

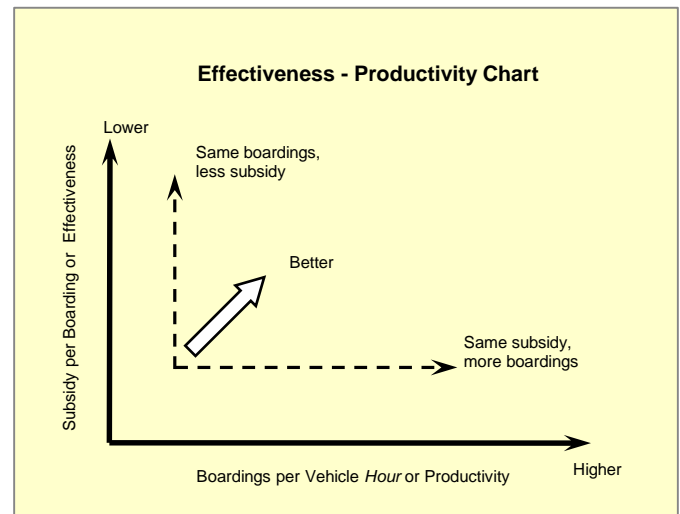
**Service Performance 2016** (Rev 4/2018)  
 Networked Family of Services

**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).

**NOTE**

For 2016 fare revenue was not allocated by route. Last year the fare zone structure was changed and Service Standards revised to combine the Express, SkyRide and Regional routes into one Regional class. We also discovered some issues with the revenue allocation method in use for many years that will be addressed with a new model now under development to improve revenue allocation and provide better inputs into service performance evaluation. Due to all these changes, we did not have the resources to prepare accurate subsidy



calculations for 2016, and the report reflects only **cost or cost per boarding by route**. The results are still very useful and similar to previous reports and we will provide a complete analysis for 2017.

**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 2016 Service Standards						
Service Class	Cost Per Boarding			Boardings Per Hour		
	Average	10% Max	25% Max	Average	10% Min	25% Min
CBD Local	\$5.19	\$7.58	\$6.44	30.0	15.2	22.3
Urban Local	\$5.47	\$12.61	\$9.21	26.7	12.2	19.1
Suburban Local	\$7.60	\$17.29	\$12.67	18.7	4.7	11.4
Regional	\$6.58	\$12.27	\$9.55	33.5	11.3	21.9
Call-n-Ride	\$17.92	\$25.05	\$21.65	3.5	2.0	2.7
Rail	\$8.75	\$12.33	\$10.62	113.5	67.1	89.2
Mall	\$1.04			186.7		
Access-a-Ride	\$44.60			1.5		
Vanpool	\$3.93			4.3		
System	\$6.50			30.9		
System 2015*	\$4.53			33.3		
* Subsidy per Boarding						



## Notes on Routes Outside Their Acceptable Performance Domain

The following provides the status of these routes as of October, 2017 listed in route number order.

Route 9 West 10<sup>th</sup> 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 32 32<sup>nd</sup> Ave/City Park – Current ridership and subsidy are below standards. Duplication with the Route 40 on Colorado Blvd was eliminated in April 2016.

Route 33 Platte Valley – This service was restructured from the Route 34 in August 2015 in hopes of gaining ridership with a new routing. We will continue to monitor for further action and possible discontinuance.

Route 36L Fort Logan Ltd – The Route 36L was linked to and classified with Routes 29 and 36 in the Urban Local category. The service will be monitored, though a Federal Boulevard service restructure is planned that would impact the Route 36 if implemented.

Route 48 East 48<sup>th</sup> Ave/Commerce City – This service currently meets the ridership standard and narrowly misses the cost per boarding standard, it will be monitored for further action. It is likely that the route will be impacted in the N Line bus and rail service plan.

Route 72L Quaker St via Ward Ltd – The route currently meets the ridership standard, though it is outside of the cost per boarding standard. The route will be replaced in the implementation of the G Line bus and rail service plan.

Route 85 Chatfield Avenue – Formerly a part of the Route 401, the Route 85 was created in August 2015 to provide clarity as to where buses are traveling and allow better monitoring of the route.

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 has been proposed for discontinuance in January 2018.

Route 100L South Kipling Ltd – This service meets the ridership standard, but falls short of the cost per rider standard. We will continue to monitor its performance for further action.

Route 116L Ken Caryl Limited – This route was discontinued January 2017.

Route 157 CCA/Buckley – This route was newly implemented in April 2016, formed from former segments of Routes 10, 130 and 169. Current ridership does show improvement this year (13 passengers/hour) and will be monitored closely.

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 483 – This service was implemented in April 2016 with the University of Colorado A Line bus and rail service plan. The route is a combination of a segment formerly on the Route 153 in Southeast Arapahoe and the Route 410 in Parker.



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

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

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 cost per boarding/subsidy standard. We will continue to monitor before taking further action.

Route J Longmont/Gunbarrel Boulder — This route is just below cost per boarding/subsidy standard. We will continue to monitor before taking further action.

Route L Longmont/Denver — This route is just below cost per boarding/subsidy standard. We will continue to monitor before taking further action.

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.

Jeffco Call-n-Ride — Marketing assistance requested for 2017.

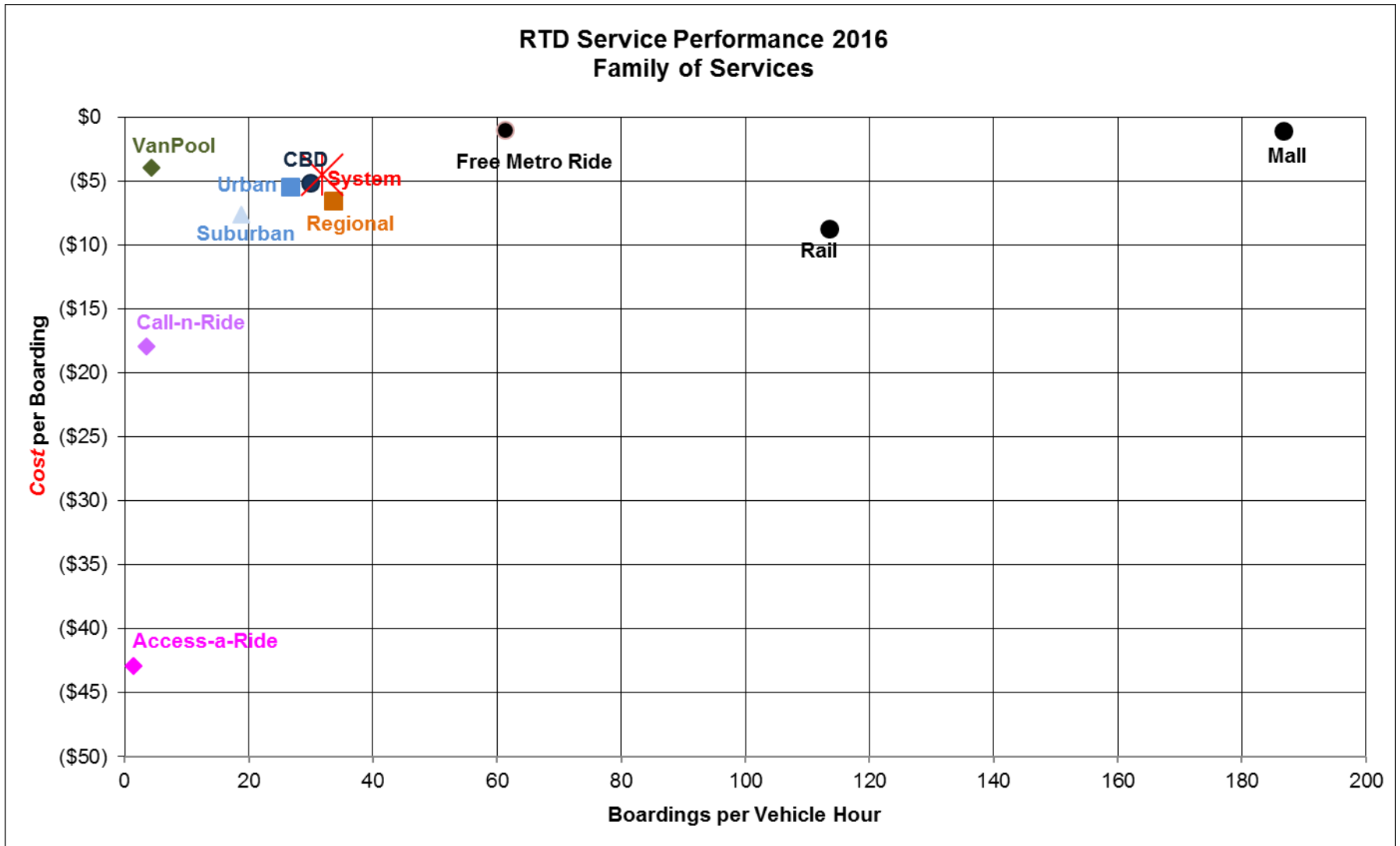
Evergreen Call-n-Ride — Ridership fell due to discontinuation of two local programs. A Transportation Advisory Committee was formed to increase ridership. It is just below service standards and will be monitored.

