

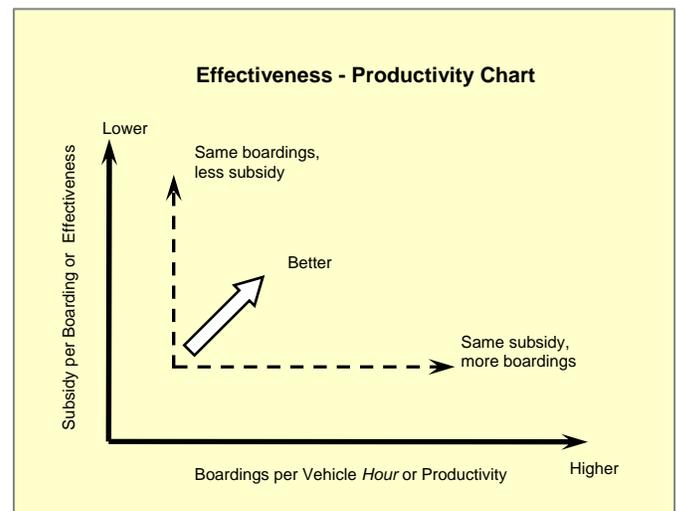
**Service Performance 2012**  
Networked Family of Services

**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 or system 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 minimum performance requirements for that service class. 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 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, & 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. Individual accounting line items are assigned to the most relevant variable by the model.
- **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% 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 2012 Service Standards**

Service Class	Subsidy Per Boarding			Boardings Per Hour		
	Average	10% Max	25% Max	Average	10% Min	25% Min
CBD Local	\$2.88	\$5.31	\$4.15	34.6	19.1	26.5
Urban Local	\$3.27	\$8.21	\$5.86	29.5	16.6	22.7
Suburban Local	\$6.61	\$11.76	\$9.30	17.7	7.9	12.6
Express	\$3.11	\$7.06	\$5.18	47.8	19.7	33.1
Regional	\$5.22	\$10.95	\$8.22	24.8	16.0	20.2
skyRide	\$4.00	\$6.20	\$5.15	23.5	15.7	19.4
call-n-Ride	\$15.88	\$26.09	\$21.22	4.4	2.0	3.1
Mall	\$0.84			178.9		
LRT	\$3.59	\$5.17	\$4.42	131.7	93.3	111.6
access-a-Ride	\$49.80			1.5		
Vanpool	\$1.47			3.7		
System	\$3.62			31.7		
System 2011	\$3.31			31.7		

**Notes on Routes Outside Their Acceptable Performance Domain**

The following routes were discontinued or merged January 2012 due to budget needs for “right-sizing” RTD services and based on their performance: #2 East 1<sup>st</sup> Ave, #4 Morrison Rd, #44Ltd 44<sup>th</sup> Ave, #48X Green Valley Ranch merged with #47X, #58X West 58<sup>th</sup>, Route #60 South Pierce converted into South Jeffco CnR, Route #63X Lockheed/Waterton converted into South Jeffco CnR, #79 East Florida Ave replaced by 79/83Ltd, #93X, #121 Peoria Ltd merged into #121, #203 Boulder/Lafayette Via Baseline merged with #225, #301 & #302 & #303 converted into Longmont CnR, Superior CnR.

The following provides status as of January 2014, 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.

Route 6X Federal Center Station/I-25&Broadway – Discontinued April 2013 with the West Corridor restructuring.

Route 9 West 10<sup>th</sup> Ave – Restructured April 2013 with the West Corridor restructuring.

Route 31X North Federal – This route will continue to be monitored.

Route 32 West 32<sup>nd</sup> Ave/City Park — This route dipped below the subsidy standard for the second time in 2011. January 2012 service east of downtown was discontinued on weekends and midday frequency reduced; discontinued night service west of downtown. It currently meets the boardings standard.

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.

Route 45 Montbello/Green Valley Ranch – Significant portions of this route are under development; performance 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 route is only marginally below standards. It will be replaced by the Airport Line in 2016.

Route 48 East 48<sup>th</sup> Ave/Commerce City – While the Route 48 serves the Central Business District, a significant portion of the route serves a lower density industrial area that includes RTD District Shops and Platte Division.

Route 54 Montbello Industrial Park — Discontinued off-peak service January 2012 and service reduced further for January 2014.

Route 79Ltd – This route was newly reinstated and it appears that it will meet standards in 2013.

Route 80X West 80<sup>th</sup> – This route will continue to be monitored.

Route 100X South Kipling - Restructured April 2013 with the West Corridor restructuring.

Route 116X South Simms – Restructured April 2013 with the West Corridor restructuring.

Route 145X Brighton/DIA Express – This is a policy route that just barely misses standards.



Route 209 CU/Table Mesa PnR – Route restructured with August 2013 service change.

Route 323 Skyline Crosstown — Restructured Longmont routes January 2013.

Route 324 – Main St Crosstown - Restructured Longmont routes January 2013.

Route 326 Northside Loop Clockwise — Restructured Longmont routes January 2013.

Route 327 Northside Loop Counterclockwise — Restructured Longmont routes January 2013.

Route 401 Ranches Crosstown — Discontinued midday weekday and weekend service west of Mineral Station and replaced with S Jeffco call-n-Ride January 2012. This route currently meets the boardings standard. Service reduced in January 2014.

Route 403 Lucent Blvd — Service realigned for January 2014.

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. Will be monitored for response.

Route DD Boulder/Colorado Blvd —Due to declining ridership from the University Hospital move to Anshutz-Fitzsimons Medical Center, service has been steadily reduced for several years; it will eventually be discontinued and fully replaced by the Route DM Boulder/Anshutz-Fitzsimons.

Route J Longmont/East Boulder – Current ridership meets the minimum standard, though subsidy level falls short of the standard. This route will be continue to be monitored and is under consideration in the NAMS study.

Route R/RC Brighton/Denver — Additional service was added in January 2011 to attract additional riders. This route will be monitored for its performance.

Route T Boulder/Greenwood Plaza — This route was discontinued November 2006 with the opening of the Southeast Corridor. Responding to customer complaints, the RTD Board reinstated the route in March 2007. This route will be revisited when Union Station construction provides the needed bus-rail connections.

Route AA Wagon Road/DIA — Performance is just slightly below subsidy/boarding, but meets boarding/hour standard. Will be monitored.

Route YL Lyons/Longmont - Discontinued this grant funded service January 2014.

Belleview Call-n-Ride – This is a new grant funded Call-n-Ride and is being monitored. Changed the flex route portion to on-demand January 2014.

