

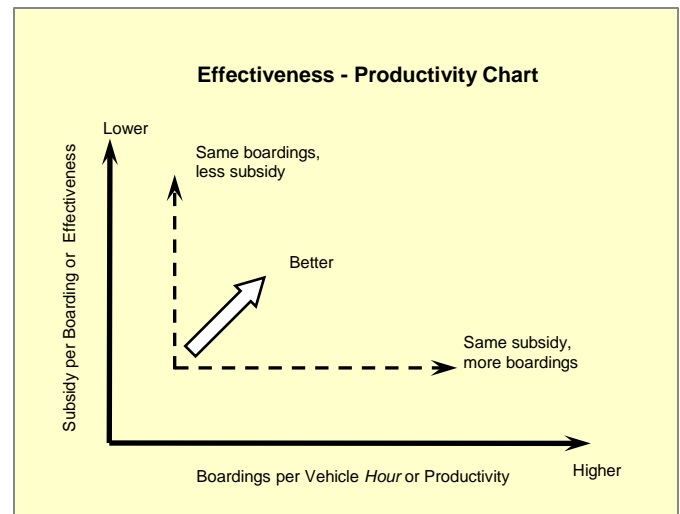
Service Performance 2015
Networked Family of Services

Overview

RTD’s Mission is: "To meet our constituents' present and future public transit needs by offering safe, clean, *reliable*, courteous, accessible and *cost-effective service throughout the district*." Service development and performance analysis require that we ask several questions. What are the markets or demand? Should service be provided and how much? What type of service should be provided? RTD’s general approach is as follows. Develop a family of services suited to a variety of markets. Connect all the services together in a network 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 in this report present these measures for all RTD services. Effectiveness measures attainment of the objective—maximize ridership within the budget—and is presented on the y-axis as subsidy per boarding. Efficiency—productivity or output/input—is presented on the x-axis as boardings/vehicle hour. The charts offer a convenient, comparative analysis of all classes of services, illustrating both absolute and relative performance.

RTD service standards are depicted in the charts to help make judgments about performance. Each rectangle labeled by service type represents the domain for routes that meet or exceed the 10% minimum/maximum performance requirements for that service class. 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 charts also depict 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 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 [Transit Service Policies & Standards](#) (under Reports).



Definitions

- **Boardings:** Unlinked passenger trips; includes transfers as boardings.
- **Hours:** In-service vehicle hours, not including dead head garage time or layover/recovery.
- **Fare Revenues:** Cash, ticket, and 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. RTD’s cost allocation model allocates costs to each route based on its miles, hours, and peak vehicles; accounting line items are assigned to the most relevant variable.
- **Subsidy:** Costs minus Fare Revenues.

Standards

RTD has established guidelines in its [Transit Service Policies & Standards](#) that the least productive 10% of routes based on either subsidy per boarding or boardings per 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% minimum/maximum 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 2015 Service Standards

Service Class	Subsidy Per Boarding			Boardings Per Hour		
	Average	10% Max	25% Max	Average	10% Min	25% Min
CBD Local	\$3.66	\$5.70	\$4.73	32.6	17.0	24.5
Urban Local	\$3.86	\$8.49	\$6.28	28.9	17.4	22.9
Suburban Local	\$7.18	\$13.26	\$10.36	17.7	6.5	11.8
Express	\$2.81	\$6.81	\$4.91	50.9	24.4	37.0
Regional	\$5.17	\$11.50	\$8.48	25.1	17.3	21.0
SkyRide	\$2.89	\$6.47	\$4.76	30.1	17.2	23.4
Call-n-Ride	\$19.26	\$33.25	\$26.59	4.0	2.0	2.9
Mall	\$0.91			210.6		
Rail	\$5.94	\$7.56	\$6.79	112.9	67.1	88.9
Access-a-Ride	\$42.92			1.5		
Vanpool	\$0.55			4.6		
System	\$4.53			31.9		
System 2014	\$4.44			33.3		

Notes on Routes Outside Their Acceptable Performance Domain

The following provides status as of July, 2016 listed in route number order.

Route 3 Ltd East Alameda — This is a well utilized route that easily meets the boardings per hour standard. However, its subsidy per boarding is higher than most other CBD Local routes because the 3Ltd is a peak period, peak direction only service and is thus more expensive to operate. Some efficiency measures are planned with the opening of the R-Line in 2016.

Route 9 West 10th Ave – Restructured April 2013 with the West Corridor opening. Current ridership productivity slipped below standard this year and this route will be monitored for further action.

Route 26 West 26th Ave — New service introduced April 2013 with the West Corridor restructuring. This route meets productivity standard, but is below for subsidy per boarding. It was recombined with Route 28 28th Ave August, 2015.

Route 28 28th Ave – Current ridership and subsidy are below standards. It was recombined with Route 26 August, 2015. Further service reductions occurred in April 2016 with implementation of the University of Colorado A Line service plan.

Route 32 32nd Ave/City Park – Current ridership and subsidy are below standards. Duplication with the Route 40 on Colorado Blvd was eliminated in April 2016.

Route 34 West 3rd Avenue Commuter — This is a small route that has been restructured several times in recent years and serves passengers with disabilities. It was restructured again as Route 33 in August 2015.

Route 45 Montbello/Green Valley Ranch – This route has been restructured in the University of Colorado A Line service change in April 2016.

Route 46 South Dahlia St — This route meets the subsidy standard, but ridership declined some and it does not meet productivity standard. It will be monitored.

Routes 47X Green Valley Ranch/Montbello Express — This route was combined with the Route 48X Green Valley Ranch Express for improved performance overall January 2012. This peak period only service was replaced by the University Of Colorado A-Line Line rail service in April 2016.

Route 50 Lakes Crosstown – This route will be merged with Route 51 Sheridan Blvd and placed in the Urban Local class when the G-Line opens in 2016.

Route 54 Montbello Industrial Park — This route was discontinued in April 2016 with the East Corridor Service Plan.

Route 67 Ridge Rd – This route is just below productivity and subsidy standards. I will be monitored.

Route 79Ltd – This route was incorporated with Route 83L as 83D in January 2016.

Route 80X – This became the 80L January 2016.

Route 89 Stapleton/Anschutz Campus – This route was started January 2013 to serve new transitional housing and in anticipation of the opening of the East Corridor rail services in 2016. In 2014 service was reduced by half due to poor performance and ridership fell precipitously. This service will be monitored for rider response in 2016 for potential discontinuance.

Route 104 West 104th Avenue – Vehicle hours were added to this service to effect on-time performance, resulting in a higher operation cost. It now meets subsidy, but not productivity standards.

Route 116L Ken Caryl Limited – This route was implemented with the opening of the West Corridor in April 2013. It is performing poorly and is a candidate for potential discontinuance.

Route 116X South Simms – Discontinued with the Route KC in April 2013 with the West Corridor opening, but was returned immediately due to customer requests (Route KC was discontinued). It will be monitored for potential changes or discontinuance.

Route 206 Pearl/Manhattan/Fairview High School — This route easily meets the subsidy standard, but does not meet productivity standard. Service changes are planned for 2017.

Route 323 Skyline Crosstown — Restructured Longmont routes January 2013. Longmont Local routes became free fare in July 2014. It meets subsidy, but not productivity standards. Will need to monitor and evaluate service options, especially if free fare is discontinued.

Route 327 Northside Loop Counterclockwise — Restructured Longmont routes January 2013. Longmont Local routes became free fare in July 2014. It does not meet standards even with the free fare. Continue to monitor for potential changes or discontinuance.

Route 401 Ranches Crosstown — Discontinued midday weekday and weekend service west of Mineral Station and replaced with S Jeffco call-n-Ride January 2012. It is just below subsidy and productivity standards.

Route 403 Lucent Blvd — Service realigned and retimed for January 2014 and performance improved somewhat. It is now below subsidy and productivity standards and will be monitored.