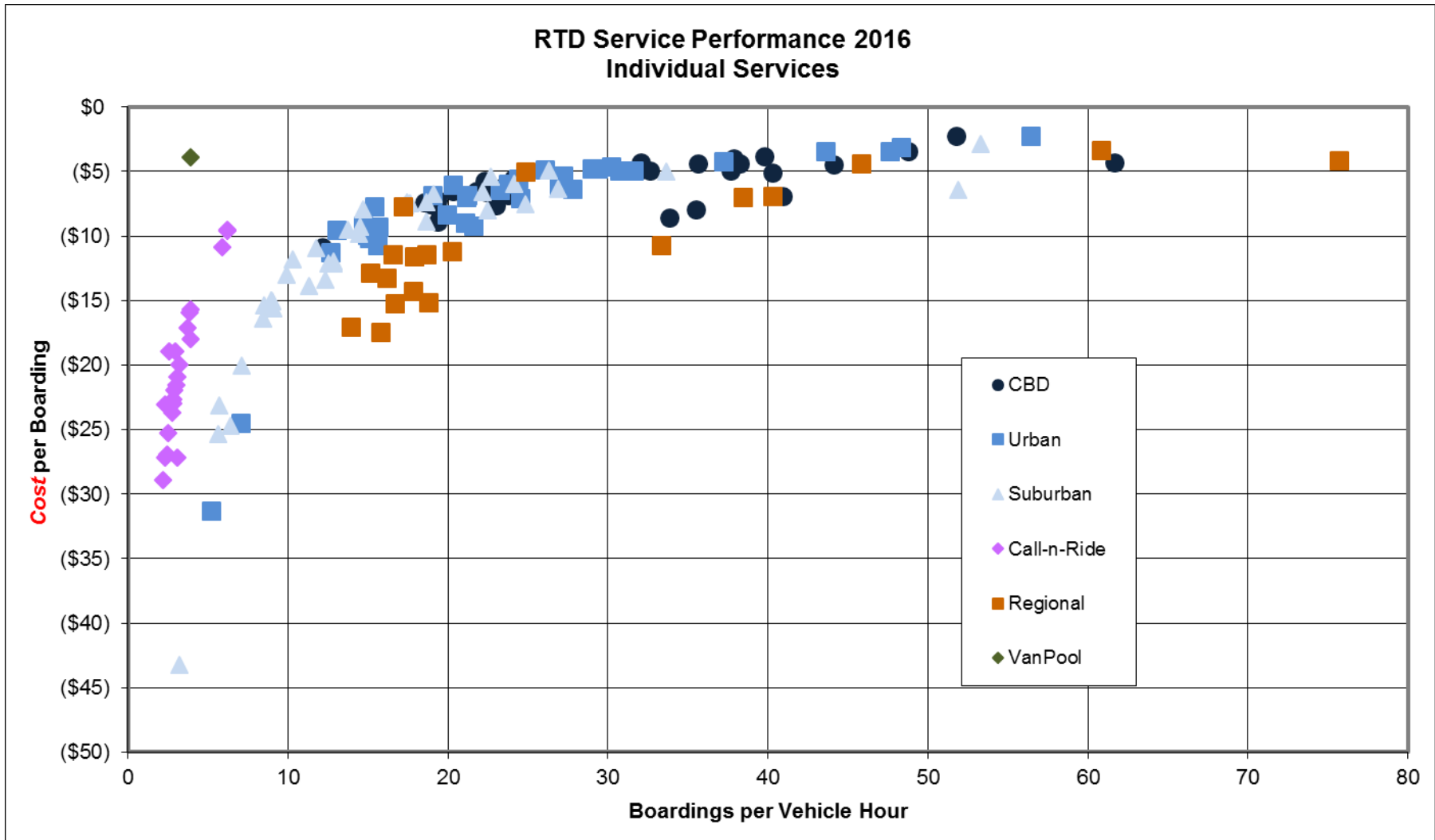
Highlands Ranch Call-n-Ride — This service was discontinued January, 2017.