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

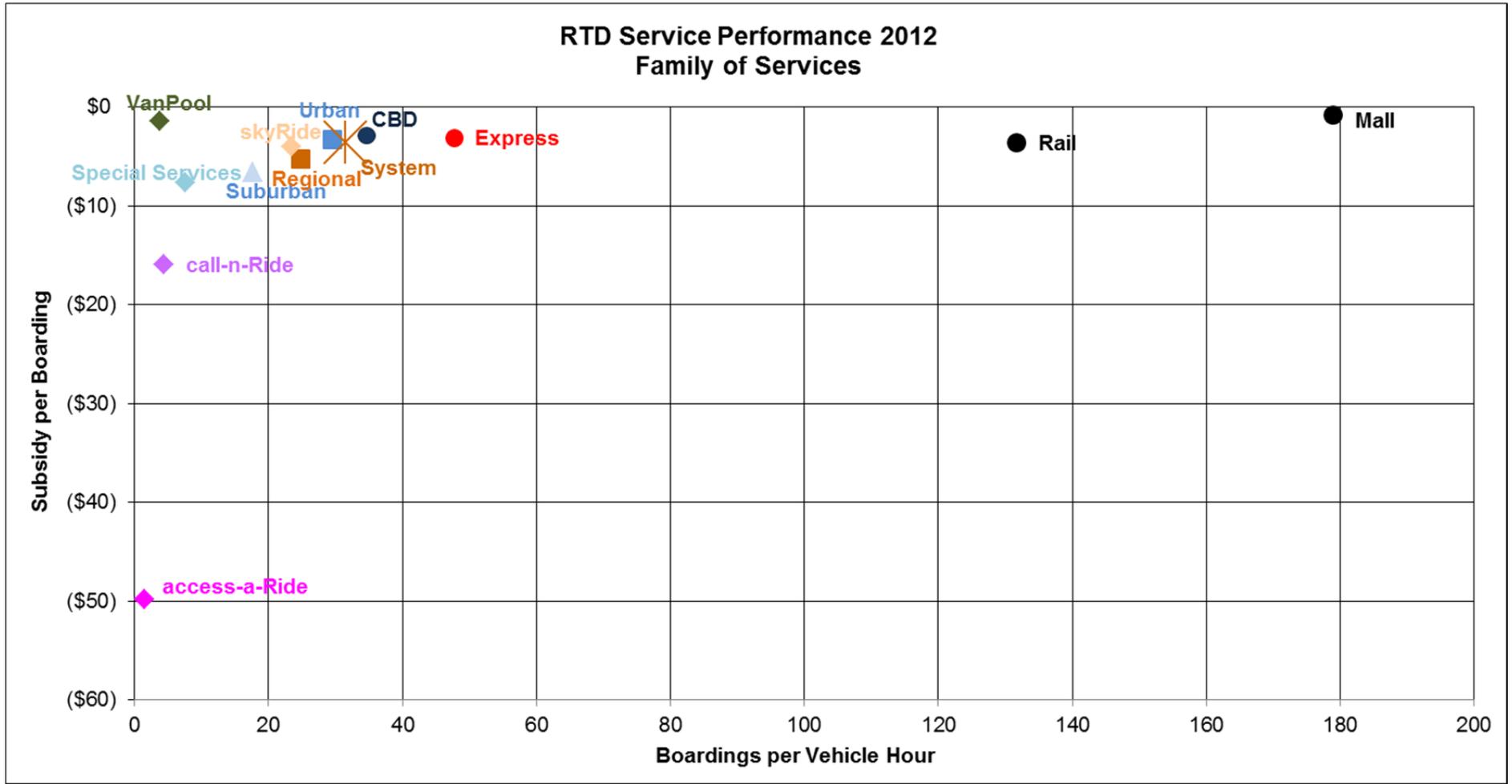
Federal Heights Call-n-Ride - This is a new grant funded Call-n-Ride and is being monitored.

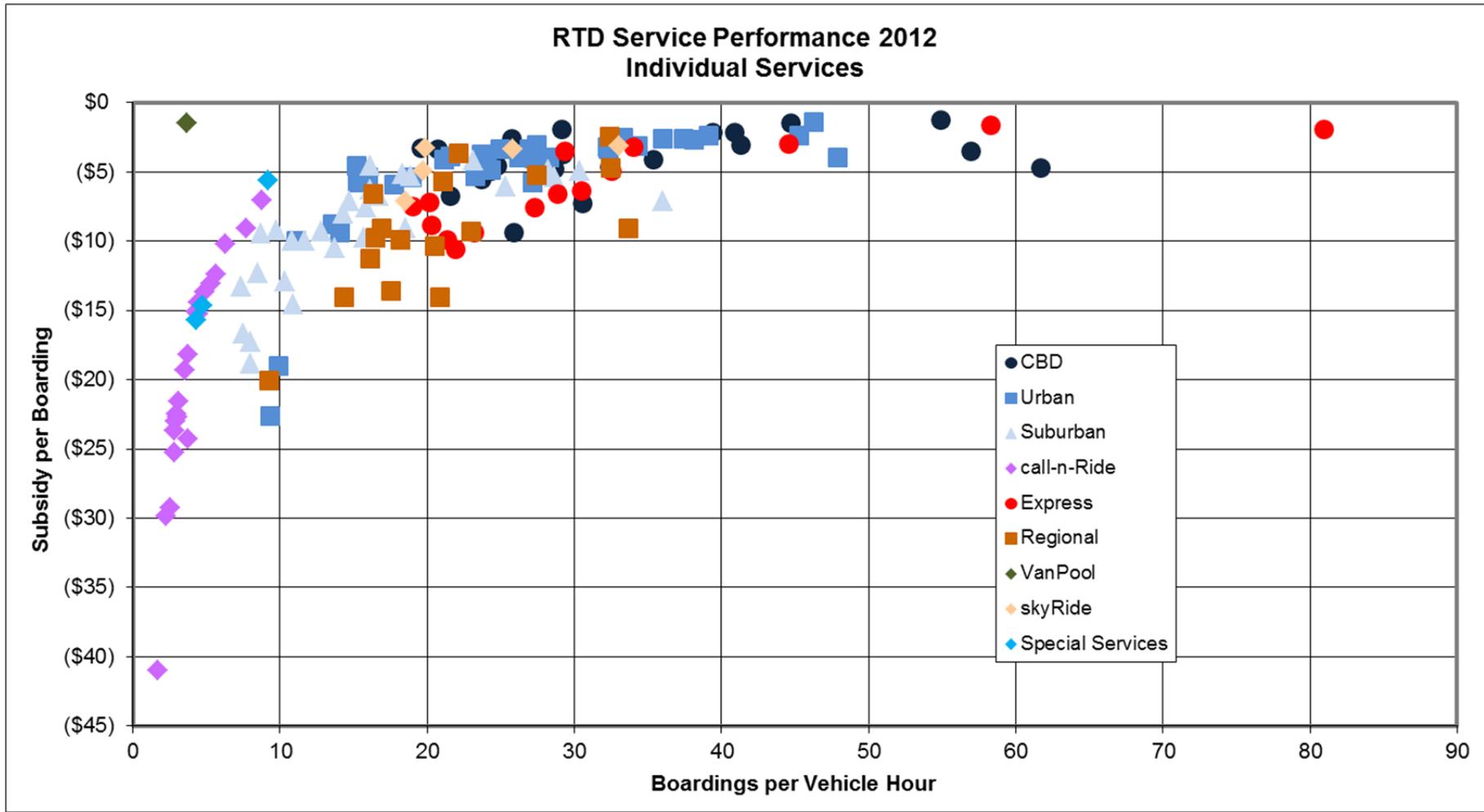
C-Line Rail — This line is only slightly below standards.

