

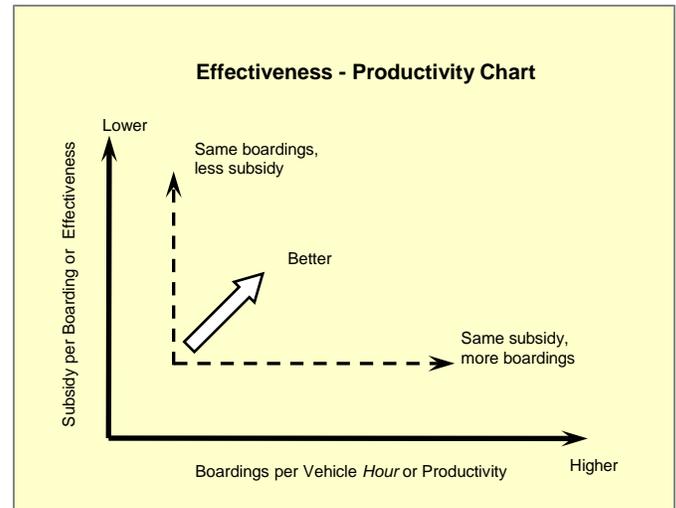
**Service Performance 2013**  
Networked Family of Services

**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, 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. 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 2013 Service Standards**

Service Class	Subsidy Per Boarding			Boardings Per Hour		
	Average	10% Max	25% Max	Average	10% Min	25% Min
CBD Local	\$3.10	\$5.69	\$4.46	35.6	17.0	25.9
Urban Local	\$3.40	\$7.04	\$5.31	30.6	18.2	24.1
Suburban Local	\$6.95	\$13.37	\$10.31	17.5	6.7	11.9
Express	\$2.63	\$7.19	\$5.01	51.8	20.0	35.1
Regional	\$4.67	\$10.53	\$7.74	26.5	16.5	21.2
SkyRide	\$4.15	\$7.18	\$5.74	25.9	16.0	20.7
Call-n-Ride	\$16.55	\$29.05	\$23.09	4.5	1.8	3.1
Mall	\$0.84			184.4		
Rail	\$6.20	\$7.96	\$7.12	119.0	68.7	92.6
Access-a-Ride	\$58.27			1.2		
Vanpool	\$2.46			5.7		
System	\$4.28			33.0		
System 2012	\$3.62			31.5		

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

The following provides status as of December 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 9 West 10<sup>th</sup> Ave – Restructured April 2013 with the West Corridor restructuring. Its 22.3 boardings per hour meets the ridership standard. We will continue to monitor this service

Route 26 West 26<sup>th</sup> Avenue – New service introduced April 2013 with the West Corridor restructuring. A reassessment of the service class is needed, which may place this service in the Suburban category where it would have acceptable ridership performance.

Route 31X North Federal – This route is only marginally below the standard and will continue to be monitored.

Route 32 West 32<sup>nd</sup> Ave/City Park — January 2012 service east of downtown was discontinued on weekends and midday frequency reduced; discontinued night service west of downtown. The 2013 service meets the boardings standard and is only slightly over the subsidy 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 peak period only service will be replaced by the Airport Line in 2016.

Route 50 Lakes Crosstown - This route was introduced with the West Line light rail service in April 2013. Its ridership performance will be monitored and currently performs at 30.6 passengers per hour.

Route 54 Montbello Industrial Park — Trip reductions were made in 2013 and current ridership is 22 passengers per hour. This route will likely be restructured in 2016 with the East Corridor Service Plan.

Route 79Ltd – This route was newly reinstated and it appears that it will meet standards in 2014.

Route 80X West 80<sup>th</sup> – This route is just marginally below standards and will continue to be monitored.

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

Route 104 West 104<sup>th</sup> Avenue – Vehicle hours were added to this service to effect on-time performance, resulting in a higher operation cost. We will continue to monitor the ridership performance.



Route 104X Commerce City/Denver Express – New grant funded service which began operating in January of 2013. Current ridership is 20 boardings per hour.

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

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

Route 323 Skyline Crosstown — 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. Service reduced in January 2014 as part of an effort to optimize the level of service to better match ridership.