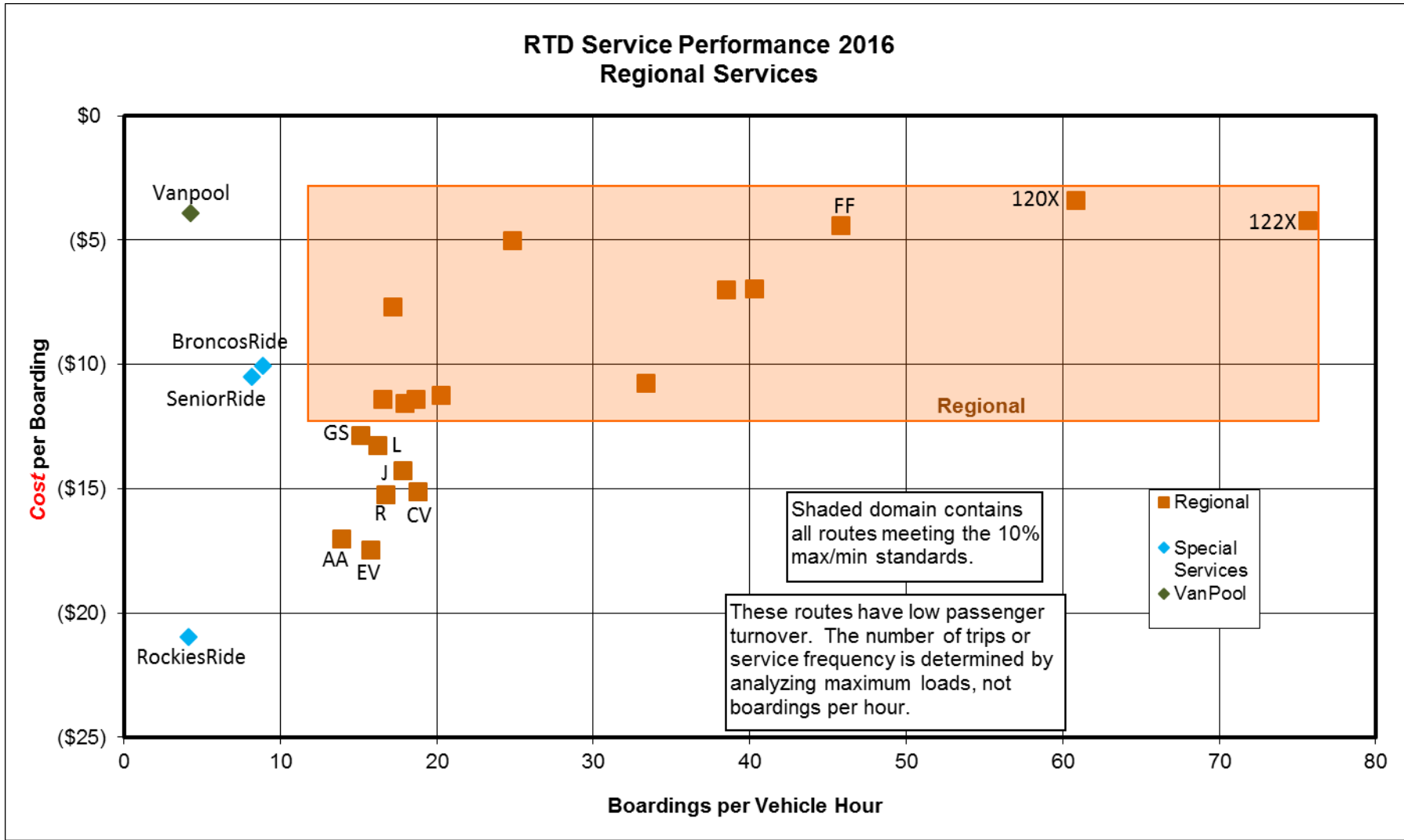
Lone Tree Call-n-Ride — Marketing assistance requested for 2017.

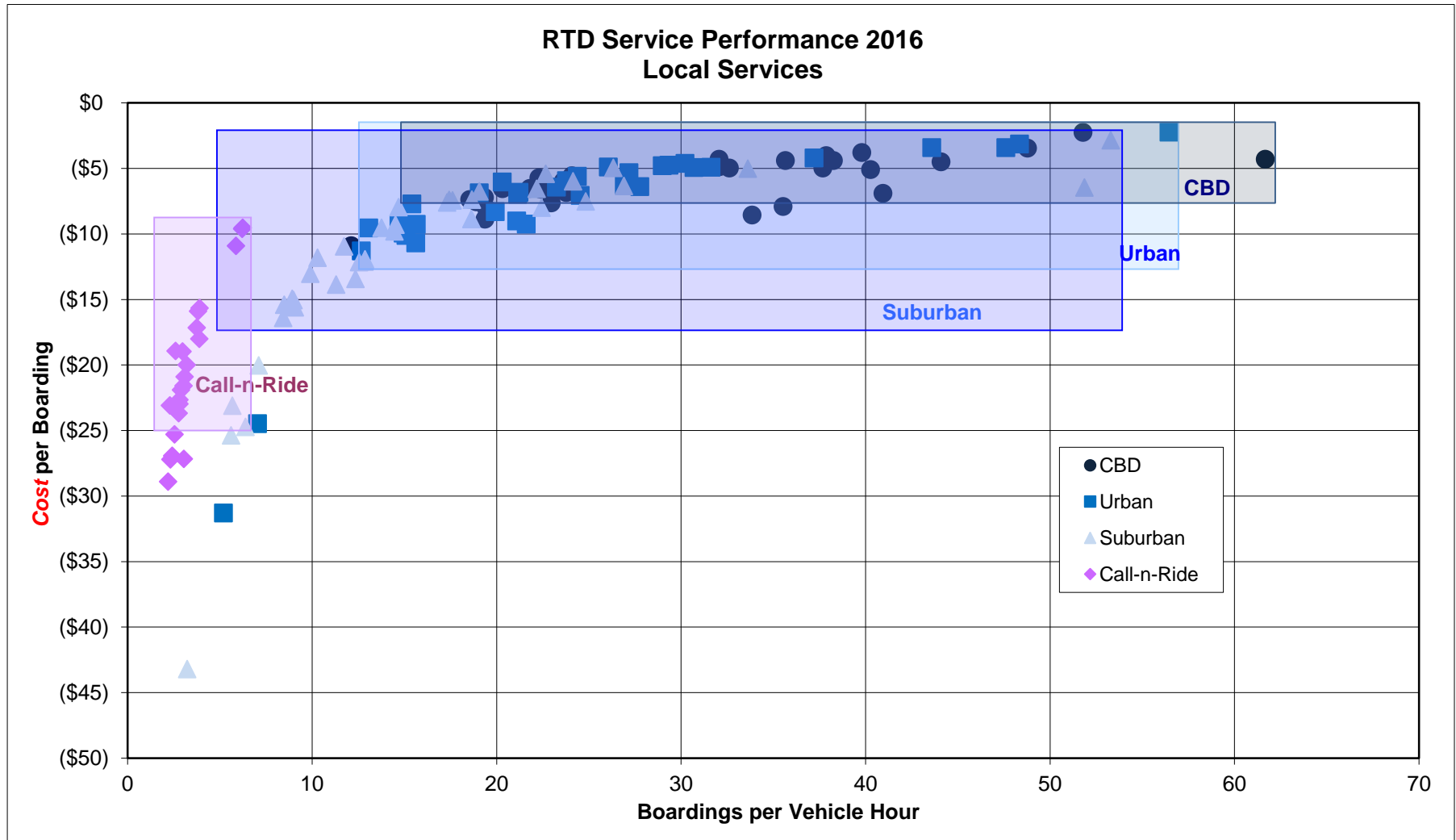
Thornton Call-n-Ride — Service design changes and marketing assistance requested for 2017.

C Line — This line misses the subsidy per boarding standard and easily meets the boardings per hour standard. Changes were made in January 2018.