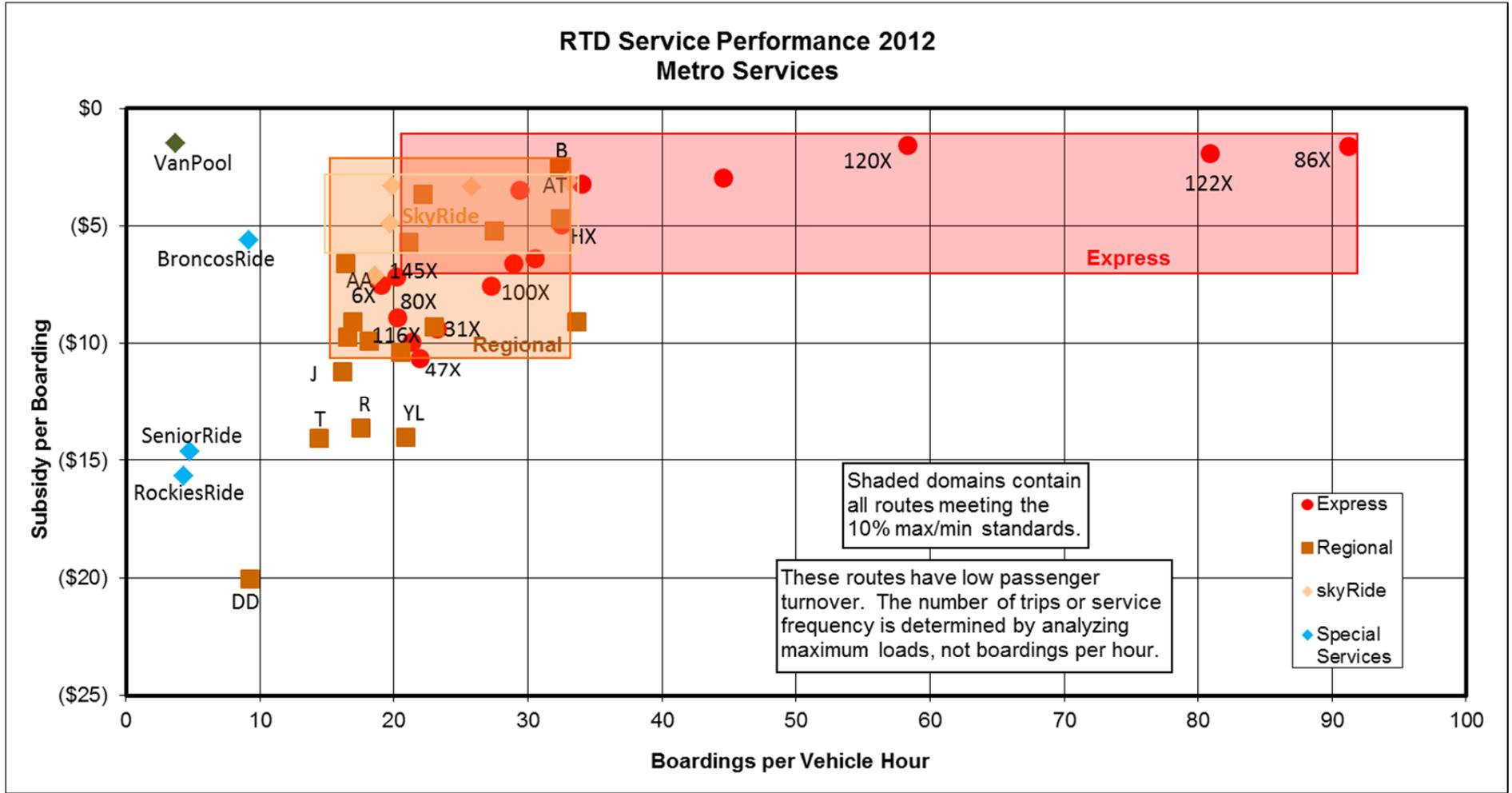


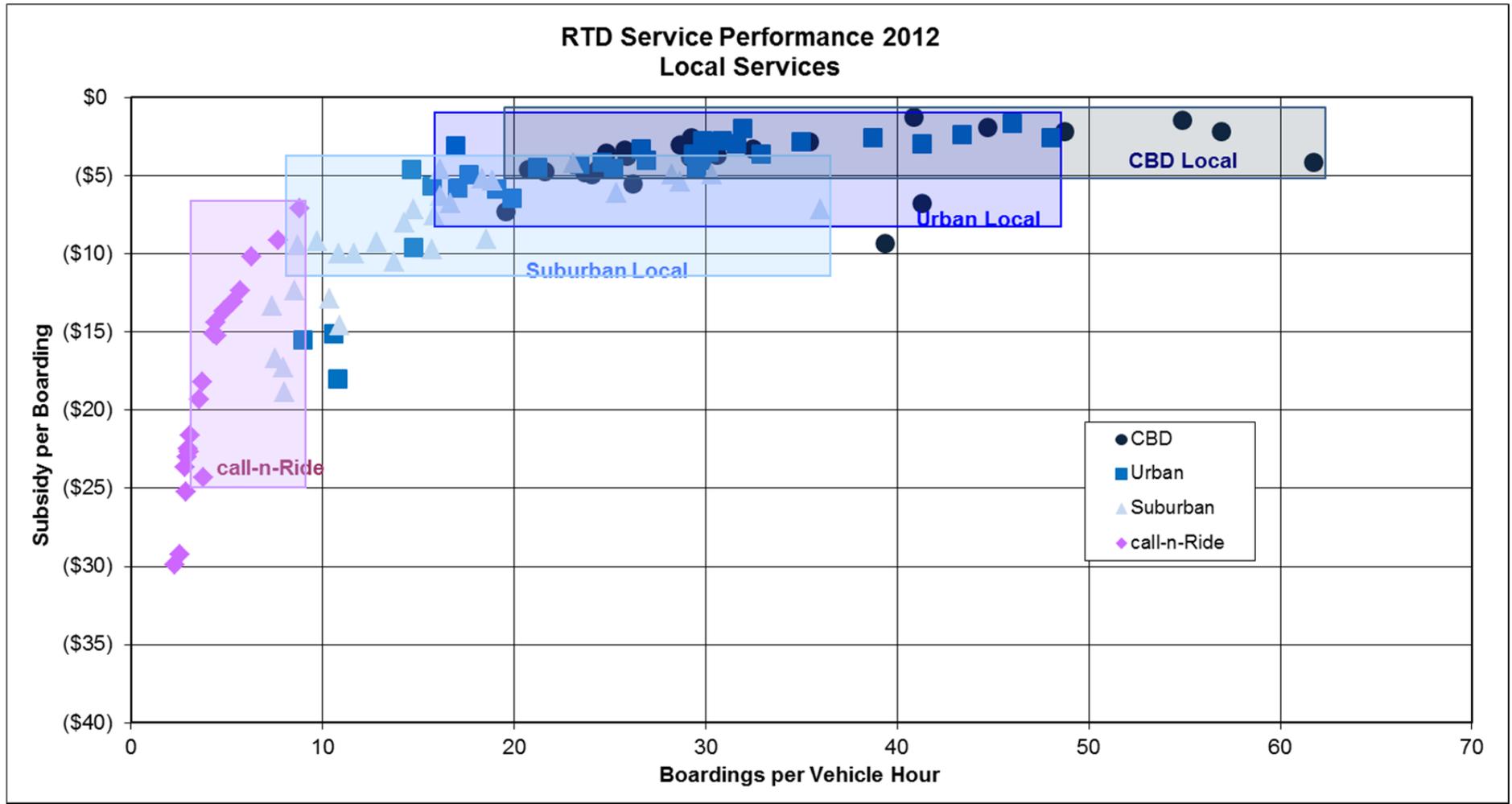
## Regional Transportation District

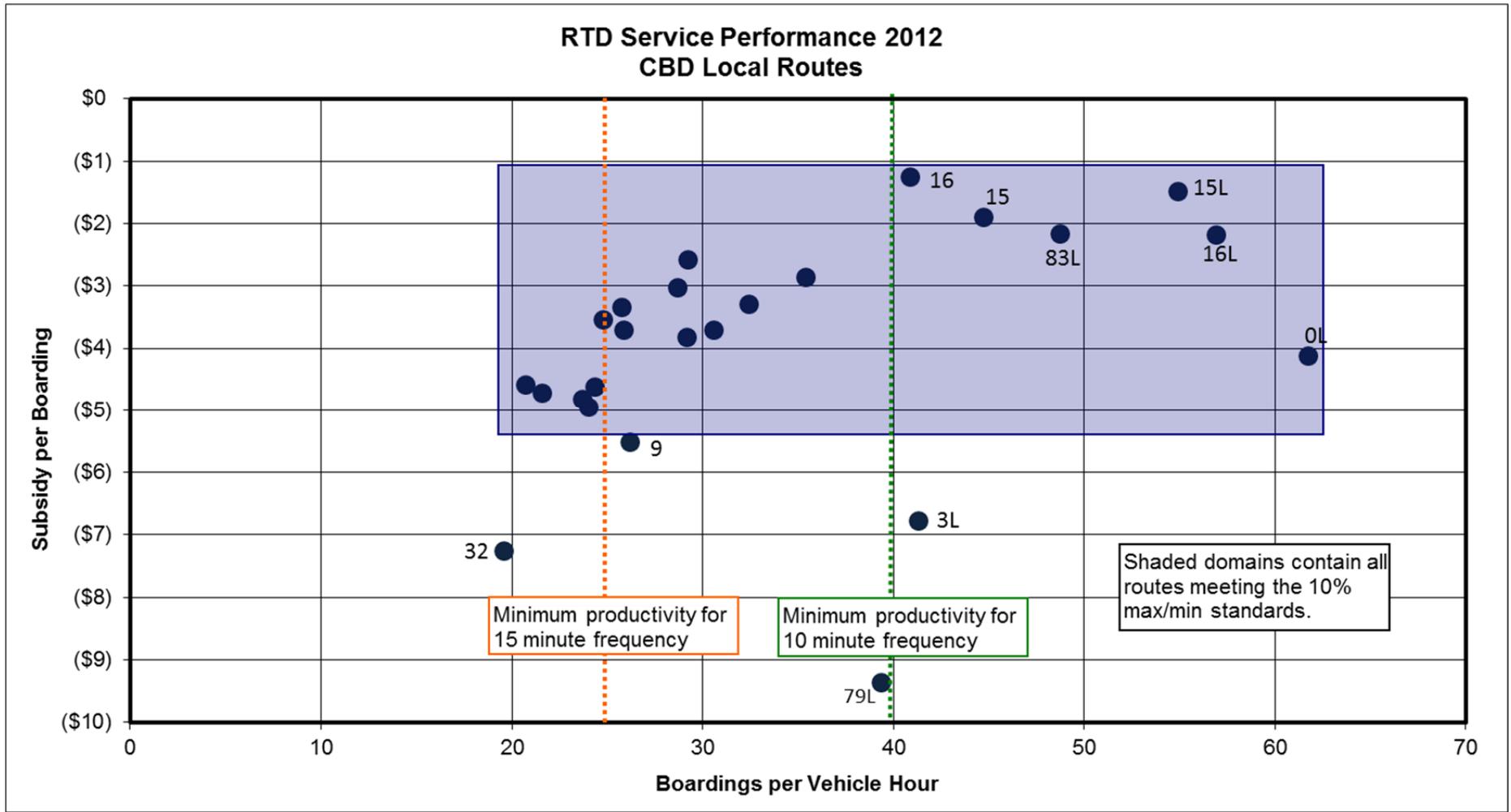
E-Line Rail — This line easily meets boardings per hour standard and is slightly below the subsidy per boarding standard. The ridership performance was affected by a cost savings effort in the January 2012 service change.