Route 403 Lucent Blvd — Service realigned and retimed 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 ridership 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 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 restructured with the US 36 BRT services in 2016.

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 – Changed the flex route portion to on-demand January 2014.

Belmar Call-n-Ride – This service was introduced with the West Corridor service plan in 2013. The service area and operations continue to be adjusted to improve ridership performance.

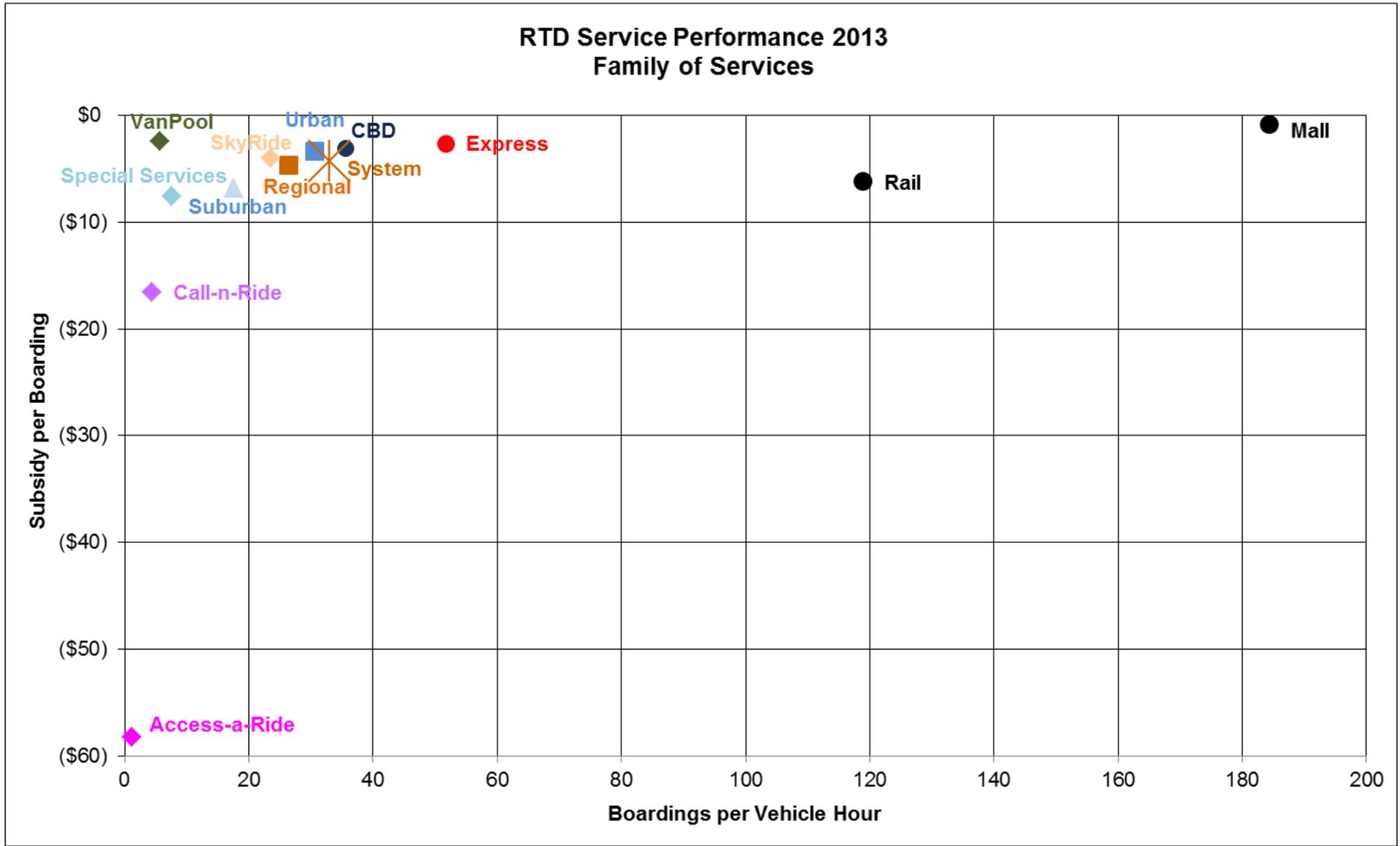
Evergreen Call-n-Ride – This service has fallen only slightly below standards for the first time and will be monitored.