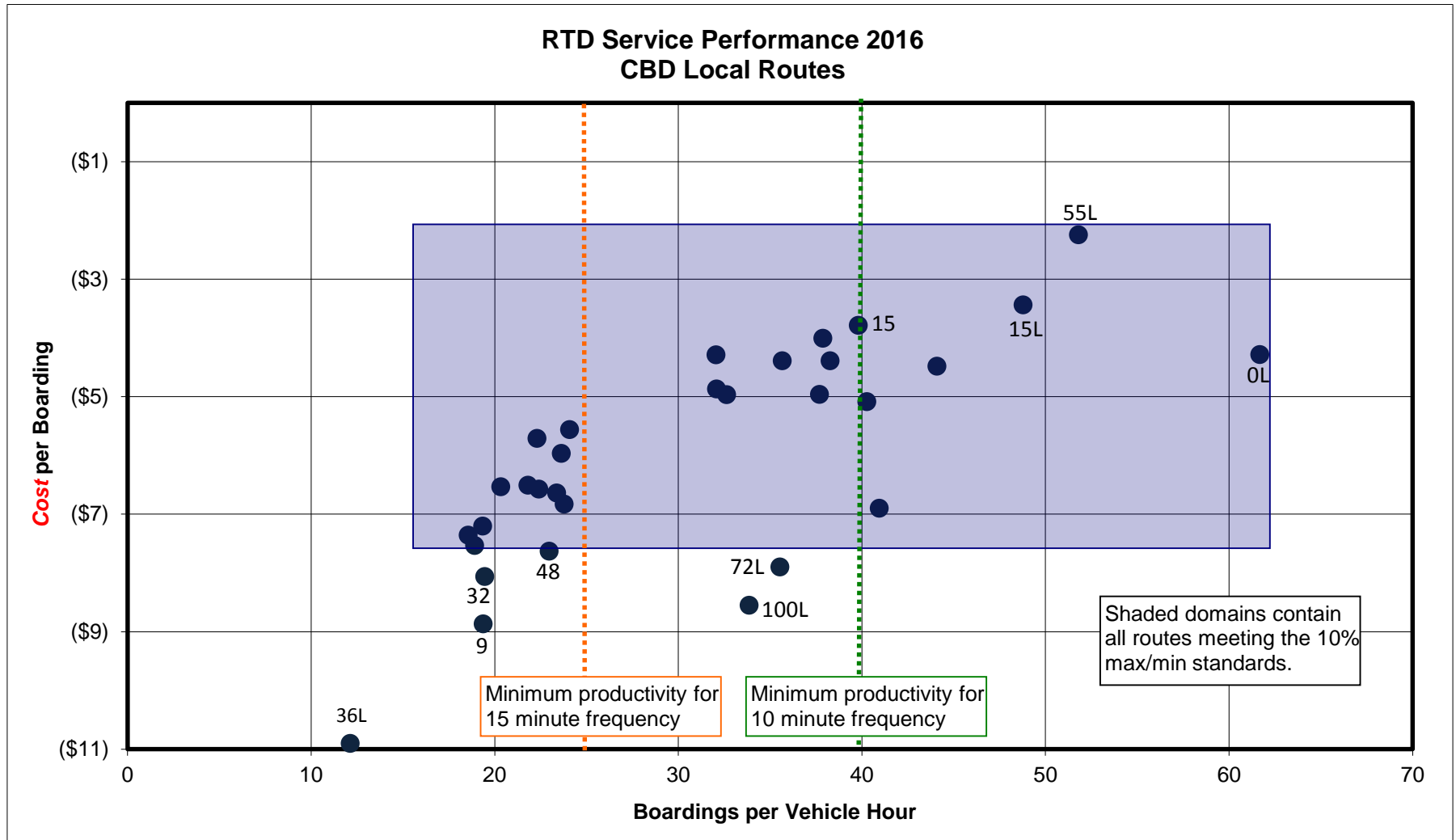


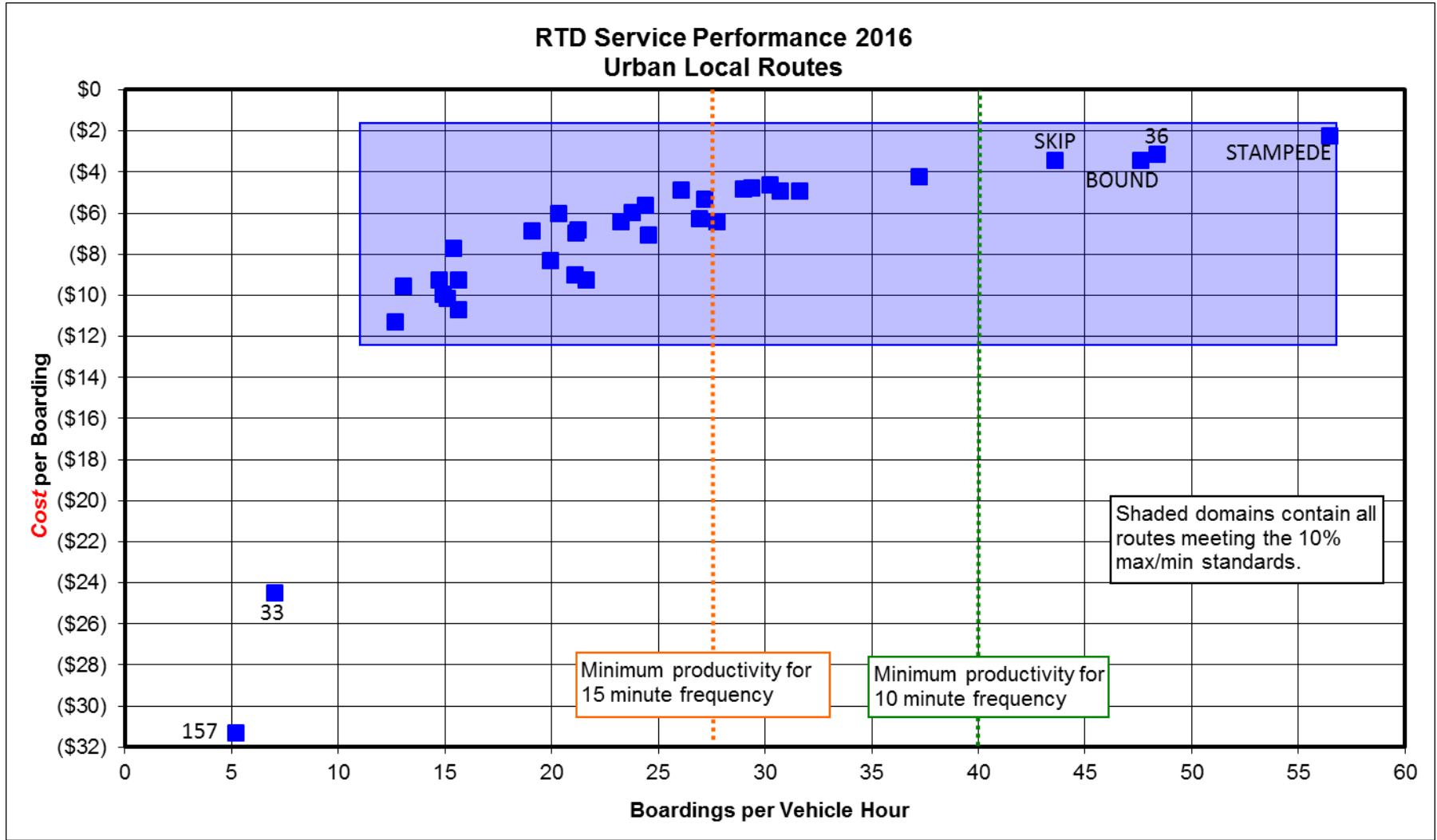


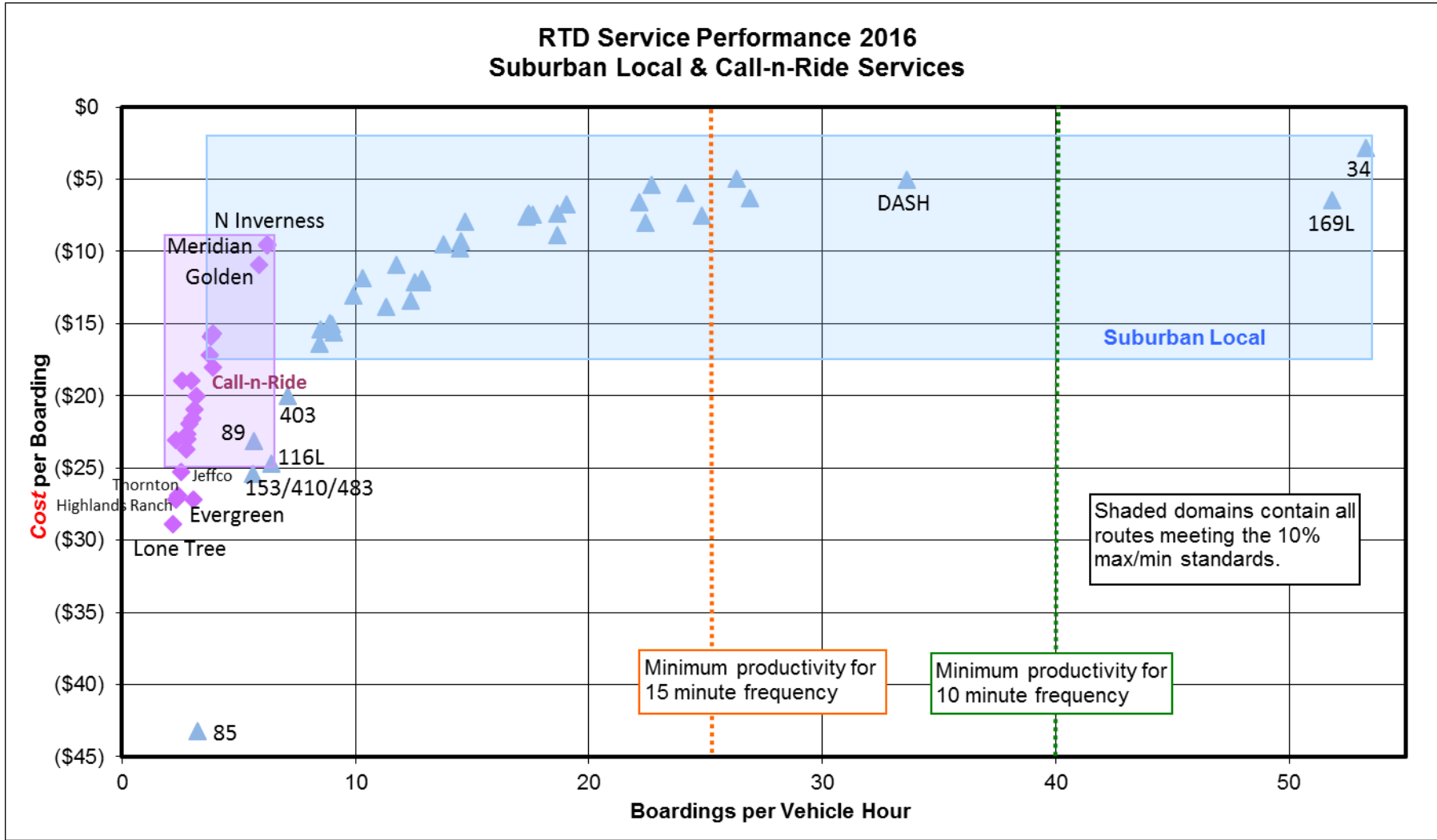


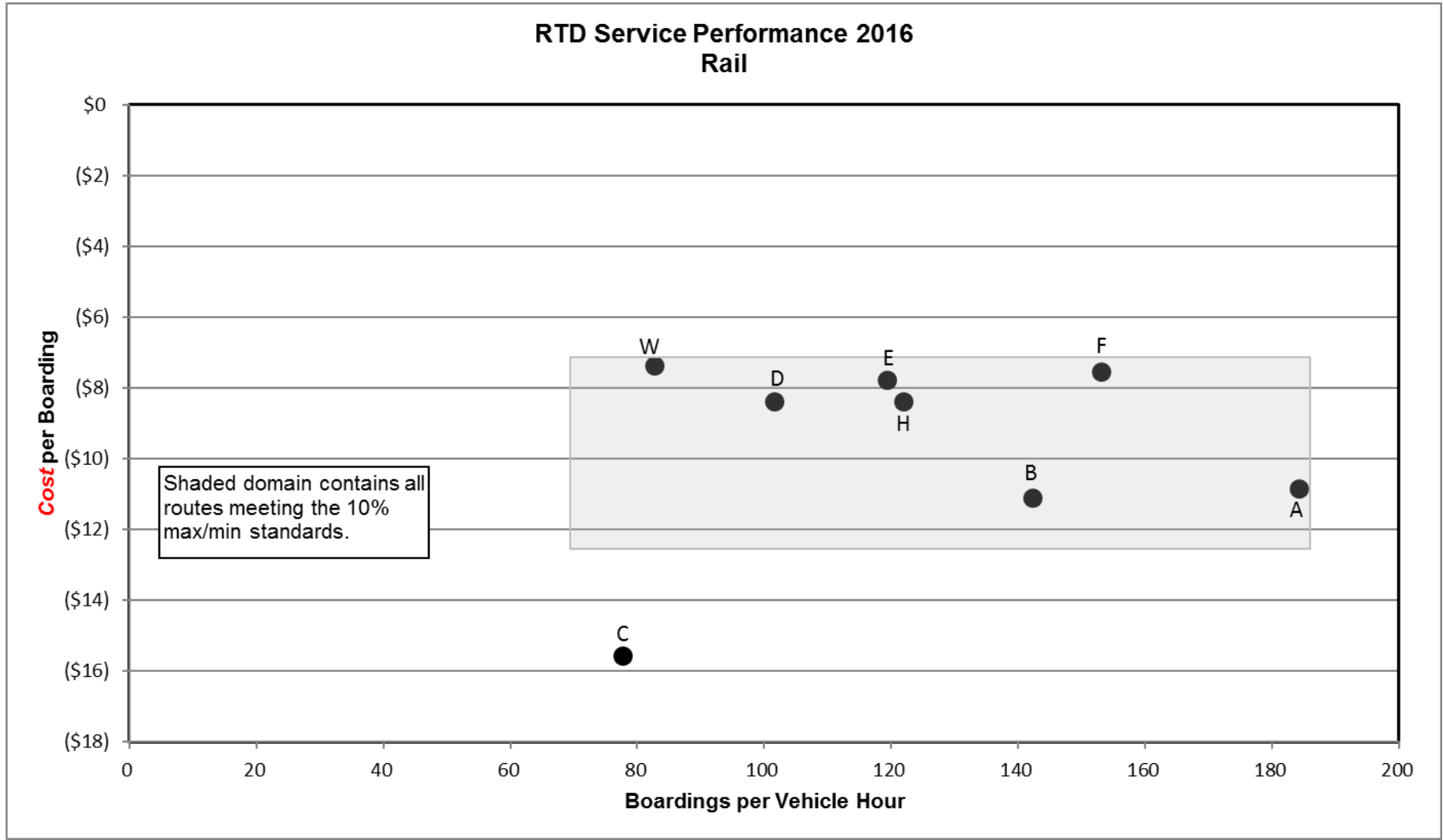














**RTD Service Standards Analysis - 2016**  
Sorted By Service Class and Route

Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
00	CBD Local	\$0	\$11,146,944	2,289,119	71,375	\$11,146,944	\$4.87	32.07
0L	CBD Local	\$0	\$1,979,721	462,433	7,499	\$1,979,721	\$4.28	61.66
01	CBD Local	\$0	\$3,682,182	511,416	26,454	\$3,682,182	\$7.20	19.33
3L	CBD Local	\$0	\$1,002,373	145,348	3,551	\$1,002,373	\$6.90	40.93
06	CBD Local	\$0	\$4,284,837	771,086	32,037	\$4,284,837	\$5.56	24.07
08	CBD Local	\$0	\$2,112,115	287,204	15,492	\$2,112,115	\$7.35	18.54
09	CBD Local	\$0	\$2,110,863	238,084	12,301	\$2,110,863	\$8.87	19.35
10	CBD Local	\$0	\$5,281,548	811,678	37,246	\$5,281,548	\$6.51	21.79
15	CBD Local	\$0	\$11,300,550	2,986,141	75,040	\$11,300,550	\$3.78	39.79
15L	CBD Local	\$0	\$11,728,290	3,411,249	69,953	\$11,728,290	\$3.44	48.77
16	CBD Local	\$0	\$8,570,838	1,727,128	52,962	\$8,570,838	\$4.96	32.61
16L	CBD Local	\$0	\$2,666,603	665,768	17,586	\$2,666,603	\$4.01	37.86
19	CBD Local	\$0	\$1,708,370	261,588	12,881	\$1,708,370	\$6.53	20.31
20	CBD Local	\$0	\$4,931,382	826,647	35,007	\$4,931,382	\$5.97	23.61
28	CBD Local	\$0	\$3,936,340	522,662	27,659	\$3,936,340	\$7.53	18.90
30L	CBD Local	\$0	\$595,556	135,802	3,550	\$595,556	\$4.39	38.26
31L	CBD Local	\$0	\$137,727	31,381	880	\$137,727	\$4.39	35.65
32	CBD Local	\$0	\$2,648,361	328,560	16,894	\$2,648,361	\$8.06	19.45
36L	CBD Local	\$0	\$862,160	79,112	6,529	\$862,160	\$10.90	12.12