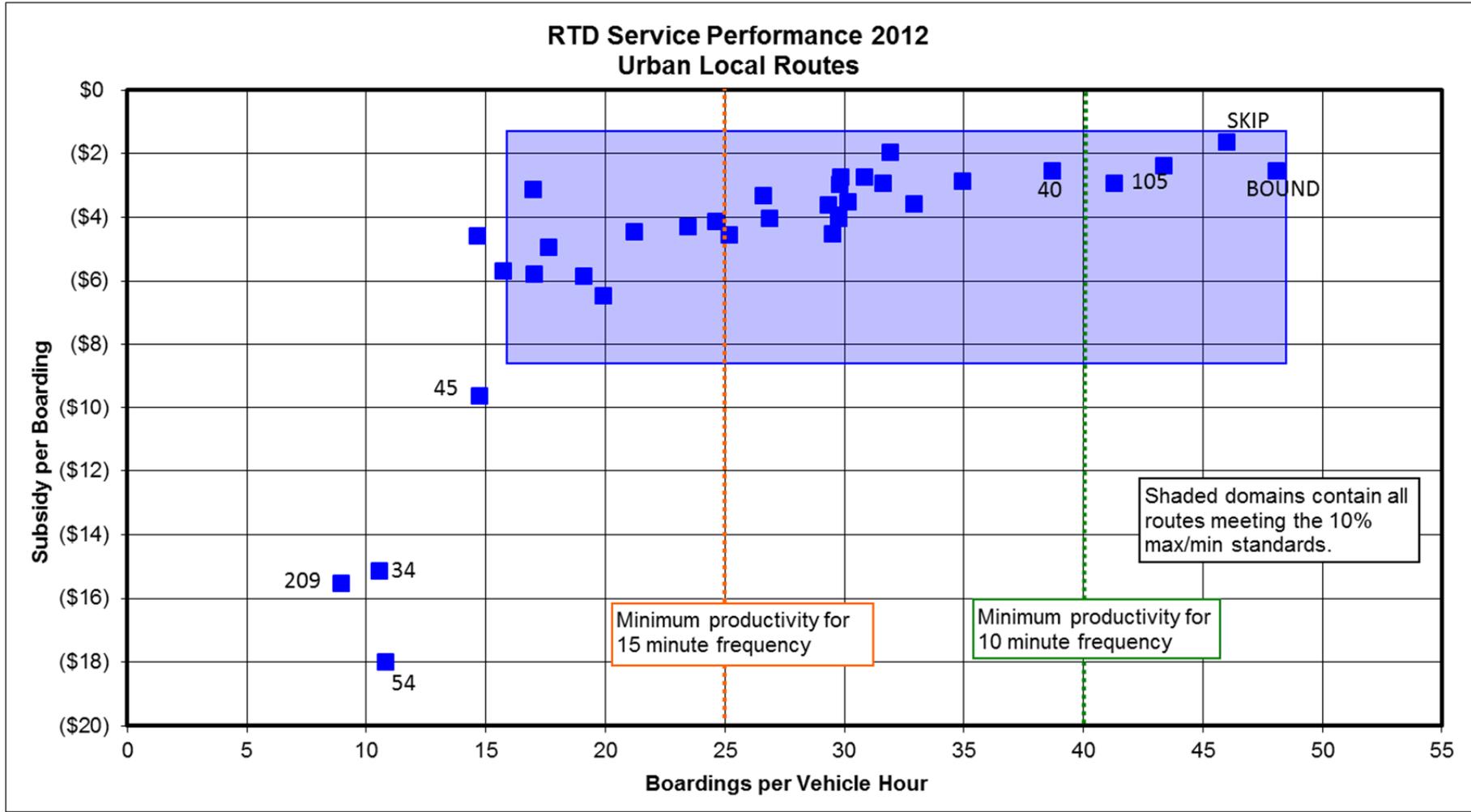


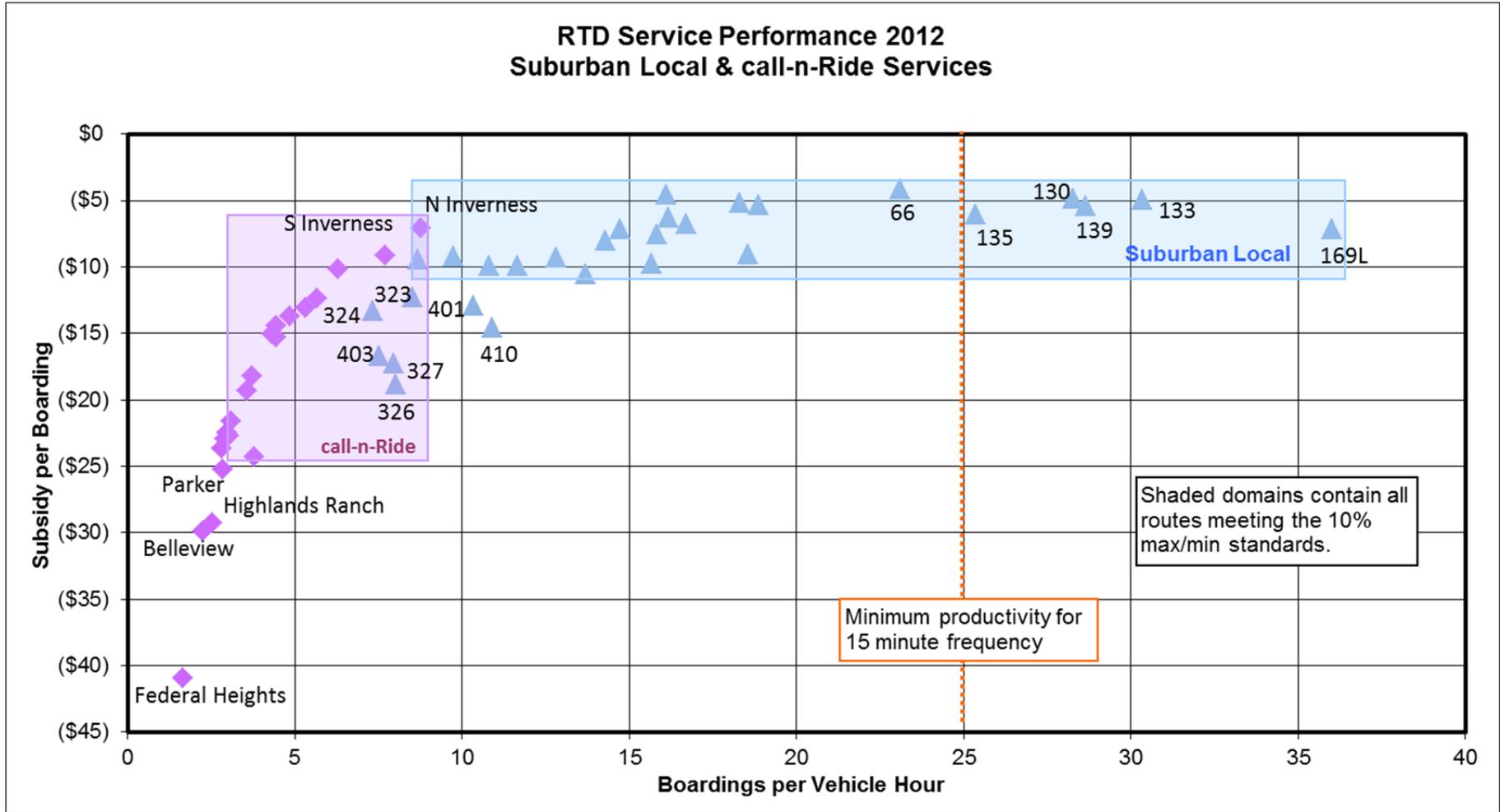


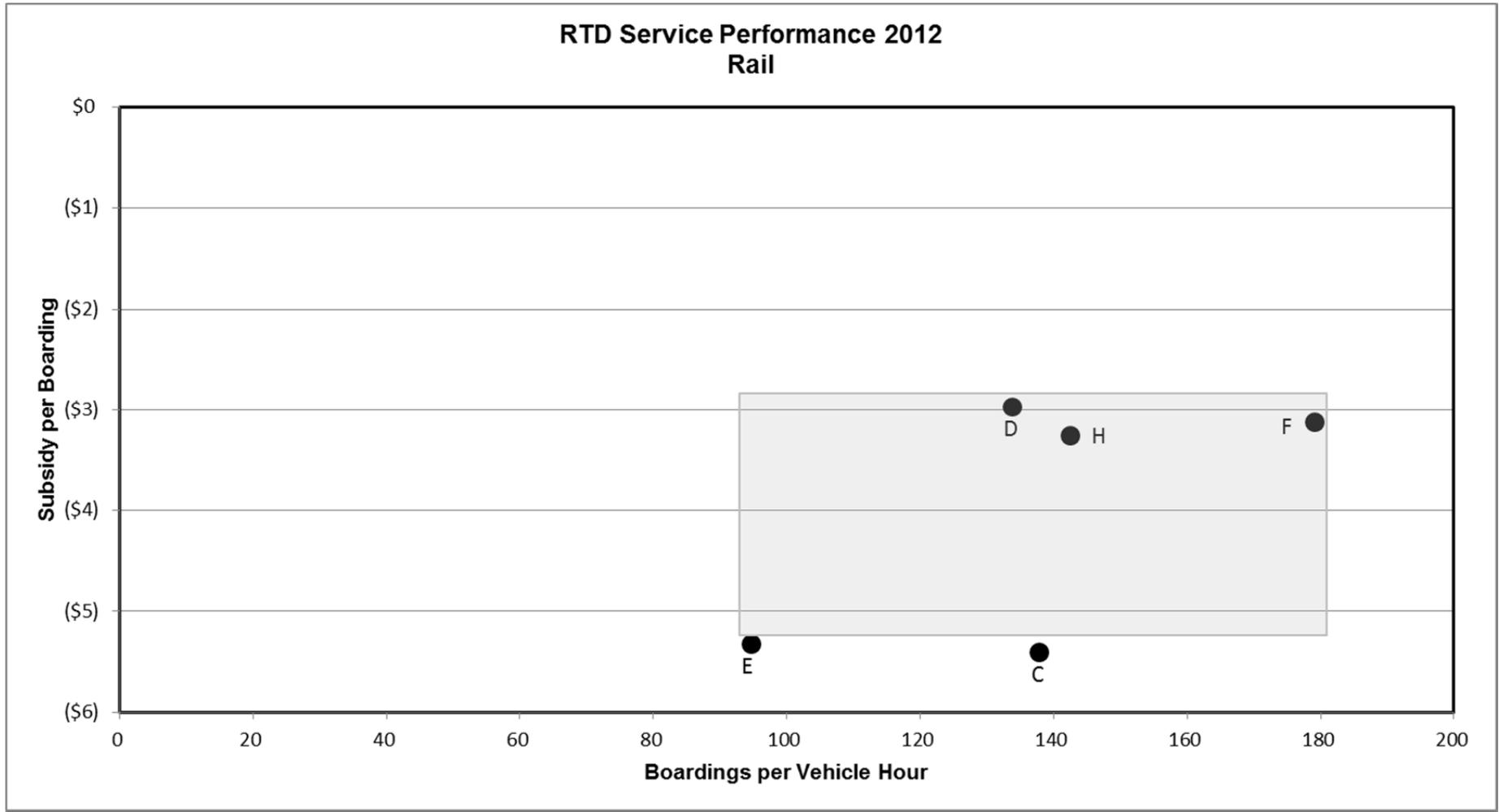














Regional Transportation District

RTD Service Standards Analysis - 2012

Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
00	CBD Local	\$2,560,670	\$9,091,497	2,284,633	64,549	\$6,530,826	\$2.86	35.4
0L	CBD Local	\$569,771	\$2,292,696	417,084	6,756	\$1,722,925	\$4.13	61.7
01	CBD Local	\$733,525	\$3,531,168	592,947	27,478	\$2,797,643	\$4.72	21.6
3L	CBD Local	\$187,802	\$1,139,535	140,489	3,400	\$951,733	\$6.77	41.3
06	CBD Local	\$1,330,728	\$4,777,507	1,137,331	39,645	\$3,446,779	\$3.03	28.7
08	CBD Local	\$364,041	\$1,997,215	338,417	14,289	\$1,633,174	\$4.83	23.7
09	CBD Local	\$353,557	\$2,291,127	351,598	13,409	\$1,937,570	\$5.51	26.2
10	CBD Local	\$1,200,886	\$4,992,269	990,806	33,965	\$3,791,383	\$3.83	29.2
15	CBD Local	\$3,129,338	\$8,766,284	2,959,480	66,178	\$5,636,946	\$1.90	44.7
15L	CBD Local	\$3,965,944	\$9,699,945	3,877,122	70,623	\$5,734,002	\$1.48	54.9
16	CBD Local	\$2,069,061	\$4,972,102	2,315,933	56,655	\$2,903,041	\$1.25	40.9
16L	CBD Local	\$1,564,127	\$4,562,410	1,376,054	24,172	\$2,998,283	\$2.18	56.9
20	CBD Local	\$1,194,169	\$4,620,775	966,478	38,978	\$3,426,605	\$3.55	24.8
28	CBD Local	\$785,776	\$3,856,113	669,362	32,271	\$3,070,337	\$4.59	20.7
29/36/36L	CBD Local	\$530,381	\$2,278,994	522,150	20,275	\$1,748,613	\$3.35	25.8
30	CBD Local	\$825,540	\$3,285,266	951,614	32,553	\$2,459,725	\$2.58	29.2
30L	CBD Local	\$108,124	\$477,476	99,559	3,256	\$369,352	\$3.71	30.6
32	CBD Local	\$427,754	\$3,085,501	365,848	18,679	\$2,657,747	\$7.26	19.6
38	CBD Local	\$1,202,980	\$5,088,926	1,179,316	36,357	\$3,885,946	\$3.30	32.4
44	CBD Local	\$1,214,648	\$6,324,836	1,106,513	45,413	\$5,110,188	\$4.62	24.4
48	CBD Local	\$567,450	\$3,273,933	545,736	22,686	\$2,706,483	\$4.96	24.1
52	CBD Local	\$846,486	\$3,925,978	829,129	32,045	\$3,079,492	\$3.71	25.9
79L	CBD Local	\$249,276	\$2,301,227	219,265	5,567	\$2,051,950	\$9.36	39.4
83L	CBD Local	\$1,182,924	\$3,538,734	1,087,775	22,317	\$2,355,810	\$2.17	48.7
02	CBD Local	\$6,923	\$65,119	4,506	338	\$58,196	\$12.92	13.3
44L	CBD Local	\$2,721	\$17,106	1,887	77	\$14,385	\$7.62	24.4
<b>Subtotal</b>	<b>CBD</b>	<b>\$27,164,959</b>	<b>\$100,171,513</b>	<b>25,324,639</b>	<b>731,515</b>	<b>\$73,006,554</b>	<b>\$2.88</b>	<b>34.6</b>