Route 410 Franktown/Parker — This route was substantially revised with the reinstatement of Route P Parker/Denver Spring 2007. Service was reduced to every 30 minutes peak and every two hours midday. Service was reduced to peak period only May 2009. Additional trips added January 2014 in response to public meetings where constituents noted that this would make the route more attractive. In 2016 this route was combined with a portion of the Route 153 to form the new Route 483 Lincoln/Parker/Nine Mile.

Route CV Pine Junction/Conifer/Denver – This route is slightly below subsidy standard, but above productivity standard.

Route DD Downtown Boulder/Anschutz – This route is just below standards and was changed to the FF5 as part of the Flatiron Flyer January 2016 and will be monitored.



Route EV Evergreen/Aspen Park/Denver – This route is just below subsidy and just above productivity standards and will be monitored.

Route GS Golden/Boulder – This route is just below subsidy and productivity standards.

Route R/RC Brighton/Denver —Service was added in January 2011 and ridership has increased modestly, but it still does not meet service standards. Will need to evaluate service options with the opening of North Metro rail in 2018.

Route T Boulder/Greenwood Plaza — This route was discontinued with the opening of the Flatiron Flyer services in January, 2016.

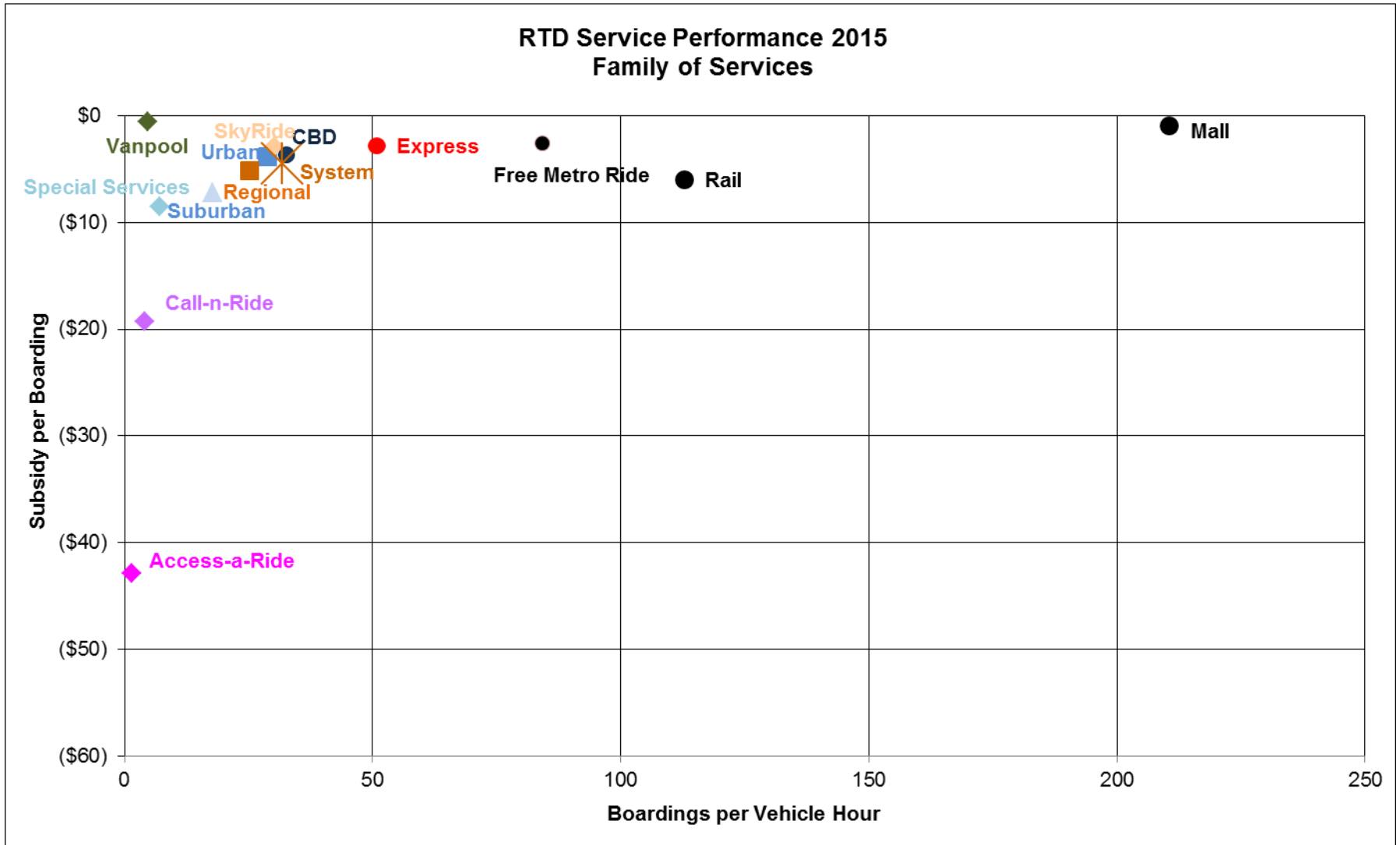
Route AA Wagon Road/DIA — Performance is just below service standards. Considering potential restructuring with the North Metro Corridor service plan.

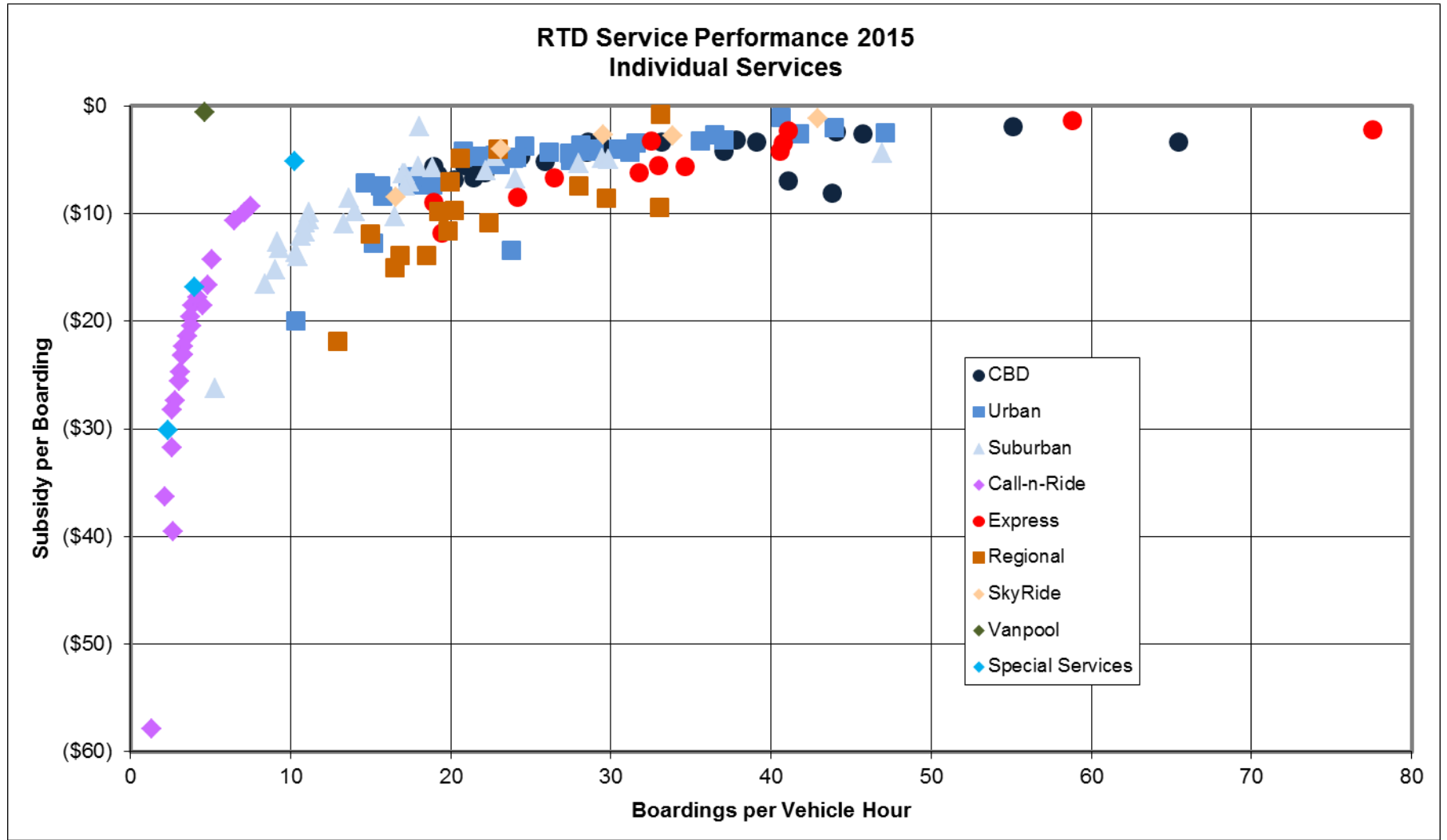
Belmar Call-n-Ride – In 2014 and 2015 service was reconfigured to discontinue the flex-route and serve Oak rail station, but ridership did not improve. This service was discontinued April 2016.