38	CBD Local	\$0	\$4,241,331	621,394	26,141	\$4,241,331	\$6.83	23.77
39L	CBD Local	\$0	\$207,290	48,348	1,509	\$207,290	\$4.29	32.05
43	CBD Local	\$0	\$5,928,359	893,335	38,237	\$5,928,359	\$6.64	23.36
44	CBD Local	\$0	\$4,827,886	734,600	32,814	\$4,827,886	\$6.57	22.39
48	CBD Local	\$0	\$3,788,066	496,631	21,636	\$3,788,066	\$7.63	22.95
52	CBD Local	\$0	\$4,073,800	713,532	32,017	\$4,073,800	\$5.71	22.29
55L	CBD Local	\$0	\$207,261	92,434	1,785	\$207,261	\$2.24	51.78
72L	CBD Local	\$0	\$990,820	125,445	3,532	\$990,820	\$7.90	35.52
80L	CBD Local	\$0	\$158,348	31,141	774	\$158,348	\$5.08	40.26
83L/D	CBD Local	\$0	\$6,151,208	1,240,477	32,930	\$6,151,208	\$4.96	37.67
87L	CBD Local	\$0	\$205,859	45,931	1,042	\$205,859	\$4.48	44.08
100L	CBD Local	\$0	\$673,211	78,747	2,327	\$673,211	\$8.55	33.84
<b>Subtotal</b>	<b>CBD</b>	<b>\$0</b>	<b>\$112,140,201</b>	<b>21,614,421</b>	<b>719,639</b>	<b>\$112,140,200</b>	<b>\$5.19</b>	<b>30.04</b>
<b>Standard Deviation</b>							<b>\$1.87</b>	<b>11.6</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$7.58</b>	<b>15.2</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$6.44</b>	<b>22.3</b>
03	Urban Local	\$0	\$4,972,402	936,712	34,480	\$4,972,402	\$5.31	27.17
04	Urban Local	\$0	\$651,511	95,621	4,509	\$651,511	\$6.81	21.21
11	Urban Local	\$0	\$4,668,132	775,541	38,218	\$4,668,132	\$6.02	20.29
12	Urban Local	\$0	\$6,126,718	1,033,345	43,457	\$6,126,718	\$5.93	23.78
14	Urban Local	\$0	\$1,629,197	231,187	9,430	\$1,629,197	\$7.05	24.52
17	Urban Local	\$0	\$420,000	41,535	2,754	\$420,000	\$10.11	15.08
