

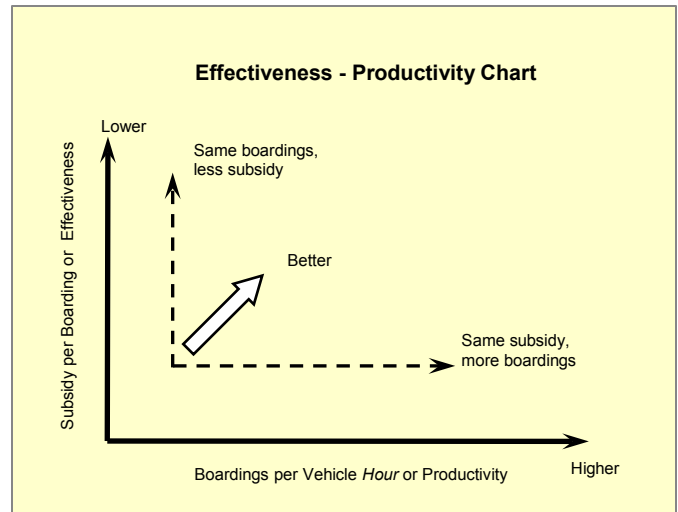
Service Performance 2014
Networked Family of Services

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 [Service 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 [Service 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 2014 Service Standards

Service Class	Subsidy Per Boarding			Boardings Per Hour		
	Average	10% Max	25% Max	Average	10% Min	25% Min
CBD Local	\$3.30	\$5.55	\$4.48	34.7	18.0	26.0
Urban Local	\$3.62	\$7.76	\$5.79	30.2	18.5	24.1
Suburban Local	\$6.78	\$12.32	\$9.68	18.3	6.8	12.2
Express	\$2.83	\$7.44	\$5.24	49.8	20.5	34.5
Regional	\$4.75	\$9.58	\$7.28	25.9	17.6	21.6
SkyRide	\$3.35	\$6.20	\$4.84	27.5	16.6	21.8
Call-n-Ride	\$16.93	\$33.08	\$25.38	4.5	1.6	3.0
Mall	\$0.96			199.2		
Rail	\$6.08	\$7.25	\$6.69	118.3	69.2	92.6
Access-a-Ride	\$57.30			1.2		
Vanpool	\$4.35			4.9		
System	\$4.44			33.3		
System 2013	\$4.28			33.0		

Notes on Routes Outside Their Acceptable Performance Domain

The following provides status as of November, 2015 listed in route number order.

Route 1 West 1st Ave – Current ridership meets the boardings per hour (productivity) standard and is slightly below the subsidy per boarding standard. This route will be monitored.

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 meets the boardings per hour standard and is a little below the subsidy per boarding standard.

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

Route 28 28th Ave – Current ridership meets the boardings per hour standard and is slightly below the subsidy per boarding standard. It was recombined with Route 26 August, 2015.

Route 32 32nd Ave/City Park – This route meets boardings per hour standard and is only slightly below the subsidy standard. Duplication with the Route 40 on Colorado Blvd will be 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 – Significant portions of this route are under development; performance will be monitored. This route is barely below standards. It is proposed to be restructured as part of the East Corridor implementation 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 will be replaced by the University Of Colorado A-Line Line rail service in April 2016.

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

Route 67 Ridge Rd – This route meets productivity standard, but not subsidy per boarding. Will be monitored.

Route 79Ltd – This route will be incorporated with Route 83L as 83D in 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 after 2016.

Route 104 West 104th Avenue – Vehicle hours were added to this service to effect on-time performance, resulting in a higher operation cost. Continue to monitor the ridership performance.

Route 104X Commerce City/Denver Express – This was a grant funded service which began operating in January 2013. A trip will be discontinued in January 2016 due to poor performance. Performance has improved some and it is only slightly below standards.

Route 116L Ken Caryl Limited – Implemented with the opening of the West Corridor in April 2013. Will be monitored.

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). Will be monitored.

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 2016.

Route 323 Skyline Crosstown – Restructured Longmont routes January 2013. Longmont Local routes became free fare in July 2014. 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 now meets the productivity standard. Continue to monitor.

Route 401 Ranches Crosstown – Discontinued midday weekday and weekend service west of Mineral Station and replaced with S Jeffco call-n-Ride January 2012. Currently meets the productivity standard.

Route 403 Lucent Blvd – Service realigned and retimed for January 2014 and performance has improved somewhat. Meets productivity standard.

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 will be combined with a portion of the Route 153 to form the new Route 483 Lincoln/Parker/Nine Mile with the opening of the R-Line rail service.

Route JUMP Boulder/Lafayette Via Arapahoe – This route easily meets the subsidy standard, but does not meet productivity standard. It will be monitored.

Route DD Boulder/Colorado Blvd – This route was discontinued in May, 2015.



Route R/RC Brighton/Denver —Service was added in January 2011 and ridership has increased modestly. Will need to evaluate service options with the opening of North Metro rail in 2018.

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

Route AA Wagon Road/DIA — Performance is just below subsidy/boarding, but meets boardings/hour standard. Considering potential restructuring with the North Metro Corridor service plan.

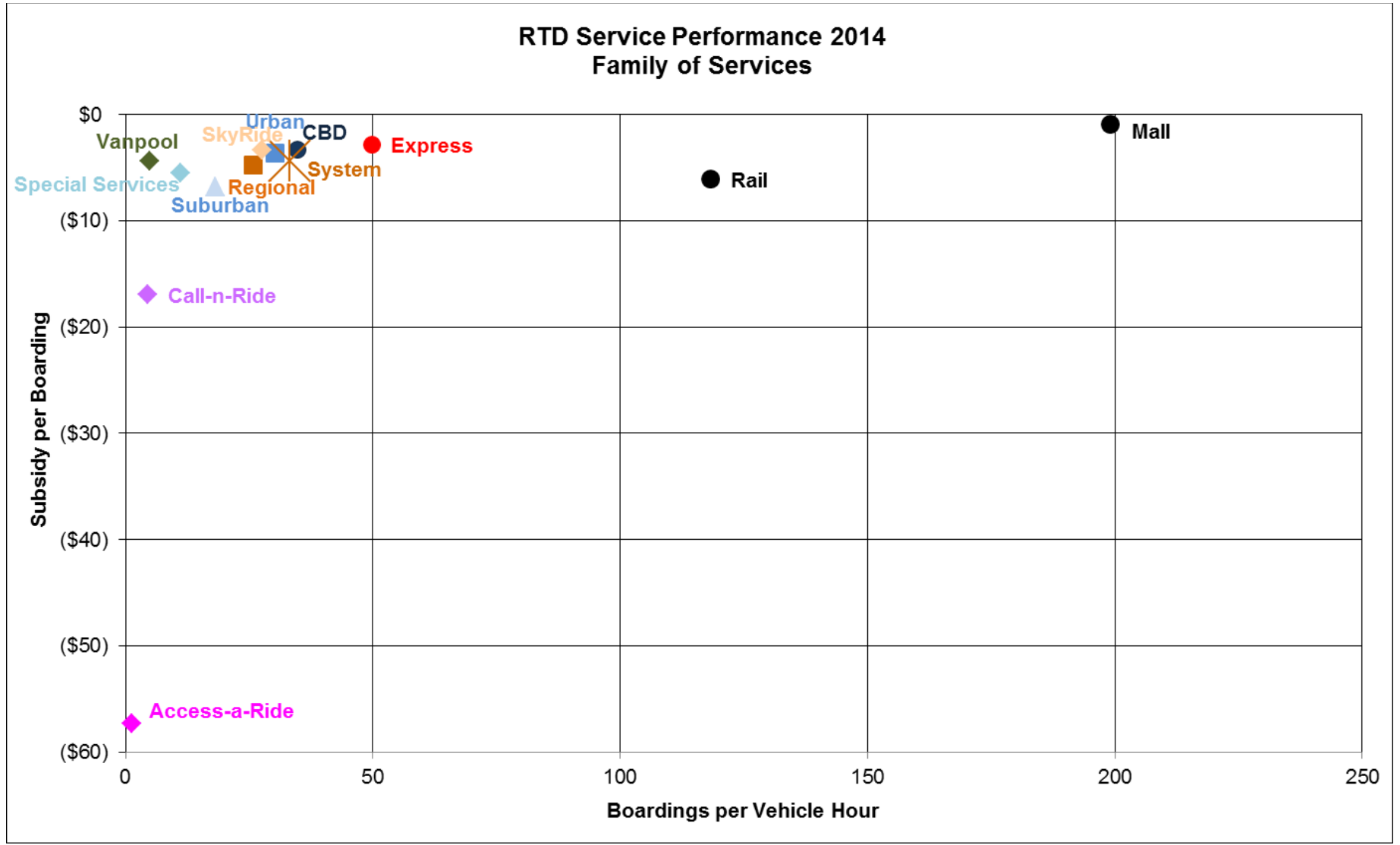
Belmar Call-n-Ride – In 2014 and 2015 service was reconfigured to discontinue the flex-route and serve Oak rail station. Ridership will be promoted and monitored.