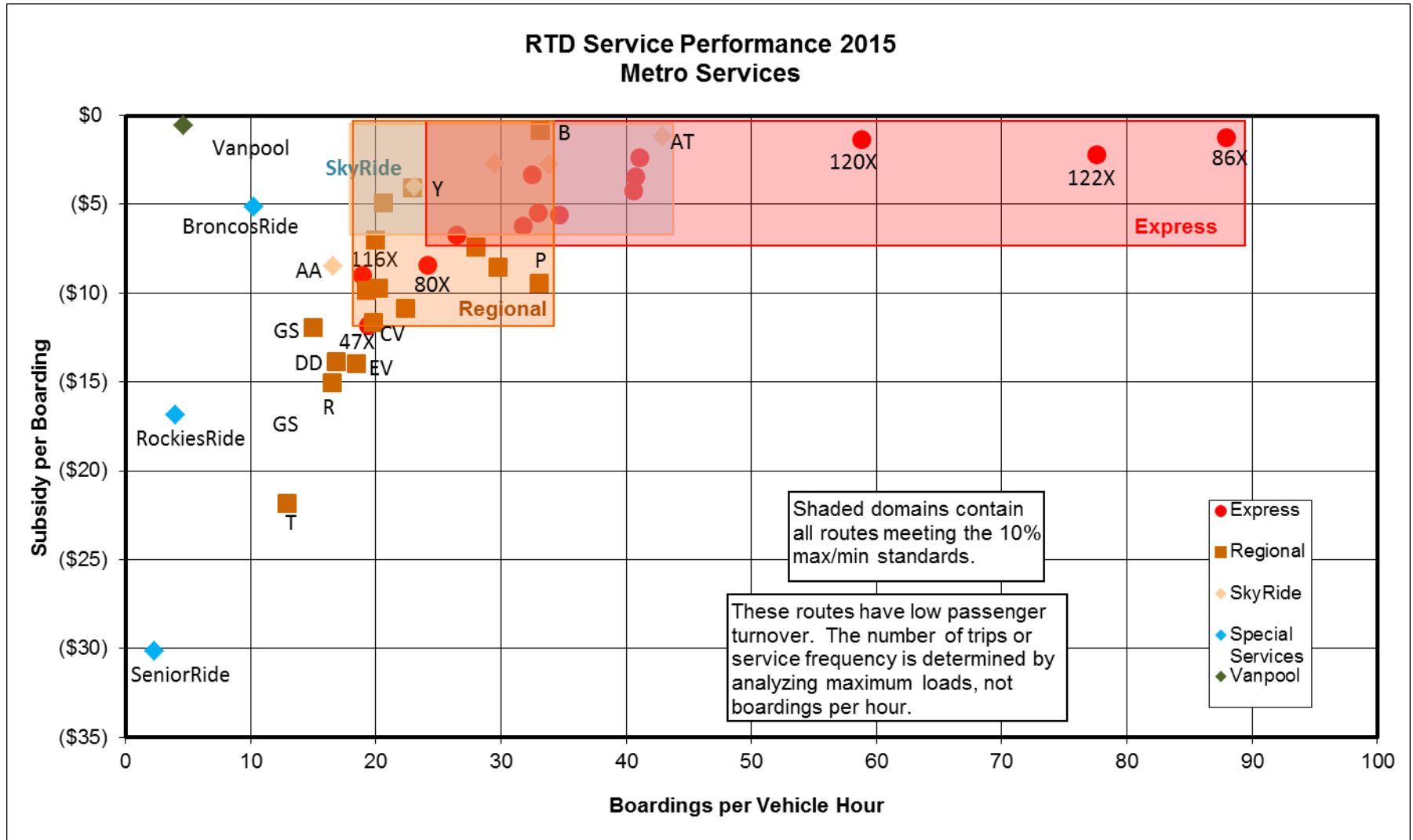
Evergreen Call-n-Ride – Ridership fell due to discontinuation of two local programs. A Transportation Advisory Committee was formed to increase ridership. It is just below service standards and will be monitored.

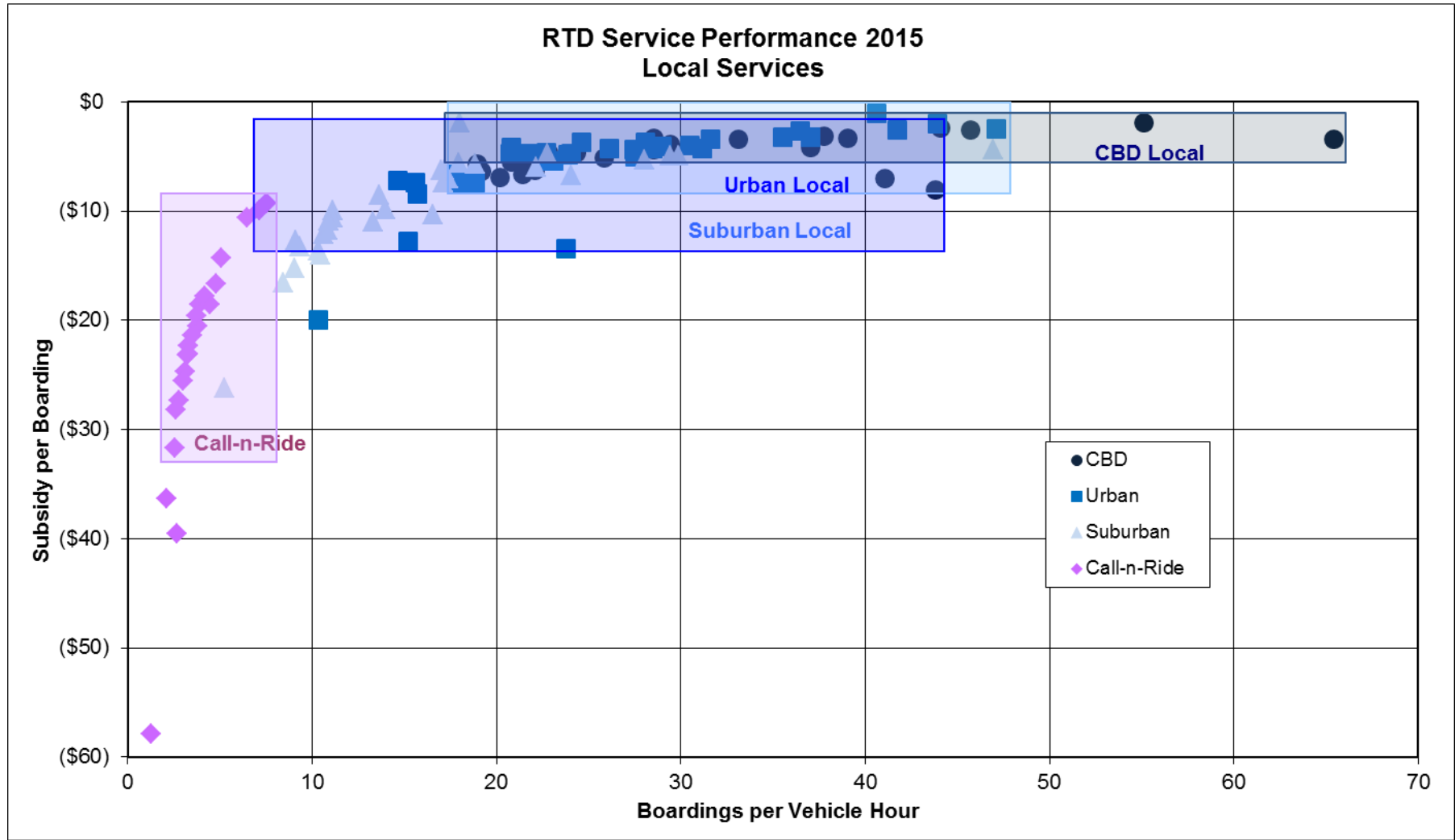
Highlands Ranch Call-n-Ride — It was proposed to discontinue service in 2009 and 2014; however, the RTD Board chose, according to policy, to retain it due to lack of alternatives and the high proportion of riders with disabilities. A transportation Advisory Committee was formed and service area was reconfiguration and promotion in 2015 improved performance to just below service standards. It will be monitored.