21	Urban Local	\$0	\$6,437,771	1,310,051	42,689	\$6,437,771	\$4.91	30.69
27	Urban Local	\$0	\$3,108,880	336,417	22,875	\$3,108,880	\$9.24	14.71
29	Urban Local	\$0	\$1,195,226	132,915	6,304	\$1,195,226	\$8.99	21.08
30	Urban Local	\$0	\$1,726,923	364,526	12,426	\$1,726,923	\$4.74	29.34
31	Urban Local	\$0	\$7,400,386	1,606,426	53,186	\$7,400,386	\$4.61	30.20
33	Urban Local	\$0	\$467,822	19,120	2,719	\$467,822	\$24.47	7.03
35	Urban Local	\$0	\$1,244,413	134,561	8,602	\$1,244,413	\$9.25	15.64
36	Urban Local	\$0	\$809,066	258,722	5,352	\$809,066	\$3.13	48.34
40	Urban Local	\$0	\$6,203,800	1,296,146	44,727	\$6,203,800	\$4.79	28.98
42	Urban Local	\$0	\$3,420,329	303,245	23,960	\$3,420,329	\$11.28	12.66
45	Urban Local	\$0	\$3,635,719	366,107	24,535	\$3,635,719	\$9.93	14.92
46	Urban Local	\$0	\$1,886,138	197,948	15,161	\$1,886,138	\$9.53	13.06
50	Urban Local	\$0	\$1,589,469	247,874	10,665	\$1,589,469	\$6.41	23.24
51	Urban Local	\$0	\$5,006,208	729,686	38,307	\$5,006,208	\$6.86	19.05
73	Urban Local	\$0	\$3,093,968	444,037	21,015	\$3,093,968	\$6.97	21.13
80	Urban Local	\$0	\$352,887	45,871	2,979	\$352,887	\$7.69	15.40
105	Urban Local	\$0	\$6,993,513	1,666,861	44,809	\$6,993,513	\$4.20	37.20
121	Urban Local	\$0	\$6,112,707	1,245,688	39,399	\$6,112,707	\$4.91	31.62
131	Urban Local	\$0	\$663,249	62,105	3,978	\$663,249	\$10.68	15.61
133	Urban Local	\$0	\$3,326,823	520,767	18,767	\$3,326,823	\$6.39	27.75
139	Urban Local	\$0	\$1,722,891	186,451	8,635	\$1,722,891	\$9.24	21.59
153	Urban Local	\$0	\$5,683,101	907,096	33,708	\$5,683,101	\$6.27	26.91
157	Urban Local	\$0	\$482,970	15,437	2,981	\$482,970	\$31.29	5.18