<b>Standard Deviation</b>							\$1.90	12.2
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							\$5.31	19.1
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							\$4.15	26.5
03	Urban Local	\$1,277,063	\$4,698,465	1,198,952	34,301	\$3,421,402	\$2.85	35.0
11	Urban Local	\$994,904	\$4,357,807	1,016,999	38,225	\$3,362,903	\$3.31	26.6
12	Urban Local	\$1,301,168	\$5,895,100	1,116,066	45,332	\$4,593,932	\$4.12	24.6
14	Urban Local	\$320,472	\$1,208,384	303,347	9,599	\$887,912	\$2.93	31.6
21	Urban Local	\$1,664,875	\$5,695,195	1,472,376	47,757	\$4,030,321	\$2.74	30.8
24	Urban Local	\$516,352	\$2,774,136	455,664	25,859	\$2,257,784	\$4.95	17.6
27	Urban Local	\$513,024	\$3,018,369	441,457	28,091	\$2,505,346	\$5.68	15.7
31	Urban Local	\$2,031,283	\$6,097,010	2,073,860	64,931	\$4,065,728	\$1.96	31.9
34	Urban Local	\$7,139	\$121,518	7,563	717	\$114,379	\$15.12	10.6
35	Urban Local	\$189,330	\$1,197,667	155,929	7,833	\$1,008,337	\$6.47	19.9
40	Urban Local	\$1,384,135	\$5,425,398	1,596,249	41,228	\$4,041,264	\$2.53	38.7
43	Urban Local	\$1,434,283	\$6,845,688	1,375,905	46,206	\$5,411,405	\$3.93	29.8
45	Urban Local	\$149,067	\$1,467,556	137,033	9,309	\$1,318,488	\$9.62	14.7
46	Urban Local	\$293,124	\$1,823,239	264,495	15,531	\$1,530,115	\$5.79	17.0
51	Urban Local	\$1,010,815	\$4,063,014	1,035,369	34,713	\$3,052,200	\$2.95	29.8
54	Urban Local	\$9,576	\$225,144	11,976	1,111	\$215,568	\$18.00	10.8
65	Urban Local	\$605,689	\$3,218,760	578,772	19,616	\$2,613,071	\$4.51	29.5
73	Urban Local	\$531,507	\$2,749,414	517,587	22,082	\$2,217,907	\$4.29	23.4
76	Urban Local	\$1,139,508	\$4,286,132	1,147,782	38,436	\$3,146,624	\$2.74	29.9
105	Urban Local	\$1,635,646	\$5,431,357	1,591,430	36,695	\$3,795,710	\$2.39	43.4
121	Urban Local	\$1,291,563	\$4,924,646	1,237,570	29,983	\$3,633,083	\$2.94	41.3
153	Urban Local	\$1,226,078	\$5,903,270	1,163,359	39,077	\$4,677,192	\$4.02	29.8
203	Urban Local	\$17,251	\$58,203	11,688	388	\$40,951	\$3.50	30.1
204	Urban Local	\$454,035	\$1,828,353	309,585	14,602	\$1,374,318	\$4.44	21.2
205	Urban Local	\$501,622	\$2,475,456	337,372	17,670	\$1,973,835	\$5.85	19.1
206	Urban Local	\$193,399	\$819,732	136,747	9,349	\$626,333	\$4.58	14.6
208	Urban Local	\$252,871	\$979,296	179,749	6,689	\$726,424	\$4.04	26.9