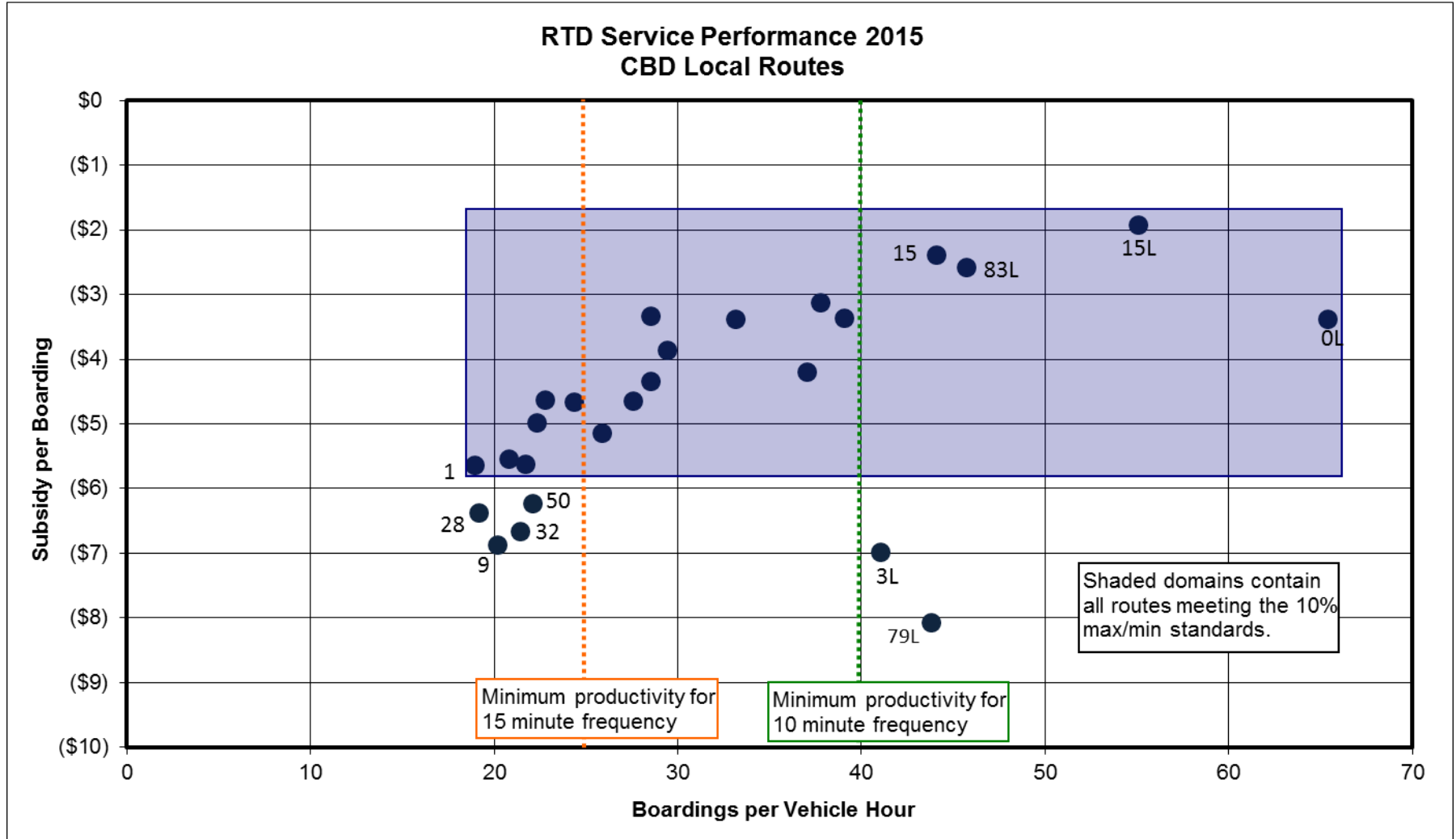
C-Line – This line only slightly misses the subsidy per boarding standard and easily meets the boardings per hour standard.