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Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
204	Urban Local	\$0	\$1,918,172	393,213	15,095	\$1,918,172	\$4.88	26.05
208	Urban Local	\$0	\$914,517	163,710	6,717	\$914,517	\$5.59	24.37
209	Urban Local	\$0	\$965,858	116,385	5,844	\$965,858	\$8.30	19.92
BOND	Urban Local	\$0	\$2,115,985	621,615	13,060	\$2,115,985	\$3.40	47.60
SKIP	Urban Local	\$0	\$5,260,272	1,541,773	35,375	\$5,260,272	\$3.41	43.58
STMP	Urban Local	\$0	\$1,201,932	539,979	9,568	\$1,201,932	\$2.23	56.44
<b>Subtotal</b>	<b>Urban</b>		<b>\$103,408,956</b>	<b>18,888,673</b>	<b>706,285</b>	<b>\$103,408,956</b>	<b>\$5.47</b>	<b>26.74</b>
<b>Standard Deviation</b>							<b>\$5.57</b>	<b>11.4</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$12.61</b>	<b>12.2</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$9.21</b>	<b>19.1</b>
24	Suburban Local	\$0	\$2,710,063	400,742	21,023	\$2,710,063	\$6.76	19.06
34	Suburban Local	\$0	\$1,100,483	384,710	7,219	\$1,100,483	\$2.86	53.29
37	Suburban Local	\$0	\$844,820	95,382	5,120	\$844,820	\$8.86	18.63
59	Suburban Local	\$0	\$1,108,561	101,170	8,620	\$1,108,561	\$10.96	11.74
65	Suburban Local	\$0	\$3,072,684	484,342	18,001	\$3,072,684	\$6.34	26.91
66	Suburban Local	\$0	\$2,998,214	394,059	22,761	\$2,998,214	\$7.61	17.31
67	Suburban Local	\$0	\$718,810	51,859	4,591	\$718,810	\$13.86	11.30
72	Suburban Local	\$0	\$1,906,594	239,787	16,323	\$1,906,594	\$7.95	14.69
76	Suburban Local	\$0	\$4,967,931	1,001,897	38,059	\$4,967,931	\$4.96	26.32
77	Suburban Local	\$0	\$492,174	41,231	3,205	\$492,174	\$11.94	12.87
85	Suburban Local	\$0	\$360,741	8,348	2,584	\$360,741	\$43.21	3.23
88	Suburban Local	\$0	\$3,262,922	440,542	25,270	\$3,262,922	\$7.41	17.43
89	Suburban Local	\$0	\$397,076	17,181	3,030	\$397,076	\$23.11	5.67
92	Suburban Local	\$0	\$2,569,463	345,246	19,609	\$2,569,463	\$7.44	17.61
100	Suburban Local	\$0	\$3,503,078	296,535	28,828	\$3,503,078	\$11.81	10.29
104	Suburban Local	\$0	\$368,914	24,676	2,767	\$368,914	\$14.95	8.92
112	Suburban Local	\$0	\$1,036,254	85,535	6,665	\$1,036,254	\$12.11	12.83
116L	Suburban Local	\$0	\$195,751	7,920	1,241	\$195,751	\$24.72	6.38
120	Suburban Local	\$0	\$1,745,527	113,294	13,349	\$1,745,527	\$15.41	8.49
128	Suburban Local	\$0	\$798,137	85,916	5,916	\$798,137	\$9.29	14.52
130	Suburban Local	\$0	\$3,090,674	411,036	16,555	\$3,090,674	\$7.52	24.83
135	Suburban Local	\$0	\$1,883,033	235,495	10,493	\$1,883,033	\$8.00	22.44
169	Suburban Local	\$0	\$2,036,843	151,671	12,284	\$2,036,843	\$13.43	12.35
169L	Suburban Local	\$0	\$1,574,597	243,614	4,697	\$1,574,597	\$6.46	51.86
205	Suburban Local	\$0	\$2,265,032	378,557	15,674	\$2,265,032	\$5.98	24.15
206	Suburban Local	\$0	\$1,054,881	110,568	8,034	\$1,054,881	\$9.54	13.76
225	Suburban Local	\$0	\$2,909,087	393,716	21,096	\$2,909,087	\$7.39	18.66
228	Suburban Local	\$0	\$1,402,333	93,220	10,360	\$1,402,333	\$15.04	9.00
323	Suburban Local	\$0	\$793,947	60,920	6,153	\$793,947	\$13.03	9.90
324	Suburban Local	\$0	\$1,625,334	165,577	11,446	\$1,625,334	\$9.82	14.47
326	Suburban Local	\$0	\$402,079	61,292	2,764	\$402,079	\$6.56	22.17
327	Suburban Local	\$0	\$404,320	25,903	2,859	\$404,320	\$15.61	9.06
401	Suburban Local	\$0	\$609,133	50,093	3,995	\$609,133	\$12.16	12.54
402L	Suburban Local	\$0	\$1,622,694	98,861	11,718	\$1,622,694	\$16.41	8.44
403	Suburban Local	\$0	\$1,157,869	57,805	8,135	\$1,157,869	\$20.03	7.11
153/410/483	Suburban Local	\$0	\$980,019	38,611	6,881	\$980,019	\$25.38	5.61
DASH	Suburban Local	\$0	\$3,737,309	745,265	22,169	\$3,737,309	\$5.01	33.62
JUMP	Suburban Local	\$0	\$3,246,343	599,931	26,469	\$3,246,343	\$5.41	22.67
<b>Subtotal</b>	<b>Suburban</b>	<b>\$0</b>	<b>\$64,953,722</b>	<b>8,542,507</b>	<b>455,963</b>	<b>\$64,953,722</b>	<b>\$7.60</b>	<b>18.74</b>
<b>Standard Deviation</b>							<b>\$7.56</b>	<b>10.98</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$17.29</b>	<b>4.7</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$12.67</b>	<b>11.4</b>