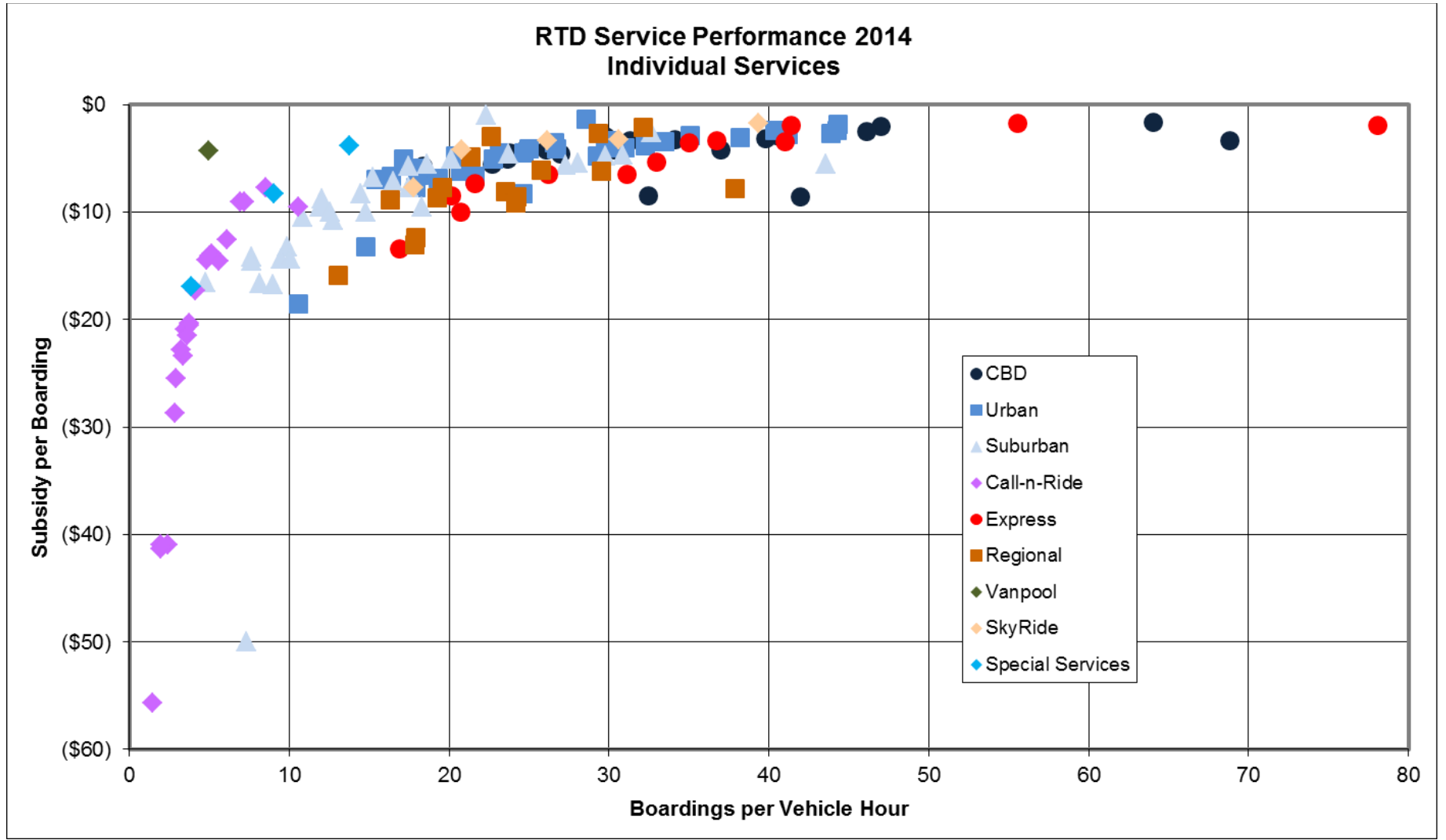
Evergreen Call-n-Ride – Ridership fell due to discontinuation of senior services. In 2015 a new shopping trip was established and there will be further promotion.

