,998	369,562	\$19,475,249	\$42.80	1.2
Vanpool							\$1.51	9.8
System Totals		\$50,840,256	\$299,485,160	80,050,830	2,548,715	\$248,473,126	\$3.10	31.4