**RTD Service Standards Analysis - 2016**  
**Sorted By Service Class and Route**

Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
104X	Regional	\$0	\$152,452	30,365	1,223	\$152,452	\$5.02	24.82
116X	Regional	\$0	\$473,464	40,941	2,287	\$473,464	\$11.56	17.90
120X	Regional	\$0	\$2,502,010	740,430	12,170	\$2,502,010	\$3.38	60.84
122X	Regional	\$0	\$2,385,207	571,200	7,548	\$2,385,207	\$4.18	75.68
145X	Regional	\$0	\$201,199	29,000	720	\$201,199	\$6.94	40.29
AA	Regional	\$0	\$2,604,470	153,183	11,012	\$2,604,470	\$17.00	13.91
AB	Regional	\$0	\$4,581,729	408,374	20,159	\$4,581,729	\$11.22	20.26
AT	Regional	\$0	\$3,527,337	503,984	13,106	\$3,527,337	\$7.00	38.46
BOLT	Regional	\$0	\$4,237,441	371,882	22,486	\$4,237,441	\$11.39	16.54
CV	Regional	\$0	\$1,887,137	124,955	6,651	\$1,887,137	\$15.10	18.79
EV	Regional	\$0	\$1,688,112	96,708	6,141	\$1,688,112	\$17.46	15.75
FF	Regional	\$0	\$18,760,875	4,257,181	92,928	\$18,760,875	\$4.41	45.81
GS	Regional	\$0	\$1,384,576	107,866	7,129	\$1,384,576	\$12.84	15.13
J	Regional	\$0	\$742,984	52,100	2,922	\$742,984	\$14.26	17.83
L	Regional	\$0	\$4,450,382	335,933	20,757	\$4,450,382	\$13.25	16.18
N	Regional	\$0	\$1,289,634	113,178	6,066	\$1,289,634	\$11.39	18.66
P	Regional	\$0	\$1,391,042	129,591	3,890	\$1,391,042	\$10.73	33.31
R	Regional	\$0	\$1,353,645	88,868	5,325	\$1,353,645	\$15.23	16.69
Y	Regional	\$0	\$225,152	29,288	1,706	\$225,152	\$7.69	17.17
<b>Subtotal</b>	<b>Regional</b>	<b>\$0</b>	<b>\$53,838,850</b>	<b>\$8,185,027</b>	<b>\$244,225</b>	<b>\$53,838,850</b>	<b>\$6.58</b>	<b>33.51</b>
<b>Standard Deviation</b>							<b>\$4.44</b>	<b>17.37</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$12.27</b>	<b>11.3</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$9.55</b>	<b>21.9</b>
Arapahoe	Call-n-Ride	\$0	\$234,000	10,326	3,673	\$234,000	\$22.66	2.81
Bellevue	Call-n-Ride	\$0	\$341,737	17,099	5,355	\$341,737	\$19.99	3.19
Brighton	Call-n-Ride	\$0	\$249,118	13,844	3,570	\$249,118	\$17.99	3.88
Broomfield	Call-n-Ride	\$0	\$326,108	14,131	6,167	\$326,108	\$23.08	2.29
Dry Creek	Call-n-Ride	\$0	\$233,453	13,613	3,634	\$233,453	\$17.15	3.75
Evergreen	Call-n-Ride	\$0	\$639,462	23,531	7,723	\$639,462	\$27.18	3.05
Federal Heights	Call-n-Ride	\$0	\$234,579	10,213	3,634	\$234,579	\$22.97	2.81
Golden	Call-n-Ride	\$0	\$707,816	64,934	11,052	\$707,816	\$10.90	5.88
Green Mountain	Call-n-Ride	\$0	\$591,047	28,277	9,180	\$591,047	\$20.90	3.08
Highlands Ranch	Call-n-Ride	\$0	\$209,430	7,701	3,315	\$209,430	\$27.20	2.32
Interlocken	Call-n-Ride	\$0	\$291,706	13,515	4,463	\$291,706	\$21.58	3.03
Jeffco	Call-n-Ride	\$0	\$836,613	33,072	13,048	\$836,613	\$25.30	2.53
Lone Tree	Call-n-Ride	\$0	\$234,333	8,111	3,697	\$234,333	\$28.89	2.19
Longmont	Call-n-Ride	\$0	\$629,321	33,183	11,182	\$629,321	\$18.97	2.97
Louisville	Call-n-Ride	\$0	\$291,688	12,321	4,463	\$291,688	\$23.67	2.76
Meridian	Call-n-Ride	\$0	\$358,755	37,323	6,018	\$358,755	\$9.61	6.20
North Inverness	Call-n-Ride	\$0	\$461,780	48,472	7,777	\$461,780	\$9.53	6.23
Orchard	Call-n-Ride	\$0	\$346,929	22,153	5,678	\$346,929	\$15.66	3.90
Parker	Call-n-Ride	\$0	\$217,774	9,940	3,443	\$217,774	\$21.91	2.89
South Inverness	Call-n-Ride	\$0	\$347,733	21,867	5,737	\$347,733	\$15.90	3.81
Superior	Call-n-Ride	\$0	\$70,169	3,706	1,431	\$70,169	\$18.93	2.59
Thornton	Call-n-Ride	\$0	\$480,784	17,853	7,395	\$480,784	\$26.93	2.41
<b>Subtotal</b>	<b>Call-n-Ride</b>	<b>\$0</b>	<b>\$8,334,336</b>	<b>465,185</b>	<b>131,635</b>	<b>\$8,334,336</b>	<b>\$17.92</b>	<b>3.53</b>
<b>Standard Deviation</b>							<b>\$5.57</b>	<b>1.2</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$25.05</b>	<b>2.0</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$21.65</b>	<b>2.7</b>



RTD Service Standards Analysis - 2016 Sorted By Service Class and Route								
Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
FMR	Free Metro Ride	\$0	\$546,568	557,005	9,102	\$546,568	\$0.98	61.19
MALL	Mall	\$0	\$12,273,962	11,783,047	63,110	\$12,273,962	\$1.04	186.71
A	Rail	\$0	\$44,784,924	4,137,809	22,466	\$44,784,924	\$10.82	184.18
B	Rail	\$0	\$1,990,911	179,596	1,263	\$1,990,911	\$11.09	142.16
C	Rail	\$0	\$22,583,713	1,451,824	18,711	\$22,583,713	\$15.56	77.59
D	Rail	\$0	\$48,421,264	5,792,303	57,035	\$48,421,264	\$8.36	101.56
E	Rail	\$0	\$37,846,394	4,873,037	40,842	\$37,846,394	\$7.77	119.31
F	Rail	\$0	\$23,635,055	3,134,029	20,484	\$23,635,055	\$7.54	153.00
H	Rail	\$0	\$40,828,082	4,879,828	40,025	\$40,828,082	\$8.37	121.92
W	Rail	\$0	\$32,752,975	4,454,061	53,897	\$32,752,975	\$7.35	82.64
<b>Subtotal</b>	<b>Rail</b>	<b>\$0</b>	<b>\$252,843,317</b>	<b>\$28,902,487</b>	<b>\$254,722</b>	<b>\$252,843,317</b>	<b>\$8.75</b>	<b>113.47</b>
<b>Standard Deviation</b>							<b>\$2.80</b>	<b>36.2</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$12.33</b>	<b>67.1</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$10.62</b>	<b>89.2</b>
Access-a-Ride	ADA	\$0	\$39,301,959	881,283	575,853	\$39,301,959	\$44.60	1.53
BroncoRide	Special Services	\$0	\$1,334,242	132,440	14,926	\$1,334,242	\$10.07	8.87
RockiesRide	Special Services	\$0	\$280,082	13,360	3,235	\$280,082	\$20.96	4.13
SeniorRide	Special Services	\$0	\$520,375	49,583	6,047	\$520,375	\$10.50	8.20
VanPool	Special Services	\$932,247	\$1,824,513	227,001	53,173	\$892,266.00	\$3.93	4.27
Focus Point	Special Services	\$0	\$52,196	2237	687	\$52,196.00	\$23.33	3.3
Shopper Special	Special Services	\$0	\$454,433	9,528	6,149	\$454,433.00	\$47.69	1.55
Littleton Shop	Special Services	\$0	\$69,566	8,373	1692	\$69,566.00	\$3.61	4.9
<b>Subtotal</b>	<b>Special Services</b>	<b>\$932,247</b>	<b>\$4,535,407</b>	<b>\$431,912</b>	<b>\$83,530</b>	<b>\$3,603,160</b>	<b>\$8.34</b>	<b>5.17</b>
<b>System Totals</b>	<b>System</b>	<b>\$932,247</b>	<b>\$652,177,277</b>	<b>\$100,251,547</b>	<b>\$3,244,064</b>	<b>\$651,245,030</b>	<b>\$6.50</b>	<b>30.90</b>