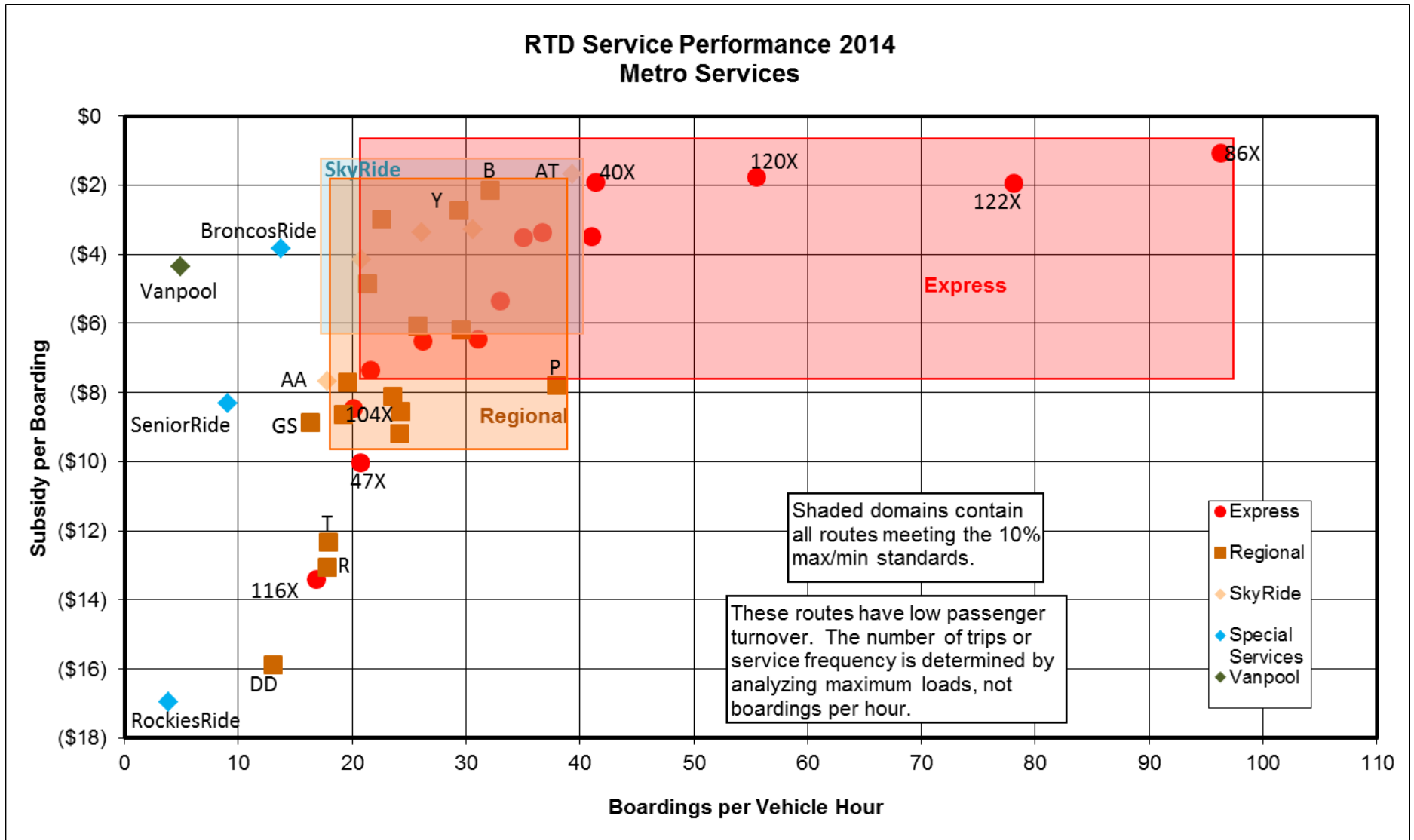
Highlands Ranch Call-n-Ride — It was proposed to discontinue service in 2009 and 2014; however, the RTD Board chose, according to policy, to retain it due to lack of alternatives and the high proportion of riders with disabilities. Reconfiguration and promotion in 2015 looks promising to improve performance.

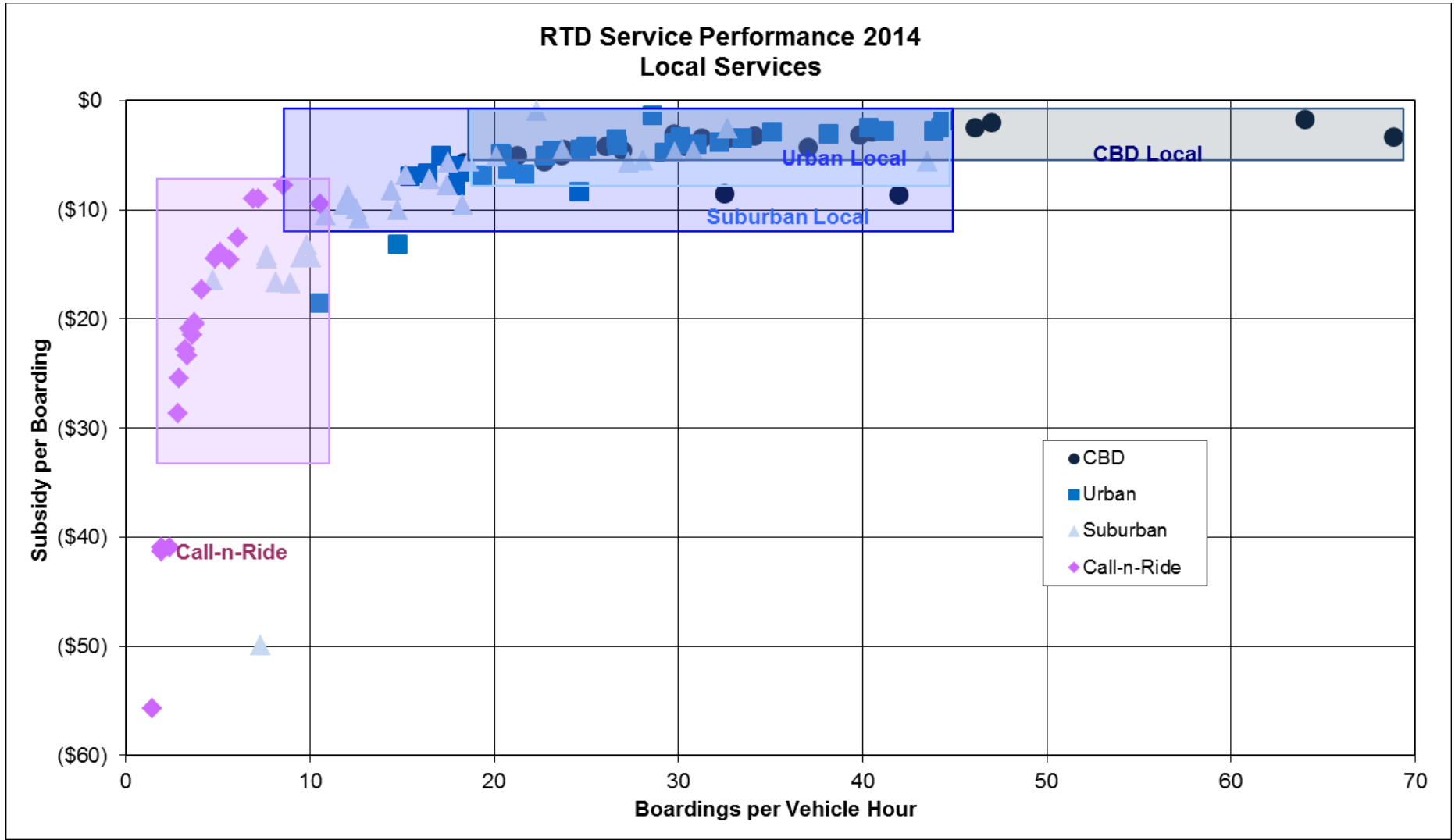
Parker Call-n-Ride – The 2014 ridership performance slipped significantly; however, reconfiguration and promotion in 2015 have brought it back up to meet minimum standards.