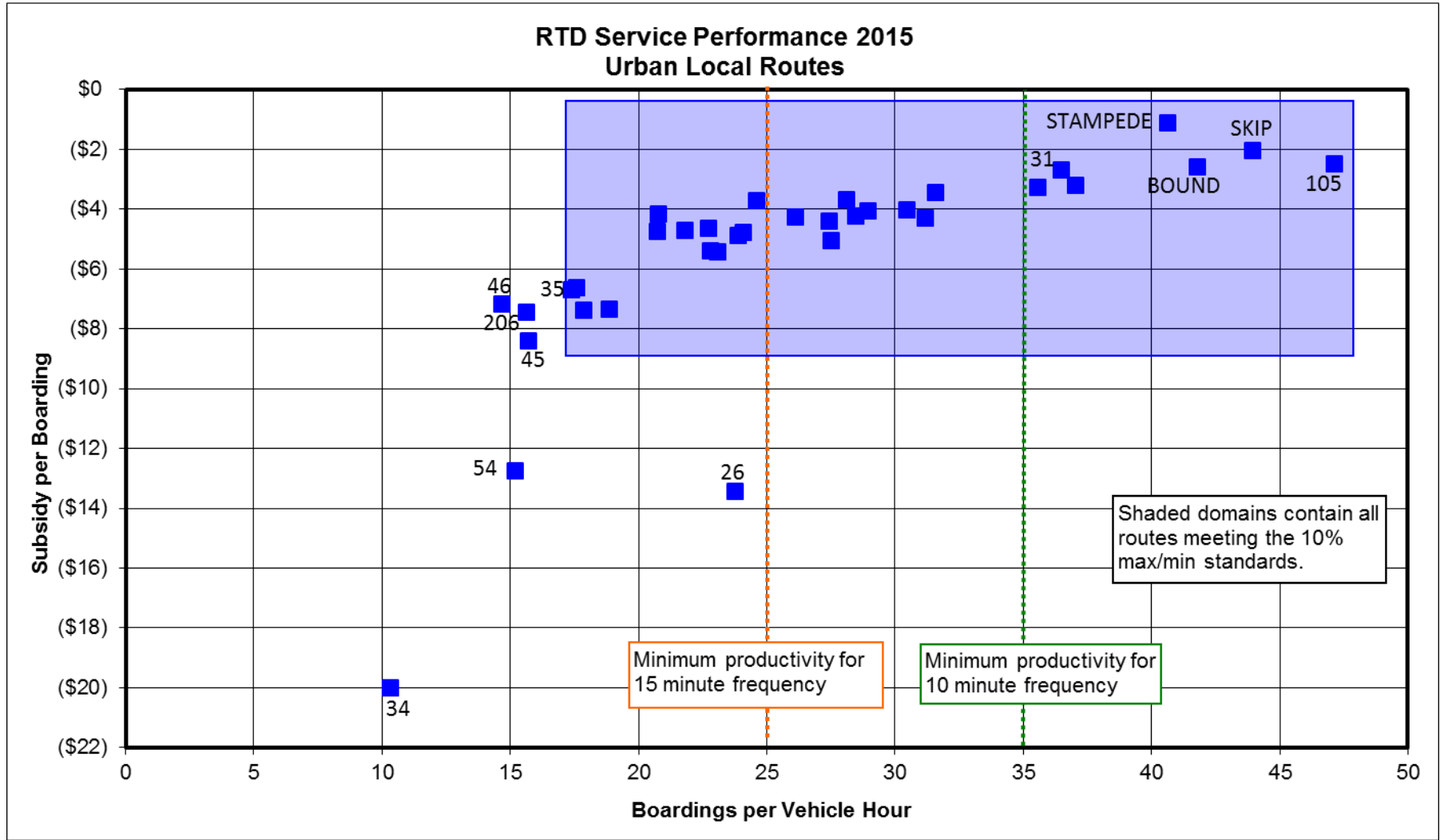


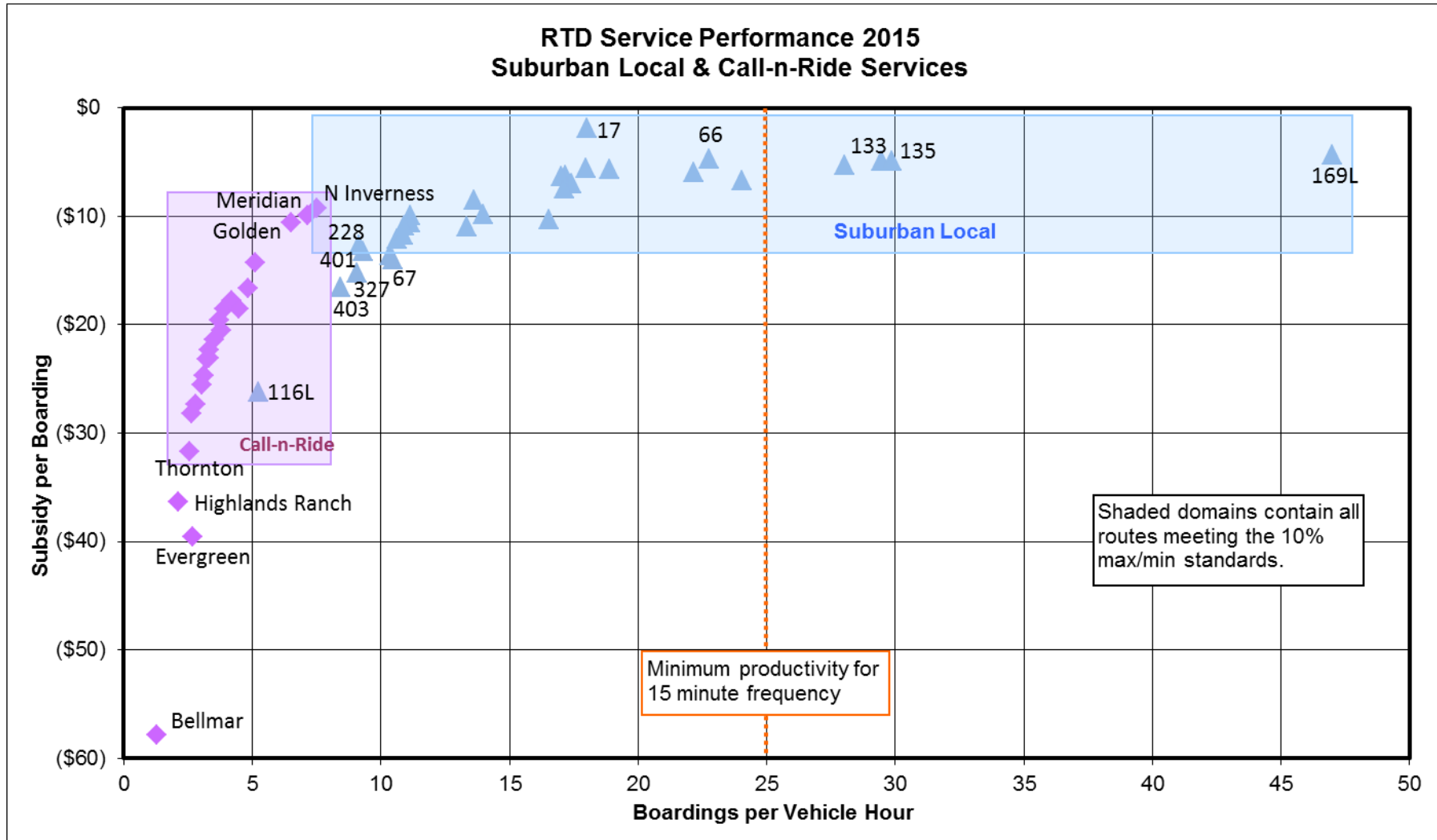


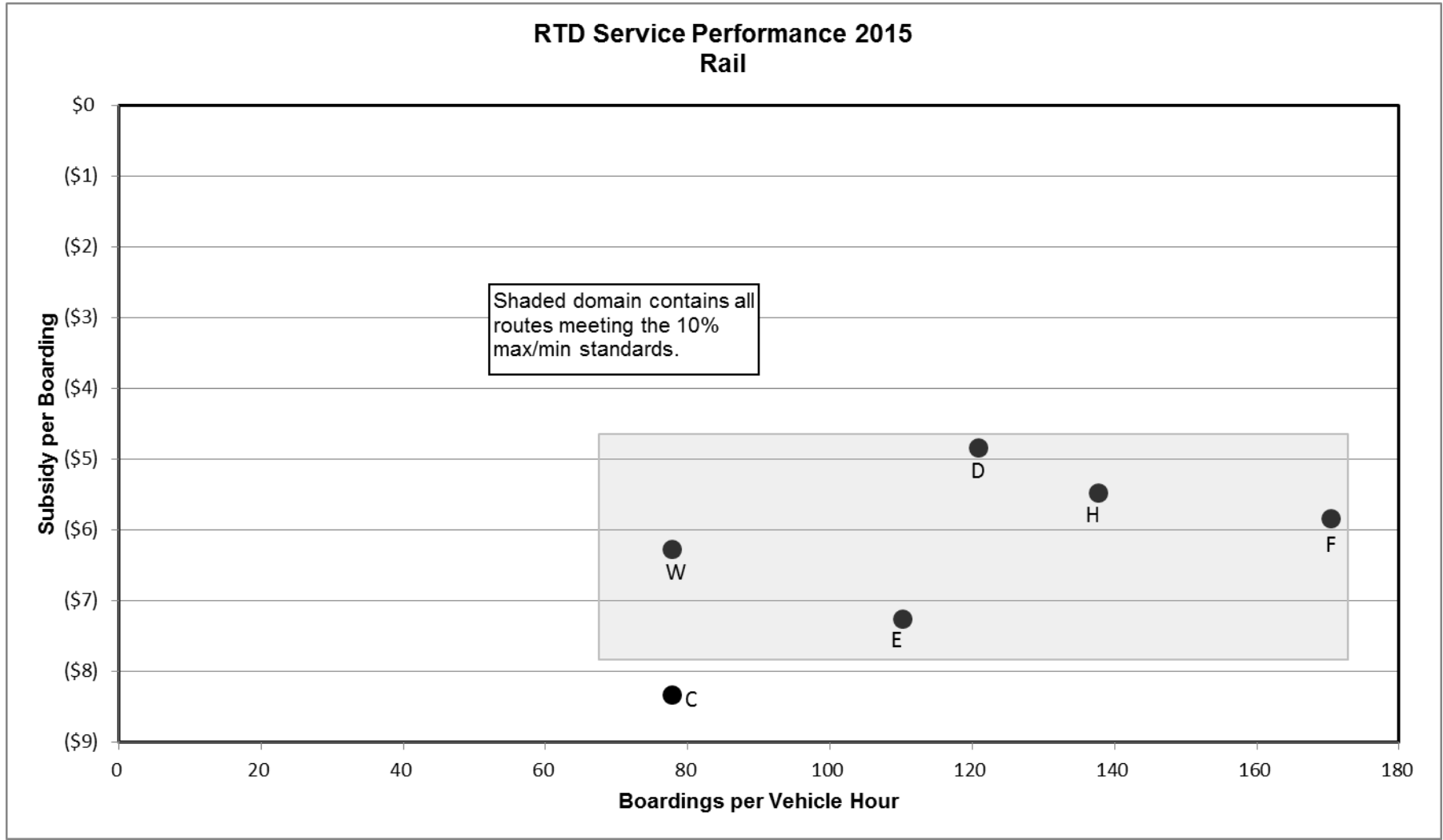














Regional Transportation District

RTD Service Standards Analysis - 2015

Sorted by Route

Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
00	CBD Local	\$2,411,681	\$10,526,450	2,397,496	72,347	\$8,114,769	\$3.38	33.1
0L	CBD Local	\$564,481	\$2,148,677	469,198	7,172	\$1,584,197	\$3.38	65.4
01	CBD Local	\$569,700	\$3,336,755	490,337	25,883	\$2,767,056	\$5.64	18.9
3L	CBD Local	\$157,031	\$1,128,035	139,036	3,387	\$971,004	\$6.98	41.0
06	CBD Local	\$1,292,612	\$5,186,251	1,164,812	40,812	\$3,893,639	\$3.34	28.5
08	CBD Local	\$346,336	\$2,138,052	323,488	15,532	\$1,791,716	\$5.54	20.8
09	CBD Local	\$242,494	\$2,027,350	259,419	12,848	\$1,784,855	\$6.88	20.2
10	CBD Local	\$1,023,480	\$5,309,684	860,254	38,538	\$4,286,204	\$4.98	22.3
15	CBD Local	\$3,050,616	\$10,362,039	3,056,266	69,332	\$7,311,423	\$2.39	44.1
15L	CBD Local	\$3,873,033	\$11,388,271	3,913,287	71,007	\$7,515,238	\$1.92	55.1
16	CBD Local	\$1,718,416	\$8,144,215	2,050,866	54,270	\$6,425,798	\$3.13	37.8
16L	CBD Local	\$911,735	\$3,204,596	680,377	17,417	\$2,292,861	\$3.37	39.1
20	CBD Local	\$1,054,939	\$5,072,153	860,549	35,324	\$4,017,215	\$4.67	24.4
28	CBD Local	\$587,667	\$4,117,571	553,289	28,832	\$3,529,904	\$6.38	19.2
29/36/36L	CBD Local	\$466,180	\$2,889,118	470,949	18,203	\$2,422,938	\$5.14	25.9
30	CBD Local	\$323,030	\$1,740,750	367,314	12,476	\$1,417,720	\$3.86	29.4
30L	CBD Local	\$130,346	\$689,084	133,076	3,590	\$558,738	\$4.20	37.1
32	CBD Local	\$403,831	\$2,914,331	376,649	17,571	\$2,510,499	\$6.67	21.4
38	CBD Local	\$1,025,931	\$5,487,218	1,026,340	36,000	\$4,461,287	\$4.35	28.5
44	CBD Local	\$1,118,062	\$6,799,935	1,009,589	46,489	\$5,681,873	\$5.63	21.7
48	CBD Local	\$584,267	\$3,417,912	608,717	22,095	\$2,833,645	\$4.66	27.5
50	CBD Local	\$211,057	\$1,675,588	235,195	10,632	\$1,464,531	\$6.23	22.1
52	CBD Local	\$723,032	\$4,126,634	735,177	32,235	\$3,403,602	\$4.63	22.8
79L	CBD Local	\$291,573	\$2,507,405	274,218	6,259	\$2,215,833	\$8.08	43.8
83L	CBD Local	\$1,154,016	\$3,974,109	1,094,337	23,927	\$2,820,094	\$2.58	45.7