RTD Service Standards Analysis - 2012

Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour	
209	Urban Local	\$80,147	\$959,352	56,678	6,328	\$879,206	\$15.51	9.0	
225	Urban Local	\$448,121	\$1,831,877	304,723	12,092	\$1,383,756	\$4.54	25.2	
BOND	Urban Local	\$669,163	\$2,123,377	570,172	11,863	\$1,454,214	\$2.55	48.1	
DASH	Urban Local	\$1,039,785	\$3,573,522	706,262	21,467	\$2,533,737	\$3.59	32.9	
JUMP	Urban Local	\$832,695	\$2,284,400	467,148	27,539	\$1,451,705	\$3.11	17.0	
SKIP	Urban Local	\$2,383,095	\$4,944,016	1,564,445	34,009	\$2,560,920	\$1.64	46.0	
STMP	Urban Local	\$407,103	\$1,416,638	279,124	9,516	\$1,009,535	\$3.62	29.3	
04	Urban Local	\$1,803	\$9,291	1,641	58	\$7,487	\$4.56	28.1	
79	Urban Local	\$7,865	\$66,046	5,692	464	\$58,180	\$10.22	12.3	
121L	Urban Local	\$12,359	\$84,645	11,238	459	\$72,286	\$6.43	24.5	
<b>Subtotal</b>	<b>Urban</b>	<b>\$26,805,888</b>	<b>\$104,721,492</b>	<b>23,823,433</b>	<b>808,144</b>	<b>\$77,915,604</b>	<b>\$3.27</b>	<b>29.5</b>	
<b>Standard Deviation</b>								<b>\$3.86</b>	<b>10.1</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>								<b>\$8.21</b>	<b>16.6</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>								<b>\$5.86</b>	<b>22.7</b>
17	Suburban Local	\$303,075	\$2,193,809	264,574	17,955	\$1,890,734	\$7.15	14.7	
59	Suburban Local	\$124,345	\$1,031,865	97,787	7,633	\$907,519	\$9.28	12.8	
66	Suburban Local	\$559,951	\$2,659,706	502,723	21,752	\$2,099,754	\$4.18	23.1	
67	Suburban Local	\$70,581	\$731,037	62,653	4,571	\$660,456	\$10.54	13.7	
72	Suburban Local	\$267,325	\$1,473,099	262,181	16,270	\$1,205,774	\$4.60	16.1	
77	Suburban Local	\$52,419	\$505,456	46,479	2,964	\$453,037	\$9.75	15.7	
80	Suburban Local	\$49,300	\$354,028	48,334	2,991	\$304,728	\$6.30	16.2	
88	Suburban Local	\$465,620	\$2,758,129	442,091	24,146	\$2,292,509	\$5.19	18.3	
92	Suburban Local	\$422,889	\$2,402,789	370,621	19,641	\$1,979,899	\$5.34	18.9	
100	Suburban Local	\$321,476	\$2,145,376	270,032	16,175	\$1,823,899	\$6.75	16.7	
104	Suburban Local	\$29,936	\$301,167	28,592	3,292	\$271,231	\$9.49	8.7	
112	Suburban Local	\$92,884	\$844,880	93,900	6,572	\$751,996	\$8.01	14.3	
120	Suburban Local	\$222,157	\$1,585,981	179,773	11,358	\$1,363,824	\$7.59	15.8	
128	Suburban Local	\$73,275	\$714,578	64,411	5,954	\$641,303	\$9.96	10.8	
130	Suburban Local	\$522,846	\$2,886,522	482,156	17,062	\$2,363,676	\$4.90	28.3	
131	Suburban Local	\$83,041	\$679,266	65,809	3,545	\$596,225	\$9.06	18.6	
133	Suburban Local	\$510,692	\$2,764,739	458,168	15,105	\$2,254,047	\$4.92	30.3	
135	Suburban Local	\$261,301	\$1,606,420	220,663	8,705	\$1,345,119	\$6.10	25.3	
139	Suburban Local	\$267,489	\$1,539,699	234,911	8,197	\$1,272,210	\$5.42	28.7	
169L	Suburban Local	\$209,052	\$1,298,046	152,681	4,241	\$1,088,994	\$7.13	36.0	
228	Suburban Local	\$119,752	\$980,013	93,353	9,588	\$860,261	\$9.22	9.7	
323	Suburban Local	\$42,935	\$492,177	36,441	4,281	\$449,242	\$12.33	8.5	
324	Suburban Local	\$94,293	\$1,121,722	77,105	10,497	\$1,027,429	\$13.33	7.3	
326	Suburban Local	\$23,403	\$407,876	20,406	2,548	\$384,473	\$18.84	8.0	
327	Suburban Local	\$25,797	\$414,726	22,486	2,821	\$388,928	\$17.30	8.0	
401	Suburban Local	\$85,961	\$1,036,500	73,719	7,126	\$950,539	\$12.89	10.3	
402L	Suburban Local	\$148,915	\$1,436,746	129,311	11,095	\$1,287,832	\$9.96	11.7	
403	Suburban Local	\$78,039	\$1,231,410	69,058	9,177	\$1,153,371	\$16.70	7.5	
410	Suburban Local	\$19,191	\$254,959	16,182	1,485	\$235,769	\$14.57	10.9	
60	Suburban Local	\$658	\$9,165	482	54	\$8,507	\$17.65	9.0	
<b>Subtotal</b>	<b>Suburban</b>	<b>\$5,547,940</b>	<b>\$37,852,720</b>	<b>4,886,600</b>	<b>276,746</b>	<b>\$32,304,781</b>	<b>\$6.61</b>	<b>17.7</b>	
<b>Standard Deviation</b>								<b>\$4.02</b>	<b>7.6</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>								<b>\$11.76</b>	<b>7.9</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>								<b>\$9.30</b>	<b>12.6</b>
2X	Express	\$137,372	\$476,560	51,403	1,779	\$339,188	\$6.60	28.9	
5X	Express	\$99,698	\$232,994	38,354	1,306	\$133,296	\$3.48	29.4	
6X	Express	\$54,599	\$270,872	28,733	1,509	\$216,273	\$7.53	19.0	
31X	Express	\$53,609	\$275,641	23,666	1,020	\$222,032	\$9.38	23.2	
40X	Express	\$137,928	\$315,148	54,730	1,609	\$177,220	\$3.24	34.0	
47X	Express	\$149,402	\$780,905	59,457	2,712	\$631,503	\$10.62	21.9	
55X	Express	\$188,554	\$411,358	75,504	1,694	\$222,805	\$2.95	44.6	