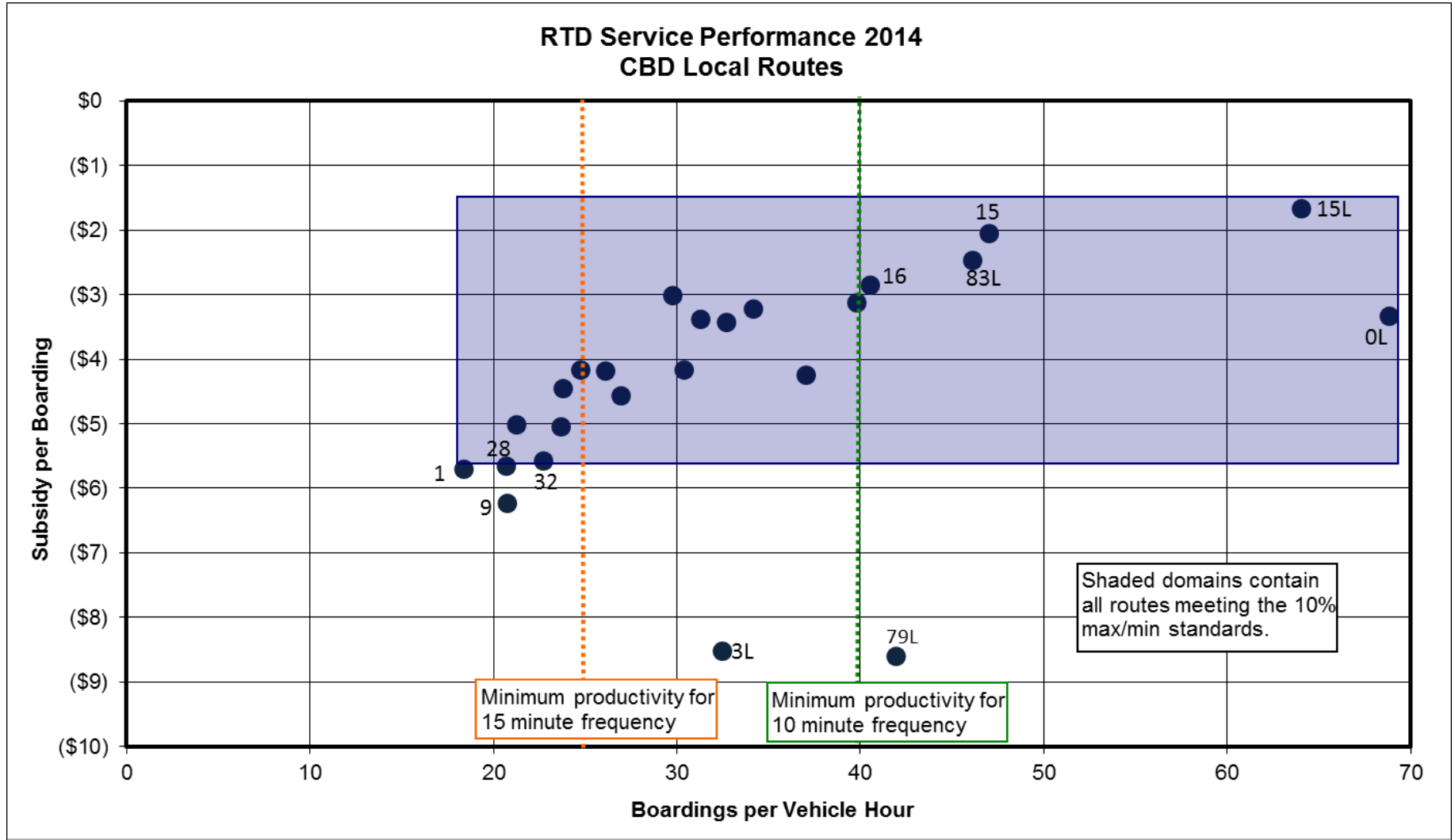
C-Line – This line only slightly misses the subsidy per boarding standard and easily meets the boardings per hour standard.