Subtotal	CBD	\$24,235,547	\$110,312,185	23,550,235	722,178	\$86,076,637	\$3.66	32.6
Standard Deviation							\$1.60	12.2
Min/Max at 10% or better: Average ± 1.28 * Std Dev							\$5.70	17.0
Min/Max at 25% or better: Average ± .67 * Std Dev							\$4.73	24.5
03	Urban Local	\$953,818	\$5,071,114	1,014,504	35,033	\$4,117,296	\$4.06	29.0
04	Urban Local	\$52,841	\$461,919	55,622	2,949	\$409,078	\$7.35	18.9
11	Urban Local	\$978,349	\$4,511,535	946,965	38,483	\$3,533,186	\$3.73	24.6
12	Urban Local	\$1,183,651	\$6,051,113	1,143,277	43,747	\$4,867,462	\$4.26	26.1
14	Urban Local	\$282,190	\$1,379,528	258,994	9,102	\$1,097,338	\$4.24	28.5
21	Urban Local	\$1,533,653	\$6,181,320	1,419,224	39,916	\$4,647,667	\$3.27	35.6
24	Urban Local	\$602,958	\$2,874,223	478,920	23,088	\$2,271,266	\$4.74	20.7
26	Urban Local	\$101,441	\$1,473,007	102,073	4,295	\$1,371,566	\$13.44	23.8
27	Urban Local	\$433,066	\$3,093,716	396,973	22,855	\$2,660,650	\$6.70	17.4
31	Urban Local	\$1,882,745	\$7,006,961	1,909,836	52,355	\$5,124,216	\$2.68	36.5
34	Urban Local	\$4,327	\$96,265	4,595	445	\$91,938	\$20.01	10.3
35	Urban Local	\$173,768	\$1,308,471	153,766	8,602	\$1,134,703	\$7.38	17.9
40	Urban Local	\$1,224,379	\$6,004,335	1,392,429	44,068	\$4,779,956	\$3.43	31.6
43	Urban Local	\$1,249,046	\$7,041,988	1,314,418	47,888	\$5,792,941	\$4.41	27.4
45	Urban Local	\$174,835	\$1,657,788	176,153	11,200	\$1,482,953	\$8.42	15.7
46	Urban Local	\$270,676	\$1,865,179	221,978	15,141	\$1,594,503	\$7.18	14.7
51	Urban Local	\$918,880	\$4,860,509	836,862	38,404	\$3,941,628	\$4.71	21.8
54	Urban Local	\$9,714	\$187,693	13,946	918	\$177,979	\$12.76	15.2
65	Urban Local	\$516,250	\$3,270,665	544,225	19,789	\$2,754,415	\$5.06	27.5
73	Urban Local	\$526,868	\$3,408,656	529,587	22,929	\$2,881,789	\$5.44	23.1
76	Urban Local	\$1,026,905	\$4,904,975	1,057,937	37,654	\$3,878,070	\$3.67	28.1
105	Urban Local	\$1,671,495	\$6,223,991	1,759,885	42,132	\$4,552,496	\$2.59	41.8
121	Urban Local	\$1,198,789	\$5,128,852	1,231,791	33,251	\$3,930,063	\$3.19	37.0
153	Urban Local	\$1,240,608	\$6,327,477	1,266,630	41,556	\$5,086,869	\$4.02	30.5
204	Urban Local	\$477,305	\$2,028,948	334,762	14,722	\$1,551,643	\$4.64	22.7
205	Urban Local	\$471,483	\$2,287,932	372,663	15,607	\$1,816,449	\$4.87	23.9