72X	Express	\$302,972	\$881,048	116,649	3,585	\$578,076	\$4.96	32.5	



Regional Transportation District

RTD Service Standards Analysis - 2012

Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour	
80X	Express	\$40,638	\$197,003	17,595	867	\$156,365	\$8.89	20.3	
86X	Express	\$751,324	\$1,244,803	302,439	3,316	\$493,479	\$1.63	91.2	
87X	Express	\$72,469	\$284,490	33,118	1,085	\$212,021	\$6.40	30.5	
100X	Express	\$135,781	\$539,523	53,445	1,958	\$403,742	\$7.55	27.3	
116X	Express	\$176,069	\$851,677	67,983	3,186	\$675,607	\$9.94	21.3	
120X	Express	\$1,789,164	\$2,953,831	730,041	12,520	\$1,164,667	\$1.60	58.3	
122X	Express	\$1,247,268	\$2,142,957	461,039	5,698	\$895,689	\$1.94	80.9	
145X	Express	\$30,018	\$134,407	14,508	720	\$104,389	\$7.20	20.2	
48X	Express	\$4,265	\$20,533	1,925	82	\$16,268	\$8.45	23.6	
58X	Express	\$2,931	\$16,863	1,225	73	\$13,932	\$11.37	16.8	
63X	Express	\$545	\$8,686	241	51	\$8,140	\$33.78	4.8	
93X	Express	\$3,106	\$12,058	1,335	69	\$8,952	\$6.71	19.4	
<b>Subtotal</b>	<b>Express</b>	<b>\$5,366,866</b>	<b>\$11,993,217</b>	<b>2,128,664</b>	<b>44,563</b>	<b>\$6,626,351</b>	<b>\$3.11</b>	<b>47.8</b>	
<b>Standard Deviation</b>								<b>\$3.08</b>	<b>21.9</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>								<b>\$7.06</b>	<b>19.7</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>								<b>\$5.18</b>	<b>33.1</b>
B/BV	Regional	\$6,414,673	\$10,817,925	1,769,616	54,652	\$4,403,251	\$2.49	32.4	
BOLT	Regional	\$2,146,681	\$3,891,052	476,791	21,513	\$1,744,371	\$3.66	22.2	
CV	Regional	\$580,353	\$1,845,872	135,833	5,908	\$1,265,518	\$9.32	23.0	
DD	Regional	\$95,225	\$466,830	18,521	2,004	\$371,604	\$20.06	9.2	
DM	Regional	\$255,173	\$1,079,129	83,016	4,569	\$823,955	\$9.93	18.2	
EV	Regional	\$606,910	\$1,887,812	123,277	6,017	\$1,280,902	\$10.39	20.5	
GS	Regional	\$369,837	\$1,509,481	117,115	7,094	\$1,139,644	\$9.73	16.5	
HX	Regional	\$537,968	\$1,211,900	142,780	4,399	\$673,932	\$4.72	32.5	
J	Regional	\$248,013	\$857,254	54,268	3,361	\$609,241	\$11.23	16.1	
L	Regional	\$1,368,738	\$4,086,452	299,373	17,701	\$2,717,714	\$9.08	16.9	
N	Regional	\$431,050	\$1,200,009	135,102	6,405	\$768,959	\$5.69	21.1	
P	Regional	\$406,481	\$1,494,279	119,753	3,558	\$1,087,798	\$9.08	33.7	
R	Regional	\$274,592	\$1,506,740	90,419	5,163	\$1,232,148	\$13.63	17.5	
S	Regional	\$281,310	\$611,317	62,924	2,292	\$330,007	\$5.24	27.5	
T	Regional	\$114,424	\$682,408	40,408	2,809	\$567,983	\$14.06	14.4	
YL	Regional	\$33,487	\$188,955	11,089	532	\$155,468	\$14.02	20.8	
Y	Regional	\$92,820	\$267,016	26,398	1,613	\$174,196	\$6.60	16.4	
<b>Subtotal</b>	<b>Regional</b>	<b>\$14,257,736</b>	<b>\$33,604,429</b>	<b>3,706,683</b>	<b>149,590</b>	<b>\$19,346,693</b>	<b>\$5.22</b>	<b>24.8</b>	
<b>Standard Deviation</b>								<b>\$4.48</b>	<b>6.9</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>								<b>\$10.95</b>	<b>16.0</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>								<b>\$8.22</b>	<b>20.2</b>
AA	skyRide	\$815,558	\$2,207,279	194,817	10,496	\$1,391,721	\$7.14	18.6	
AB	skyRide	\$2,199,099	\$3,360,737	350,883	17,633	\$1,161,638	\$3.31	19.9	
AF	skyRide	\$2,375,306	\$4,870,481	506,006	25,619	\$2,495,175	\$4.93	19.8	
AS	skyRide	\$2,630,993	\$4,301,139	499,496	19,343	\$1,670,146	\$3.34	25.8	
AT	skyRide	\$2,276,965	\$4,078,735	578,007	17,509	\$1,801,770	\$3.12	33.0	
<b>Subtotal</b>	<b>skyRide</b>	<b>\$10,297,922</b>	<b>\$18,818,371</b>	<b>2,129,209</b>	<b>90,600</b>	<b>\$8,520,449</b>	<b>\$4.00</b>	<b>23.5</b>	
<b>Standard Deviation</b>								<b>\$1.71</b>	<b>6.1</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>								<b>\$6.20</b>	<b>15.7</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>								<b>\$5.15</b>	<b>19.4</b>
BroncoRide	Special Services	\$607,597	\$1,535,340	164,819	17,959	\$927,743	\$5.63	9.2	
RockiesRide	Special Services	\$67,381	\$307,784	15,321	3,564	\$240,403	\$15.69	4.3	
SeniorRide	Special Services	\$69,026	\$486,514	28,571	5,993	\$417,487	\$14.61	4.8	
<b>Subtotal</b>	<b>Special Services</b>	<b>\$744,004</b>	<b>\$2,329,637</b>	<b>208,711</b>	<b>27,516</b>	<b>\$1,585,633</b>	<b>\$7.60</b>	<b>7.6</b>	
Arapahoe	call-n-Ride	\$22,321	\$247,503	14,922	3,457	\$225,182	\$15.09	4.3	
Belleview	call-n-Ride	\$15,775	\$332,776	10,612	4,700	\$317,001	\$29.87	2.3	
Brighton	call-n-Ride	\$20,157	\$262,433	19,606	3,451	\$242,275	\$12.36	5.7	