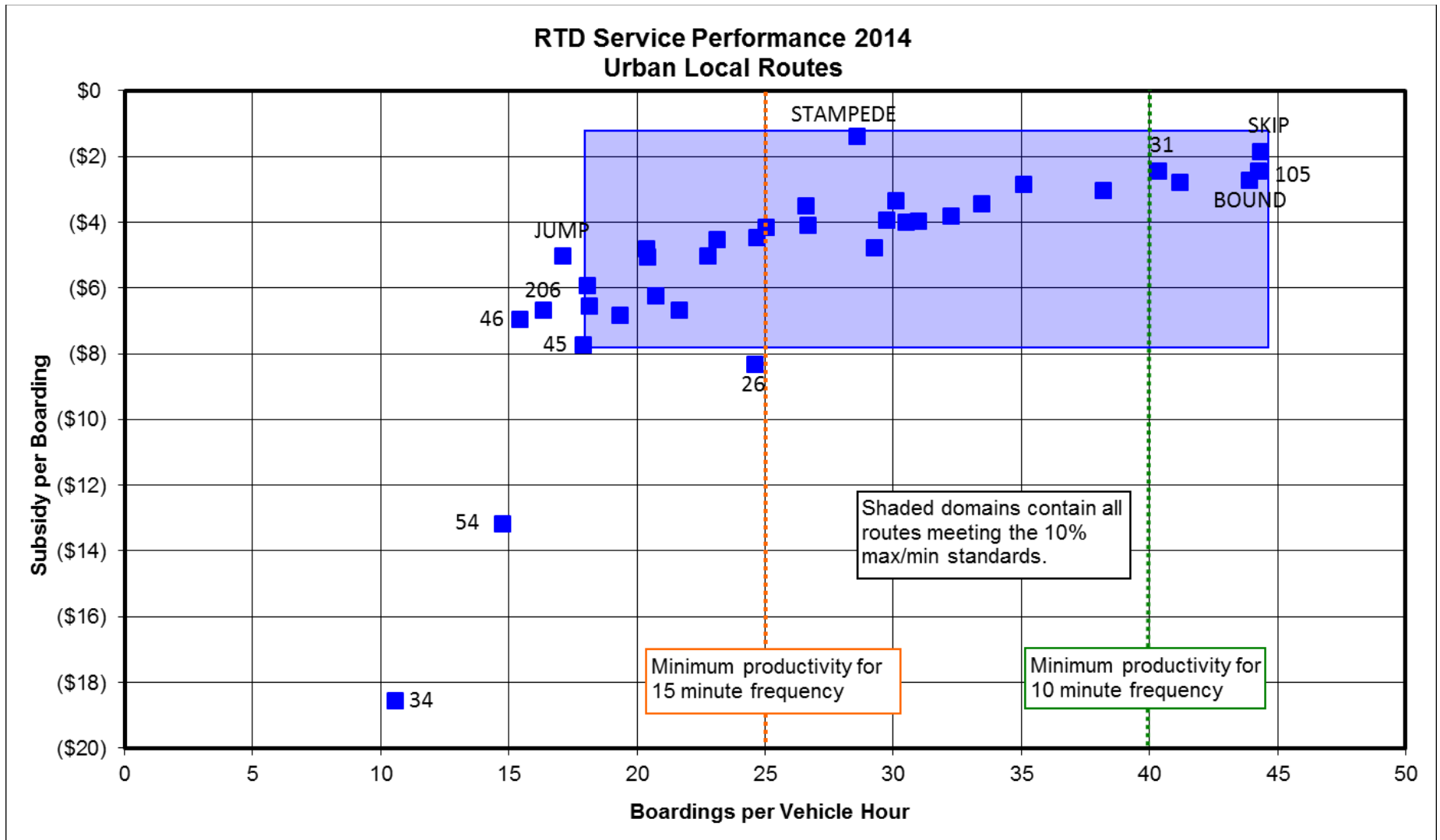


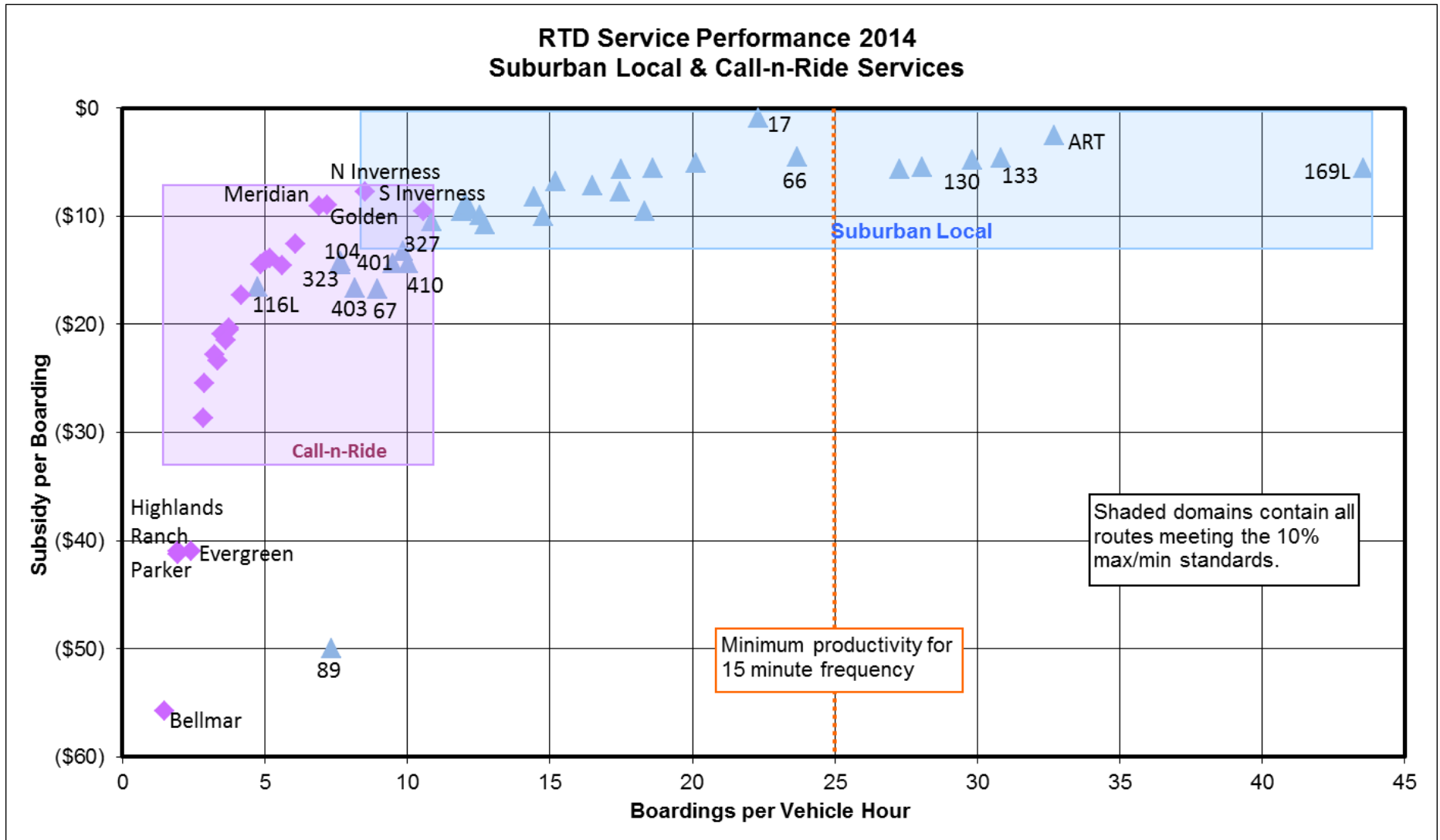


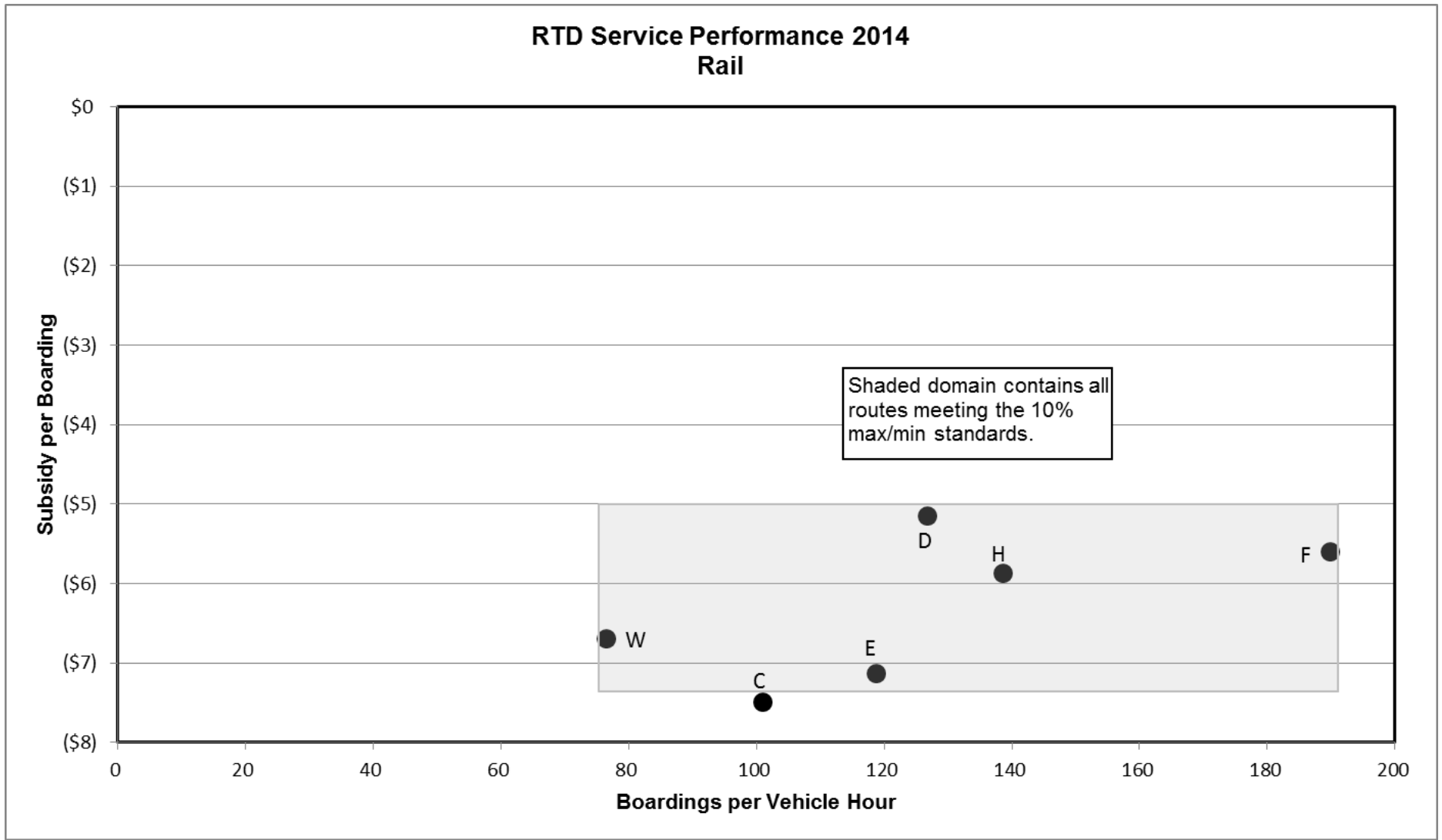














RTD Service Standards Analysis - 2014
Subsidy per Boarding and Boardings per Hour by Route

Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
00	CBD Local	\$2,389,474	\$10,094,488	2,390,737	70,014	\$7,705,014	\$3.22	34.1
0L	CBD Local	\$558,885	\$2,105,052	464,152	6,741	\$1,546,167	\$3.33	68.9
01	CBD Local	\$542,729	\$3,199,114	466,288	25,393	\$2,656,385	\$5.70	18.4
3L	CBD Local	\$139,870	\$1,078,404	110,049	3,387	\$938,534	\$8.53	32.5
06	CBD Local	\$1,320,577	\$4,875,970	1,177,508	39,521	\$3,555,393	\$3.02	29.8
08	CBD Local	\$354,605	\$2,018,561	331,233	15,584	\$1,663,956	\$5.02	21.3
09	CBD Local	\$276,164	\$1,961,616	270,568	13,043	\$1,685,451	\$6.23	20.7
10	CBD Local	\$1,107,803	\$5,004,344	936,146	37,778	\$3,896,541	\$4.16	24.8
15	CBD Local	\$3,084,641	\$9,094,302	2,934,907	62,440	\$6,009,660	\$2.05	47.0
15L	CBD Local	\$3,791,158	\$10,686,295	4,117,087	64,308	\$6,895,137	\$1.67	64.0
16	CBD Local	\$2,034,895	\$8,342,653	2,213,378	54,631	\$6,307,758	\$2.85	40.5
16L	CBD Local	\$1,009,066	\$3,277,681	723,857	18,176	\$2,268,614	\$3.13	39.8
20	CBD Local	\$1,089,533	\$4,992,843	932,774	35,739	\$3,903,310	\$4.18	26.1
28	CBD Local	\$640,156	\$3,889,330	574,534	27,731	\$3,249,175	\$5.66	20.7
29/36/36L	CBD Local	\$532,188	\$2,397,143	550,240	17,590	\$1,864,954	\$3.39	31.3
30	CBD Local	\$369,329	\$1,772,469	408,543	12,482	\$1,403,140	\$3.43	32.7
30L	CBD Local	\$118,234	\$683,208	132,892	3,590	\$564,975	\$4.25	37.0
32	CBD Local	\$468,589	\$2,649,049	390,775	17,208	\$2,180,460	\$5.58	22.7
38	CBD Local	\$999,812	\$5,294,335	1,031,566	33,955	\$4,294,524	\$4.16	30.4
44	CBD Local	\$1,177,973	\$6,720,896	1,096,851	46,352	\$5,542,923	\$5.05	23.7
48	CBD Local	\$595,719	\$3,381,066	610,274	22,616	\$2,785,347	\$4.56	27.0
52	CBD Local	\$730,870	\$4,122,040	761,471	31,988	\$3,391,170	\$4.45	23.8
79L	CBD Local	\$253,899	\$2,401,414	249,848	5,954	\$2,147,515	\$8.60	42.0
83L	CBD Local	\$1,189,272	\$3,765,418	1,042,274	22,607	\$2,576,146	\$2.47	46.1
Subtotal	CBD	\$24,775,442	\$103,807,691	23,917,952	688,826	\$79,032,249	\$3.30	34.7
Standard Deviation							\$1.75	13.0
Min/Max at 10% or better: Average ± 1.28 * Std Dev							\$5.55	18.0
Min/Max at 25% or better: Average ± .67 * Std Dev							\$4.48	26.0
03	Urban Local	\$1,075,878	\$4,935,922	1,123,831	33,598	\$3,860,044	\$3.43	33.4
11	Urban Local	\$988,303	\$4,542,247	1,010,631	37,986	\$3,553,944	\$3.52	26.6
12	Urban Local	\$1,263,447	\$6,059,485	1,171,988	43,916	\$4,796,038	\$4.09	26.7
14	Urban Local	\$281,087	\$1,321,034	265,028	8,908	\$1,039,948	\$3.92	29.8
21	Urban Local	\$1,670,560	\$6,245,709	1,502,582	39,356	\$4,575,149	\$3.04	38.2
24	Urban Local	\$634,367	\$2,901,700	470,479	23,084	\$2,267,333	\$4.82	20.4
26	Urban Local	\$181,441	\$1,620,778	414,056	7,023	\$1,439,336	\$3.48	59.0
27	Urban Local	\$417,231	\$3,130,172	172,689	22,836	\$2,712,941	\$15.71	7.6
31	Urban Local	\$2,017,793	\$7,136,962	2,100,525	52,060	\$5,119,169	\$2.44	40.3
34	Urban Local	\$6,993	\$146,924	7,537	714	\$139,930	\$18.57	10.6
35	Urban Local	\$182,515	\$1,317,217	166,258	8,600	\$1,134,702	\$6.82	19.3
40	Urban Local	\$1,319,218	\$5,661,501	1,518,116	43,279	\$4,342,283	\$2.86	35.1
43	Urban Local	\$1,340,876	\$7,000,387	1,421,759	45,888	\$5,659,511	\$3.98	31.0
45	Urban Local	\$179,723	\$1,584,481	181,794	10,156	\$1,404,758	\$7.73	17.9
46	Urban Local	\$267,557	\$1,890,696	233,776	15,141	\$1,623,140	\$6.94	15.4
50	Urban Local	\$206,566	\$1,751,531	230,959	10,674	\$1,544,965	\$6.69	21.6
51	Urban Local	\$932,344	\$4,846,958	944,077	37,733	\$3,914,615	\$4.15	25.0
54	Urban Local	\$11,106	\$189,972	13,565	919	\$178,866	\$13.19	14.8
65	Urban Local	\$547,721	\$3,290,153	575,523	19,652	\$2,742,432	\$4.77	29.3
73	Urban Local	\$549,999	\$2,913,134	520,888	22,513	\$2,363,135	\$4.54	23.1
76	Urban Local	\$1,061,330	\$4,808,045	1,119,527	37,169	\$3,746,714	\$3.35	30.1
105	Urban Local	\$1,687,875	\$5,959,439	1,752,157	39,583	\$4,271,564	\$2.44	44.3
121	Urban Local	\$1,336,631	\$5,050,207	1,330,204	32,285	\$3,713,576	\$2.79	41.2
153	Urban Local	\$1,290,622	\$6,270,362	1,304,359	40,439	\$4,979,740	\$3.82	32.3
204	Urban Local	\$447,815	\$2,009,220	308,036	15,088	\$1,561,406	\$5.07	20.4
205	Urban Local	\$435,896	\$2,203,136	352,231	15,460	\$1,767,240	\$5.02	22.8
206	Urban Local	\$189,001	\$1,232,666	156,517	9,564	\$1,043,664	\$6.67	16.4
208	Urban Local	\$194,447	\$932,066	165,616	6,714	\$737,618	\$4.45	24.7
209	Urban Local	\$213,304	\$947,011	117,519	5,668	\$733,706	\$6.24	20.7
225	Urban Local	\$503,871	\$2,668,466	364,317	20,190	\$2,164,595	\$5.94	18.0
BOND	Urban Local	\$650,176	\$2,129,365	543,818	12,391	\$1,479,189	\$2.72	43.9
DASH	Urban Local	\$999,150	\$3,621,139	656,424	21,533	\$2,621,989	\$3.99	30.5
JUMP	Urban Local	\$680,714	\$2,987,408	459,010	26,805	\$2,306,694	\$5.03	17.1
SKIP	Urban Local	\$2,210,858	\$5,102,866	1,556,270	35,091	\$2,892,008	\$1.86	44.3
STMP	Urban Local	\$627,107	\$1,017,137	282,836	9,895	\$390,031	\$1.38	28.6