RTD Service Standards Analysis - 2015									
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Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour	
206	Urban Local	\$175,088	\$1,280,144	148,633	9,512	\$1,105,056	\$7.43	15.6	
208	Urban Local	\$195,006	\$969,633	161,841	6,723	\$774,627	\$4.79	24.1	
209	Urban Local	\$243,904	\$964,193	133,316	5,847	\$720,289	\$5.40	22.8	
225	Urban Local	\$502,816	\$2,940,033	368,070	20,915	\$2,437,217	\$6.62	17.6	
BOND	Urban Local	\$789,172	\$2,292,592	608,524	12,917	\$1,503,420	\$2.47	47.1	
DASH	Urban Local	\$938,624	\$3,847,192	676,793	21,707	\$2,908,568	\$4.30	31.2	
JUMP	Urban Local	\$750,490	\$3,083,869	560,249	26,955	\$2,333,379	\$4.16	20.8	
SKIP	Urban Local	\$2,101,137	\$5,294,107	1,562,336	35,546	\$3,192,970	\$2.04	44.0	
STMP	Urban Local	\$714,801	\$1,146,406	392,883	9,666	\$431,605	\$1.10	40.6	
Subtotal	Urban	\$25,571,080	\$116,526,331	23,550,660	815,914	\$90,955,252	\$3.86	28.9	
Standard Deviation								\$3.61	9.0
Min/Max at 10% or better: Average ± 1.28 * Std Dev								\$8.49	17.4
Min/Max at 25% or better: Average ± .67 * Std Dev								\$6.28	22.9
17	Suburban Local	\$42,310	\$138,247	49,605	2,754	\$95,937	\$1.93	18.0	
59	Suburban Local	\$133,413	\$1,119,747	115,374	8,467	\$986,334	\$8.55	13.6	
66	Suburban Local	\$572,657	\$2,994,945	513,036	22,556	\$2,422,287	\$4.72	22.7	
67	Suburban Local	\$59,234	\$730,512	47,973	4,591	\$671,278	\$13.99	10.4	
72	Suburban Local	\$263,274	\$1,915,150	294,793	16,417	\$1,651,876	\$5.60	18.0	
77	Suburban Local	\$44,139	\$423,413	38,529	2,754	\$379,275	\$9.84	14.0	
80	Suburban Local	\$50,012	\$370,468	51,120	2,979	\$320,456	\$6.27	17.2	
88	Suburban Local	\$450,760	\$3,172,731	431,955	25,376	\$2,721,971	\$6.30	17.0	
89 Not included	Suburban Local	\$19,288	\$1,086,181	15,968	2,855	\$1,066,893	\$66.81	5.6	
92	Suburban Local	\$407,430	\$2,516,047	369,702	19,590	\$2,108,616	\$5.70	18.9	
100	Suburban Local	\$366,324	\$3,554,185	321,161	28,815	\$3,187,861	\$9.93	11.1	
104	Suburban Local	\$29,919	\$386,506	29,433	2,768	\$356,587	\$12.12	10.6	
112	Suburban Local	\$91,004	\$1,062,817	88,655	6,654	\$971,813	\$10.96	13.3	
116L	Suburban Local	\$7,574	\$178,640	6,517	1,241	\$171,066	\$26.25	5.3	
120	Suburban Local	\$168,884	\$1,614,280	136,511	12,241	\$1,445,395	\$10.59	11.2	
128	Suburban Local	\$112,396	\$835,299	102,886	5,916	\$722,903	\$7.03	17.4	
130	Suburban Local	\$503,873	\$3,093,873	484,964	17,311	\$2,589,999	\$5.34	28.0	
131	Suburban Local	\$69,044	\$704,532	61,559	3,724	\$635,488	\$10.32	16.5	
133	Suburban Local	\$556,740	\$3,104,502	520,020	17,659	\$2,547,762	\$4.90	29.4	
135	Suburban Local	\$343,305	\$1,881,914	311,752	10,439	\$1,538,609	\$4.94	29.9	
139	Suburban Local	\$234,335	\$1,628,946	207,251	8,623	\$1,394,611	\$6.73	24.0	
169L	Suburban Local	\$267,782	\$1,240,504	221,484	4,715	\$972,722	\$4.39	47.0	
228	Suburban Local	\$103,308	\$1,379,133	96,411	10,342	\$1,275,825	\$13.23	9.3	
323	Suburban Local	\$40,222	\$811,020	60,920	6,665	\$770,798	\$12.65	9.1	
324	Suburban Local	\$110,574	\$1,341,781	165,577	9,667	\$1,231,207	\$7.44	17.1	
326	Suburban Local	\$41,063	\$409,079	61,292	2,764	\$368,016	\$6.00	22.2	
327	Suburban Local	\$17,141	\$411,559	25,903	2,859	\$394,419	\$15.23	9.1	
401	Suburban Local	\$62,502	\$886,414	60,480	5,845	\$823,912	\$13.62	10.3	
402L	Suburban Local	\$137,461	\$1,614,441	126,121	11,612	\$1,476,980	\$11.71	10.9	
403	Suburban Local	\$69,673	\$1,224,088	69,637	8,262	\$1,154,415	\$16.58	8.4	
410	Suburban Local	\$26,866	\$277,336	22,998	2,112	\$250,470	\$10.89	10.9	
Subtotal	Suburban	\$5,402,508	\$42,108,290	5,109,587	288,571	\$36,705,782	\$7.18	17.7	
Standard Deviation								\$4.75	8.8
Min/Max at 10% or better: Average ± 1.28 * Std Dev								\$13.26	6.5
Min/Max at 25% or better: Average ± .67 * Std Dev								\$10.36	11.8