RTD Service Standards Analysis - 2012

Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour	
Broomfield	call-n-Ride	\$23,525	\$244,741	15,345	3,456	\$221,216	\$14.42	4.4	
Dry Creek	call-n-Ride	\$23,660	\$259,117	12,941	3,457	\$235,457	\$18.19	3.7	
Evergreen	call-n-Ride	\$34,169	\$715,017	28,013	7,416	\$680,848	\$24.30	3.8	
Federal Heights	call-n-Ride	\$7,241	\$230,417	5,448	3,254	\$223,177	\$40.96	1.7	
Highlands Ranch	call-n-Ride	\$7,921	\$233,934	7,734	3,060	\$226,014	\$29.22	2.5	
Interlocken	call-n-Ride	\$23,982	\$310,808	18,776	4,208	\$286,826	\$15.28	4.5	
Jeffco	call-n-Ride	\$53,934	\$831,463	34,602	11,577	\$777,529	\$22.47	3.0	
Lone Tree	call-n-Ride	\$19,168	\$251,239	9,801	3,457	\$232,071	\$23.68	2.8	
Longmont	call-n-Ride	\$48,725	\$564,277	39,402	7,397	\$515,551	\$13.08	5.3	
Louisville	call-n-Ride	\$23,151	\$312,590	14,994	4,208	\$289,438	\$19.30	3.6	
Meridian	call-n-Ride	\$64,370	\$392,375	32,222	5,114	\$328,005	\$10.18	6.3	
North Inverness	call-n-Ride	\$124,360	\$528,730	57,222	6,517	\$404,370	\$7.07	8.8	
Orchard	call-n-Ride	\$49,388	\$380,533	24,209	4,987	\$331,145	\$13.68	4.9	
Parker	call-n-Ride	\$14,099	\$242,929	9,066	3,187	\$228,830	\$25.24	2.8	
South Inverness	call-n-Ride	\$49,150	\$399,116	38,394	4,987	\$349,966	\$9.12	7.7	
South Thornton	call-n-Ride	\$17,941	\$249,040	10,060	3,457	\$231,099	\$22.97	2.9	
Thornton	call-n-Ride	\$20,656	\$251,198	10,678	3,457	\$230,543	\$21.59	3.1	
Aurora	call-n-Ride	\$1,508	\$15,457	615	203	\$13,949	\$22.68	3.0	
Superior	call-n-Ride	\$1,462	\$14,032	550	203	\$12,570	\$22.85	2.7	
<b>Subtotal</b>	<b>call-n-Ride</b>	<b>\$663,693</b>	<b>\$7,240,237</b>	<b>414,047</b>	<b>94,804</b>	<b>\$6,576,544</b>	<b>\$15.88</b>	<b>4.4</b>	
<b>Standard Deviation</b>								<b>\$7.97</b>	<b>1.8</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>								<b>\$26.09</b>	<b>2.0</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>								<b>\$21.22</b>	<b>3.1</b>
<b>MALL</b>	<b>Mall</b>	<b>\$0</b>	<b>\$11,509,456</b>	<b>13,679,785</b>	<b>76,466</b>	<b>\$11,509,456</b>	<b>\$0.84</b>	<b>178.9</b>	
<b>C</b>	<b>LRT</b>	<b>\$1,141,435</b>	<b>\$5,812,963</b>	<b>863,579</b>	<b>6,264</b>	<b>\$4,671,528</b>	<b>\$5.41</b>	<b>137.9</b>	
<b>D</b>	<b>LRT</b>	<b>\$5,659,668</b>	<b>\$27,383,954</b>	<b>7,303,053</b>	<b>54,556</b>	<b>\$21,724,285</b>	<b>\$2.97</b>	<b>133.9</b>	
<b>E</b>	<b>LRT</b>	<b>\$2,864,927</b>	<b>\$22,151,178</b>	<b>3,623,622</b>	<b>38,263</b>	<b>\$19,286,251</b>	<b>\$5.32</b>	<b>94.7</b>	
<b>F</b>	<b>LRT</b>	<b>\$4,548,106</b>	<b>\$14,362,728</b>	<b>3,143,281</b>	<b>17,550</b>	<b>\$9,814,623</b>	<b>\$3.12</b>	<b>179.1</b>	
<b>H</b>	<b>LRT</b>	<b>\$4,554,244</b>	<b>\$23,145,783</b>	<b>5,704,421</b>	<b>40,021</b>	<b>\$18,591,539</b>	<b>\$3.26</b>	<b>142.5</b>	
<b>Subtotal</b>	<b>Rail</b>	<b>\$18,768,380</b>	<b>\$92,856,606</b>	<b>20,637,956</b>	<b>156,654</b>	<b>\$74,088,226</b>	<b>\$3.59</b>	<b>131.7</b>	
<b>Standard Deviation</b>								<b>\$1.24</b>	<b>30.0</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>								<b>\$5.17</b>	<b>93.3</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>								<b>\$4.42</b>	<b>111.6</b>
<b>access-a-Ride</b>	<b>ADA</b>	<b>\$1,687,402</b>	<b>\$44,838,408</b>	<b>866,488</b>	<b>564,102</b>	<b>\$43,151,006</b>	<b>\$49.80</b>	<b>1.5</b>	
<b>VanPool</b>	<b>VanPool</b>	<b>\$1,699,468</b>	<b>\$2,206,196</b>	<b>343,662</b>	<b>92,964</b>	<b>\$506,728</b>	<b>\$1.47</b>	<b>3.7</b>	
<b>SHOP</b>	<b>Shopper Special</b>	<b>Not Available</b>	<b>\$434,114</b>	<b>11,692</b>	<b>6,091</b>	<b>\$434,114</b>	<b>\$37.13</b>	<b>1.9</b>	
<b>System</b>		<b>\$111,350,937</b>	<b>\$467,908,337</b>	<b>98,316,692</b>	<b>3,111,161</b>	<b>\$356,557,400</b>	<b>\$3.63</b>	<b>31.6</b>	

Discontinued routes are not included in summary statistics.