RTD Service Standards Analysis - 2014								
Subsidy per Boarding and Boardings per Hour by Route								
Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
Subtotal	Urban	\$26,603,520	\$115,425,495	24,514,902	811,911	\$88,821,975	\$3.62	30.2
Standard Deviation							\$3.23	9.1
Min/Max at 10% or better: Average ± 1.28 * Std Dev							\$7.76	18.5
Min/Max at 25% or better: Average ± .67 * Std Dev							\$5.79	24.1
17	Suburban Local	\$86,135	\$146,507	61,478	2,754	\$60,372	\$0.98	22.3
59	Suburban Local	\$136,891	\$1,096,741	116,167	8,036	\$959,850	\$8.26	14.5
66	Suburban Local	\$596,398	\$3,041,321	533,780	22,525	\$2,444,923	\$4.58	23.7
67	Suburban Local	\$46,783	\$734,340	41,102	4,583	\$687,557	\$16.73	9.0
72	Suburban Local	\$288,870	\$1,915,875	284,597	16,270	\$1,627,005	\$5.72	17.5
77	Suburban Local	\$38,629	\$406,246	36,674	2,483	\$367,616	\$10.02	14.8
80	Suburban Local	\$48,286	\$355,716	45,317	2,979	\$307,430	\$6.78	15.2
88	Suburban Local	\$477,236	\$3,125,973	474,425	25,467	\$2,648,736	\$5.58	18.6
89	Suburban Local	\$18,863	\$1,031,913	20,284	2,770	\$1,013,050	\$49.94	7.3
92	Suburban Local	\$408,875	\$2,416,535	393,839	19,561	\$2,007,660	\$5.10	20.1
100	Suburban Local	\$369,537	\$3,629,461	340,720	28,672	\$3,259,925	\$9.57	11.9
104	Suburban Local	\$27,174	\$373,239	24,343	3,183	\$346,065	\$14.22	7.6
112	Suburban Local	\$82,735	\$992,676	84,628	6,652	\$909,942	\$10.75	12.7
116L	Suburban Local	\$8,487	\$106,141	5,912	1,246	\$97,654	\$16.52	4.7
120	Suburban Local	\$178,916	\$1,476,433	138,799	11,392	\$1,297,517	\$9.35	12.2
128	Suburban Local	\$103,073	\$804,783	97,564	5,916	\$701,710	\$7.19	16.5
130	Suburban Local	\$553,226	\$3,024,038	515,749	17,302	\$2,470,811	\$4.79	29.8
131	Suburban Local	\$72,667	\$696,098	65,375	3,570	\$623,431	\$9.54	18.3
133	Suburban Local	\$554,375	\$2,919,106	507,731	16,463	\$2,364,731	\$4.66	30.8
135	Suburban Local	\$264,214	\$1,716,241	265,044	9,444	\$1,452,026	\$5.48	28.1
139	Suburban Local	\$312,672	\$1,637,934	234,819	8,605	\$1,325,262	\$5.64	27.3
169L	Suburban Local	\$231,026	\$1,282,211	188,220	4,321	\$1,051,185	\$5.58	43.6
228	Suburban Local	\$130,122	\$1,305,444	112,241	10,335	\$1,175,322	\$10.47	10.9
323	Suburban Local	\$44,222	\$782,469	50,823	6,644	\$738,248	\$14.53	7.6
324	Suburban Local	\$107,427	\$1,097,850	113,071	9,378	\$990,423	\$8.76	12.1
326	Suburban Local	\$42,385	\$392,606	45,252	2,591	\$350,221	\$7.74	17.5
327	Suburban Local	\$25,452	\$397,366	28,108	2,850	\$371,915	\$13.23	9.9
401	Suburban Local	\$73,033	\$1,019,716	65,725	6,918	\$946,683	\$14.40	9.5
402L	Suburban Local	\$146,441	\$1,596,204	145,371	11,599	\$1,449,763	\$9.97	12.5
403	Suburban Local	\$76,494	\$1,230,718	69,212	8,495	\$1,154,224	\$16.68	8.1
410	Suburban Local	\$24,997	\$329,951	21,169	2,107	\$304,954	\$14.41	10.0
ART	Suburban Local	\$0	\$442,599	173,338	5,304	\$442,599	\$2.55	32.7
Subtotal	Suburban	\$5,575,639	\$41,524,451	5,300,877	290,416	\$35,948,812	\$6.78	18.3
Standard Deviation							\$4.33	9.0
Min/Max at 10% or better: Average ± 1.28 * Std Dev							\$12.32	6.8
Min/Max at 25% or better: Average ± .67 * Std Dev							\$9.68	12.2
31X	Express	\$63,932	\$223,679	24,566	938	\$159,747	\$6.50	26.2
40X	Express	\$164,301	\$287,628	63,928	1,546	\$123,327	\$1.93	41.4
47X	Express	\$149,689	\$725,389	57,403	2,768	\$575,700	\$10.03	20.7
55X	Express	\$187,652	\$437,612	71,821	1,751	\$249,961	\$3.48	41.0
72X	Express	\$320,326	\$952,101	118,351	3,589	\$631,775	\$5.34	33.0
80X	Express	\$40,387	\$167,509	17,255	798	\$127,122	\$7.37	21.6
86X	Express	\$866,794	\$1,215,981	325,539	3,382	\$349,186	\$1.07	96.3
87X	Express	\$78,166	\$205,192	37,626	1,024	\$127,026	\$3.38	36.7
100X	Express	\$201,454	\$713,145	79,171	2,546	\$511,690	\$6.46	31.1
104X	Express	\$58,059	\$263,734	24,333	1,209	\$205,675	\$8.45	20.1
116X	Express	\$101,438	\$621,290	38,773	2,298	\$519,853	\$13.41	16.9
120X	Express	\$1,818,419	\$3,081,853	712,673	12,832	\$1,263,435	\$1.77	55.5
122X	Express	\$1,248,107	\$2,148,250	462,947	5,930	\$900,143	\$1.94	78.1
145X	Express	\$51,285	\$139,353	25,124	718	\$88,069	\$3.51	35.0
Subtotal	Express	\$5,350,007	\$11,182,717	2,059,510	41,328	\$5,832,709	\$2.83	49.8
Standard Deviation							\$3.60	23.0
Min/Max at 10% or better: Average ± 1.28 * Std Dev							\$7.44	20.5
Min/Max at 25% or better: Average ± .67 * Std Dev							\$5.24	34.5



RTD Service Standards Analysis - 2014
Subsidy per Boarding and Boardings per Hour by Route

Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
B/BV	Regional	\$5,849,765	\$9,631,004	1,763,509	54,851	\$3,781,239	\$2.14	32.2
BOLT	Regional	\$2,031,581	\$3,527,834	499,230	22,077	\$1,496,253	\$3.00	22.6
CV	Regional	\$597,601	\$1,995,169	163,271	6,736	\$1,397,568	\$8.56	24.2
DD	Regional	\$65,405	\$395,389	20,773	1,594	\$329,984	\$15.89	13.0
DM	Regional	\$290,652	\$1,066,218	95,503	4,058	\$775,566	\$8.12	23.5
EV	Regional	\$521,585	\$1,872,246	147,050	6,091	\$1,350,661	\$9.19	24.1
GS	Regional	\$300,048	\$1,330,883	116,346	7,136	\$1,030,836	\$8.86	16.3
HX	Regional	\$434,521	\$1,325,343	143,990	4,873	\$890,822	\$6.19	29.5
J	Regional	\$259,220	\$767,137	65,903	3,366	\$507,917	\$7.71	19.6
L	Regional	\$857,113	\$3,630,403	320,586	16,659	\$2,773,290	\$8.65	19.2
N	Regional	\$392,184	\$1,055,507	136,331	6,384	\$663,324	\$4.87	21.4
P	Regional	\$419,604	\$1,541,433	143,833	3,794	\$1,121,829	\$7.80	37.9
R	Regional	\$255,993	\$1,497,902	95,174	5,336	\$1,241,909	\$13.05	17.8
S	Regional	\$162,293	\$527,930	60,111	2,335	\$365,637	\$6.08	25.7
T	Regional	\$106,744	\$609,455	40,755	2,273	\$502,711	\$12.33	17.9
Y	Regional	\$120,700	\$257,419	50,255	1,713	\$136,719	\$2.72	29.3
YL	Regional	\$143	\$1,628	64	4	\$1,485	\$23.21	16.0
Subtotal	Regional	\$12,665,008	\$31,031,273	3,862,620	149,276	\$18,366,265	\$4.75	25.9
Standard Deviation							\$3.77	6.4
Min/Max at 10% or better: Average ± 1.28 * Std Dev							\$9.58	17.6
Min/Max at 25% or better: Average ± .67 * Std Dev							\$7.28	21.6
AA	skyRide	\$690,220	\$2,141,706	189,047	10,633	\$1,451,486	\$7.68	17.8
AB	skyRide	\$1,955,942	\$3,607,266	396,335	19,048	\$1,651,324	\$4.17	20.8
AF	skyRide	\$2,047,499	\$3,595,275	458,045	17,540	\$1,547,776	\$3.38	26.1
AS	skyRide	\$2,452,394	\$4,257,599	550,697	17,999	\$1,805,205	\$3.28	30.6
AT	skyRide	\$2,999,153	\$4,136,820	670,818	17,045	\$1,137,667	\$1.70	39.4
Subtotal	SkyRide	\$10,145,208	\$17,738,666	2,264,942	82,264	\$7,593,458	\$3.35	27.5
Standard Deviation							\$2.22	8.5
Min/Max at 10% or better: Average ± 1.28 * Std Dev							\$6.20	16.6
Min/Max at 25% or better: Average ± .67 * Std Dev							\$4.84	21.8
BroncoRide	Special Services	\$590,797	\$1,299,486	184,395	13,366	\$708,689	\$3.84	13.8
RockiesRide	Special Services	\$67,399	\$279,863	12,527	3,209	\$212,464	\$16.96	3.9
SeniorRide	Special Services	\$74,648	\$589,518	61,992	6,861	\$514,871	\$8.31	9.0
Subtotal	Special Services	\$732,843	\$2,168,867	258,914	23,436	\$1,436,024	\$5.55	11.0
Arapahoe	call-n-Ride	\$18,511	\$285,707	13,134	3,509	\$267,196	\$20.34	3.7
Bellevue	call-n-Ride	\$37,454	\$434,209	19,332	5,166	\$396,756	\$20.52	3.7
Belmar	call-n-Ride	\$13,152	\$451,869	7,873	5,374	\$438,717	\$55.72	1.5
Brighton	call-n-Ride	\$21,881	\$286,400	21,059	3,460	\$264,518	\$12.56	6.1
Broomfield	call-n-Ride	\$34,861	\$289,030	18,273	3,540	\$254,169	\$13.91	5.2
Dry Creek	call-n-Ride	\$29,109	\$284,852	12,224	3,504	\$255,743	\$20.92	3.5
Evergreen	call-n-Ride	\$17,114	\$747,927	17,828	7,405	\$730,813	\$40.99	2.4
Federal Heights	call-n-Ride	\$19,821	\$293,865	11,717	3,506	\$274,044	\$23.39	3.3
Golden	call-n-Ride	\$144,137	\$799,589	72,477	10,487	\$655,451	\$9.04	6.9
Green Mountain	call-n-Ride	\$72,558	\$778,440	32,843	9,048	\$705,882	\$21.49	3.6
Highlands Ranch	call-n-Ride	\$6,112	\$259,867	6,190	3,157	\$253,755	\$40.99	2.0
Interlocken	call-n-Ride	\$32,316	\$342,630	17,916	4,311	\$310,315	\$17.32	4.2
Jeffco	call-n-Ride	\$71,753	\$1,026,830	37,491	12,943	\$955,077	\$25.47	2.9
Lone Tree	call-n-Ride	\$35,295	\$287,878	17,410	3,581	\$252,584	\$14.51	4.9
Longmont	call-n-Ride	\$52,975	\$749,872	47,872	8,511	\$696,898	\$14.56	5.6
Louisville	call-n-Ride	\$26,944	\$345,398	13,961	4,294	\$318,454	\$22.81	3.3
Meridian	call-n-Ride	\$104,441	\$443,729	37,558	5,220	\$339,289	\$9.03	7.2
North Inverness	call-n-Ride	\$128,799	\$595,007	60,049	7,043	\$466,209	\$7.76	8.5
Orchard	call-n-Ride	\$65,277	\$433,392	26,053	5,161	\$368,115	\$14.13	5.0
Parker	call-n-Ride	\$12,309	\$271,735	6,281	3,211	\$259,425	\$41.30	2.0
South Inverness	call-n-Ride	\$54,019	\$400,553	36,423	3,452	\$346,534	\$9.51	10.6
Thornton	call-n-Ride	\$30,120	\$594,705	19,675	6,957	\$564,585	\$28.70	2.8



RTD Service Standards Analysis - 2014								
Subsidy per Boarding and Boardings per Hour by Route								
Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
Subtotal	Call-n-Ride	\$1,028,958	\$10,403,485	553,639	122,840	\$9,374,527	\$16.93	4.5
Standard Deviation							\$12.61	2.3
Min/Max at 10% or better: Average ± 1.28 * Std Dev							\$33.08	1.6
Min/Max at 25% or better: Average ± .67 * Std Dev							\$25.38	3.0
FMR	Free Metro Ride	\$0	\$865,337	383,541	4,446	\$865,337	\$2.26	86.3
MALL	Mall	\$0	\$13,042,305	13,529,498	67,930	\$13,042,305	\$0.96	199.2
C	LRT	\$1,421,280	\$10,686,040	1,235,896	12,231	\$9,264,759	\$7.50	101.0
D	LRT	\$8,600,824	\$45,087,167	7,075,784	55,833	\$36,486,343	\$5.16	126.7
E	LRT	\$5,730,564	\$37,902,539	4,512,255	37,990	\$32,171,975	\$7.13	118.8
F	LRT	\$3,858,674	\$23,656,896	3,530,607	18,602	\$19,798,222	\$5.61	189.8
H	LRT	\$7,112,198	\$39,759,664	5,556,405	40,078	\$32,647,466	\$5.88	138.6
W	LRT	\$5,298,006	\$35,102,772	4,452,106	58,127	\$29,804,765	\$6.69	76.6
Subtotal	Rail	\$32,021,547	\$192,195,077	26,363,053	222,860	\$160,173,530	\$6.08	118.3
Standard Deviation							\$0.92	38.3
Min/Max at 10% or better: Average ± 1.28 * Std Dev							\$7.25	69.2
Min/Max at 25% or better: Average ± .67 * Std Dev							\$6.69	92.6
Access-a-Ride	ADA	\$1,703,196	\$40,974,967	685,431	568,859	\$39,271,771	\$57.30	1.2
VanPool	Vanpool	\$547,313	\$1,407,969	197,783	40,058	\$860,656	\$4.35	4.9
SHOP	Shopper Special	\$0	\$457,353	41,064	4,692	\$457,353	\$11.14	8.8
System Totals	System	\$121,148,825	\$582,227,280	103,933,790	3,119,147	\$461,078,455	\$4.44	33.3

Discontinued routes not included in performance analysis.