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Sorted by Route									
Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour	
31X	Express	\$77,391	\$254,339	31,631	914	\$176,948	\$5.59	34.6	
40X	Express	\$132,832	\$294,853	49,030	1,509	\$162,021	\$3.30	32.5	
47X	Express	\$147,970	\$801,374	55,197	2,843	\$653,404	\$11.84	19.4	
55X	Express	\$182,096	\$489,882	72,446	1,785	\$307,787	\$4.25	40.6	
72X	Express	\$325,620	\$966,575	116,539	3,532	\$640,955	\$5.50	33.0	
80X	Express	\$43,566	\$201,351	18,677	774	\$157,785	\$8.45	24.1	
86X	Express	\$815,892	\$1,192,482	300,155	3,413	\$376,589	\$1.25	88.0	
87X	Express	\$105,012	\$248,573	41,770	1,024	\$143,561	\$3.44	40.8	
100X	Express	\$183,318	\$656,554	75,820	2,387	\$473,236	\$6.24	31.8	
104X	Express	\$84,461	\$328,076	36,364	1,373	\$243,615	\$6.70	26.5	
116X	Express	\$120,560	\$508,685	43,307	2,287	\$388,125	\$8.96	18.9	
120X	Express	\$1,817,677	\$2,783,178	709,906	12,075	\$965,501	\$1.36	58.8	
122X	Express	\$1,473,672	\$2,639,057	527,724	6,803	\$1,165,385	\$2.21	77.6	
145X	Express	\$69,854	\$139,237	29,489	718	\$69,383	\$2.35	41.1	
Subtotal	Express	\$5,579,922	\$11,504,216	2,108,055	41,436	\$5,924,293	\$2.81	50.9	
Standard Deviation								\$3.13	20.7
Min/Max at 10% or better: Average ± 1.28 * Std Dev								\$6.81	24.4
Min/Max at 25% or better: Average ± .67 * Std Dev								\$4.91	37.0
B/BV	Regional	\$5,568,217	\$7,036,723	1,779,387	53,727	\$1,468,505	\$0.83	33.1	
BOLT	Regional	\$2,062,191	\$4,342,511	465,574	22,592	\$2,280,320	\$4.90	20.6	
CV	Regional	\$490,052	\$2,041,219	133,488	6,736	\$1,551,166	\$11.62	19.8	
DD	Regional	\$33,395	\$169,931	9,857	585	\$136,536	\$13.85	16.8	
DM	Regional	\$256,666	\$1,245,280	90,923	4,059	\$988,614	\$10.87	22.4	
EV	Regional	\$394,227	\$1,967,206	112,826	6,112	\$1,572,979	\$13.94	18.5	
GS	Regional	\$266,475	\$1,543,091	106,985	7,136	\$1,276,616	\$11.93	15.0	
HX	Regional	\$568,390	\$2,085,728	177,286	5,961	\$1,517,338	\$8.56	29.7	
J	Regional	\$242,566	\$909,599	68,697	3,400	\$667,033	\$9.71	20.2	
L	Regional	\$903,257	\$4,083,913	323,045	16,799	\$3,180,656	\$9.85	19.2	
N	Regional	\$386,203	\$1,273,870	126,236	6,319	\$887,667	\$7.03	20.0	
P	Regional	\$388,180	\$1,600,837	128,492	3,888	\$1,212,657	\$9.44	33.0	
R	Regional	\$229,225	\$1,552,073	88,034	5,325	\$1,322,848	\$15.03	16.5	
S	Regional	\$151,411	\$626,176	64,009	2,285	\$474,765	\$7.42	28.0	
T	Regional	\$70,371	\$719,500	29,709	2,299	\$649,130	\$21.85	12.9	
Y	Regional	\$95,316	\$255,183	39,355	1,713	\$159,866	\$4.06	23.0	
Subtotal	Regional	\$12,106,142	\$31,452,838	3,743,903	148,936	\$19,346,696	\$5.17	25.1	
Standard Deviation								\$4.94	6.1
Min/Max at 10% or better: Average ± 1.28 * Std Dev								\$11.50	17.3
Min/Max at 25% or better: Average ± .67 * Std Dev								\$8.48	21.0
AA	skyRide	\$687,500	\$2,152,511	172,682	10,427	\$1,465,011	\$8.48	16.6	
AB	skyRide	\$1,951,603	\$3,726,693	443,616	19,178	\$1,775,090	\$4.00	23.1	
AF	skyRide	\$2,454,484	\$3,842,703	514,687	17,442	\$1,388,219	\$2.70	29.5	
AS	skyRide	\$2,708,004	\$4,354,005	593,286	17,523	\$1,646,001	\$2.77	33.9	
AT	skyRide	\$3,414,094	\$4,270,288	741,742	17,283	\$856,194	\$1.15	42.9	
Subtotal	SkyRide	\$11,215,686	\$18,346,201	2,466,013	81,853	\$7,130,515	\$2.89	30.1	
Standard Deviation								\$2.79	10.1
Min/Max at 10% or better: Average ± 1.28 * Std Dev								\$6.47	17.2
Min/Max at 25% or better: Average ± .67 * Std Dev								\$4.76	23.4
BroncoRide	Special Services	\$475,360	\$1,180,277	136,943	13,366	\$704,916	\$5.15	10.2	
RockiesRide	Special Services	\$56,673	\$272,917	12,844	3,209	\$216,244	\$16.84	4.0	
SeniorRide	Special Services	\$68,525	\$554,182	16,103	6,887	\$485,658	\$30.16	2.3	
Subtotal	Special Services	\$600,558	\$2,007,376	165,890	23,462	\$1,406,818	\$8.48	7.1	



RTD Service Standards Analysis - 2015								
Sorted by Route								
Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
Arapahoe	call-n-Ride	\$14,546	\$288,937	10,032	3,577	\$274,391	\$27.35	2.8
Bellevue	call-n-Ride	\$27,227	\$450,662	17,147	5,503	\$423,435	\$24.69	3.1
Belmar	call-n-Ride	\$12,287	\$424,569	7,124	5,477	\$412,282	\$57.87	1.3
Brighton	call-n-Ride	\$17,342	\$300,058	16,950	3,516	\$282,715	\$16.68	4.8
Broomfield	call-n-Ride	\$23,244	\$304,119	13,707	3,618	\$280,875	\$20.49	3.8
Dry Creek	call-n-Ride	\$25,100	\$290,822	14,336	3,671	\$265,722	\$18.54	3.9
Evergreen	call-n-Ride	\$16,981	\$745,680	18,433	6,908	\$728,700	\$39.53	2.7
Federal Heights	call-n-Ride	\$22,350	\$291,768	12,576	3,562	\$269,417	\$21.42	3.5
Golden	call-n-Ride	\$99,611	\$850,318	70,608	10,849	\$750,708	\$10.63	6.5
Green Mountain	call-n-Ride	\$48,018	\$756,681	30,641	9,269	\$708,663	\$23.13	3.3
Highlands Ranch	call-n-Ride	\$6,814	\$265,598	7,129	3,333	\$258,784	\$36.30	2.1
Interlocken	call-n-Ride	\$30,787	\$347,986	16,176	4,340	\$317,200	\$19.61	3.7
Jeffco	call-n-Ride	\$52,356	\$1,053,566	35,448	13,492	\$1,001,209	\$28.24	2.6
Lone Tree	call-n-Ride	\$20,778	\$290,913	12,084	3,662	\$270,135	\$22.35	3.3
Longmont	call-n-Ride	\$34,353	\$793,987	41,014	9,142	\$759,633	\$18.52	4.5
Louisville	call-n-Ride	\$23,979	\$344,149	13,825	4,275	\$320,170	\$23.16	3.2
Meridian	call-n-Ride	\$61,737	\$458,129	39,936	5,599	\$396,391	\$9.93	7.1
North Inverness	call-n-Ride	\$85,079	\$615,303	56,927	7,569	\$530,224	\$9.31	7.5
Orchard	call-n-Ride	\$39,161	\$450,346	23,143	5,503	\$411,185	\$17.77	4.2
Parker	call-n-Ride	\$19,360	\$275,818	10,027	3,316	\$256,458	\$25.58	3.0
South Inverness	call-n-Ride	\$45,249	\$451,339	28,493	5,578	\$406,090	\$14.25	5.1
Thornton	call-n-Ride	\$23,192	\$598,983	18,153	7,043	\$575,790	\$31.72	2.6
Subtotal	Call-n-Ride	\$749,552	\$10,649,729	513,909	128,802	\$9,900,177	\$19.26	4.0
Standard Deviation								1.6
Min/Max at 10% or better: Average ± 1.28 * Std Dev								2.0
Min/Max at 25% or better: Average ± .67 * Std Dev								2.9
FMR	Free Metro Ride	\$0	\$1,537,390	593,247	7,042	\$1,537,390	\$2.59	84.2
MALL	Mall	\$0	\$12,236,296	13,424,513	63,758	\$12,236,296	\$0.91	210.6
C	LRT	\$1,737,129	\$13,998,054	1,472,143	18,922	\$12,260,925	\$8.33	77.8
D	LRT	\$8,853,138	\$41,311,899	6,706,923	55,458	\$32,458,761	\$4.84	120.9
E	LRT	\$5,285,238	\$35,023,724	4,097,084	37,185	\$29,738,485	\$7.26	110.2
F	LRT	\$4,075,085	\$24,797,845	3,548,190	20,816	\$20,722,759	\$5.84	170.5
H	LRT	\$7,500,531	\$37,674,649	5,515,096	40,051	\$30,174,118	\$5.47	137.7
W	LRT	\$5,391,093	\$31,611,577	4,179,142	53,658	\$26,220,484	\$6.27	77.9
Subtotal	Rail	\$32,842,215	\$184,417,748	25,518,578	226,091	\$151,575,533	\$5.94	112.9
Standard Deviation								35.8
Min/Max at 10% or better: Average ± 1.28 * Std Dev								67.1
Min/Max at 25% or better: Average ± .67 * Std Dev								88.9
access-a-Ride	Access-a-Ride	\$1,647,948	\$39,681,969	886,082	591,005	\$38,034,021	\$42.92	1.5
VanPool	Vanpool	\$986,916	\$1,113,476	228,391	49,522	\$126,560	\$0.55	4.6
SHOP	Shopper Special	\$0	\$454,433	9,528	6,149	\$454,433	\$47.69	1.5
System Totals	System	\$120,938,073	\$582,348,476	101,868,591	3,194,719	\$461,410,403	\$4.53	31.9