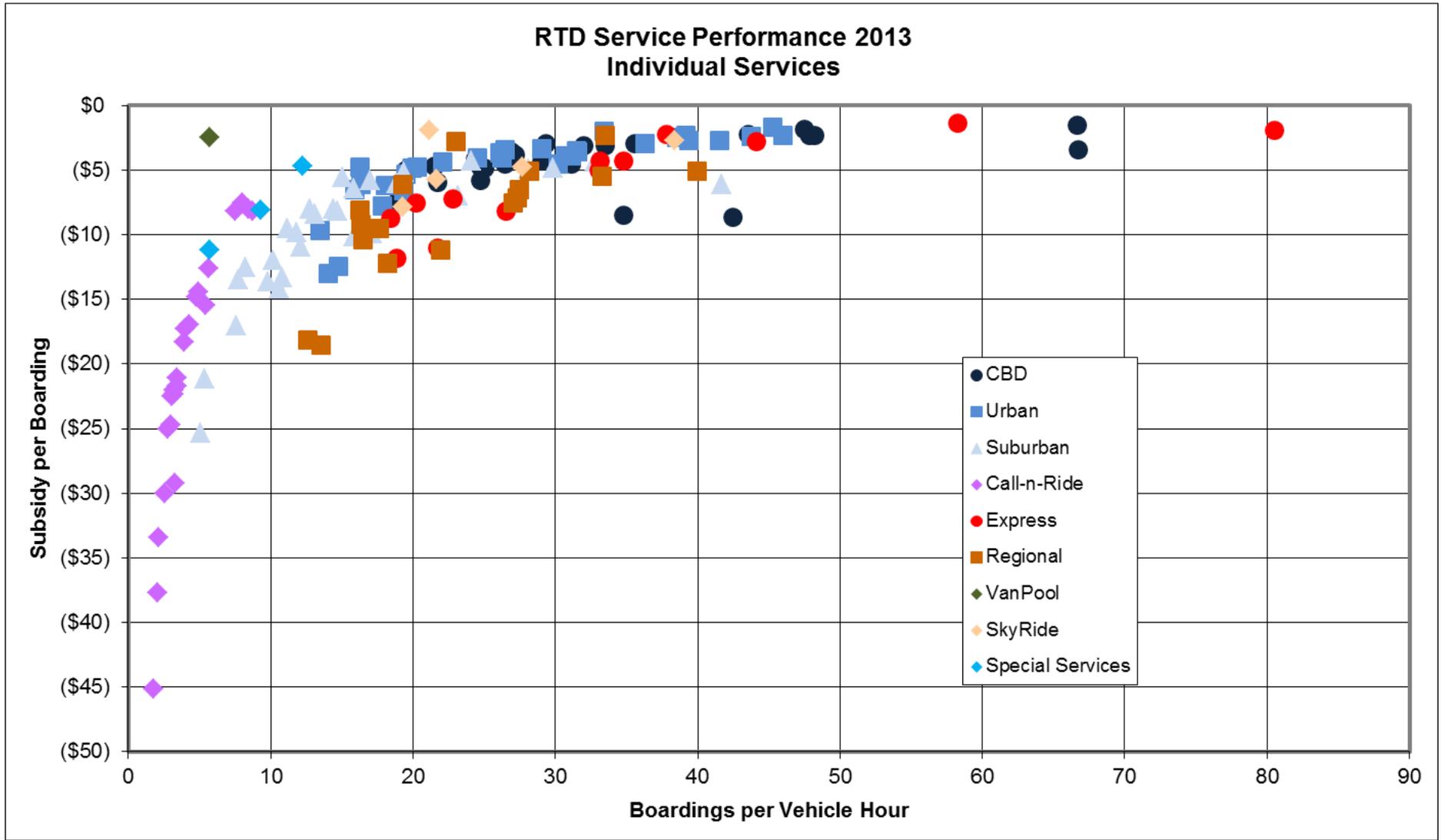


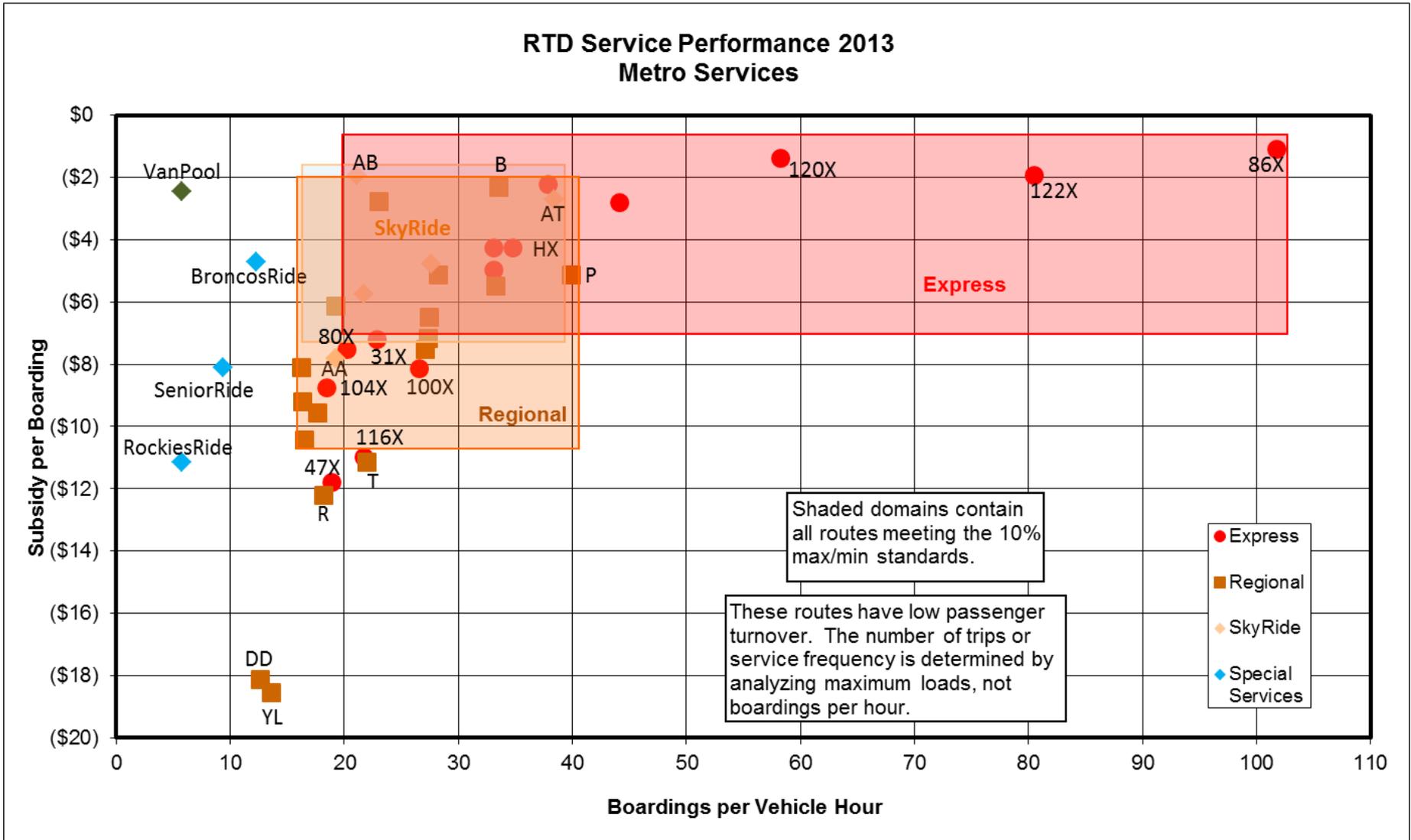
Highlands Ranch Call-n-Ride — It was proposed to discontinue service in 2009 and 2014; however, the RTD Board chose, according to policy, to retain it due to lack of alternatives and the high proportion of riders with disabilities.

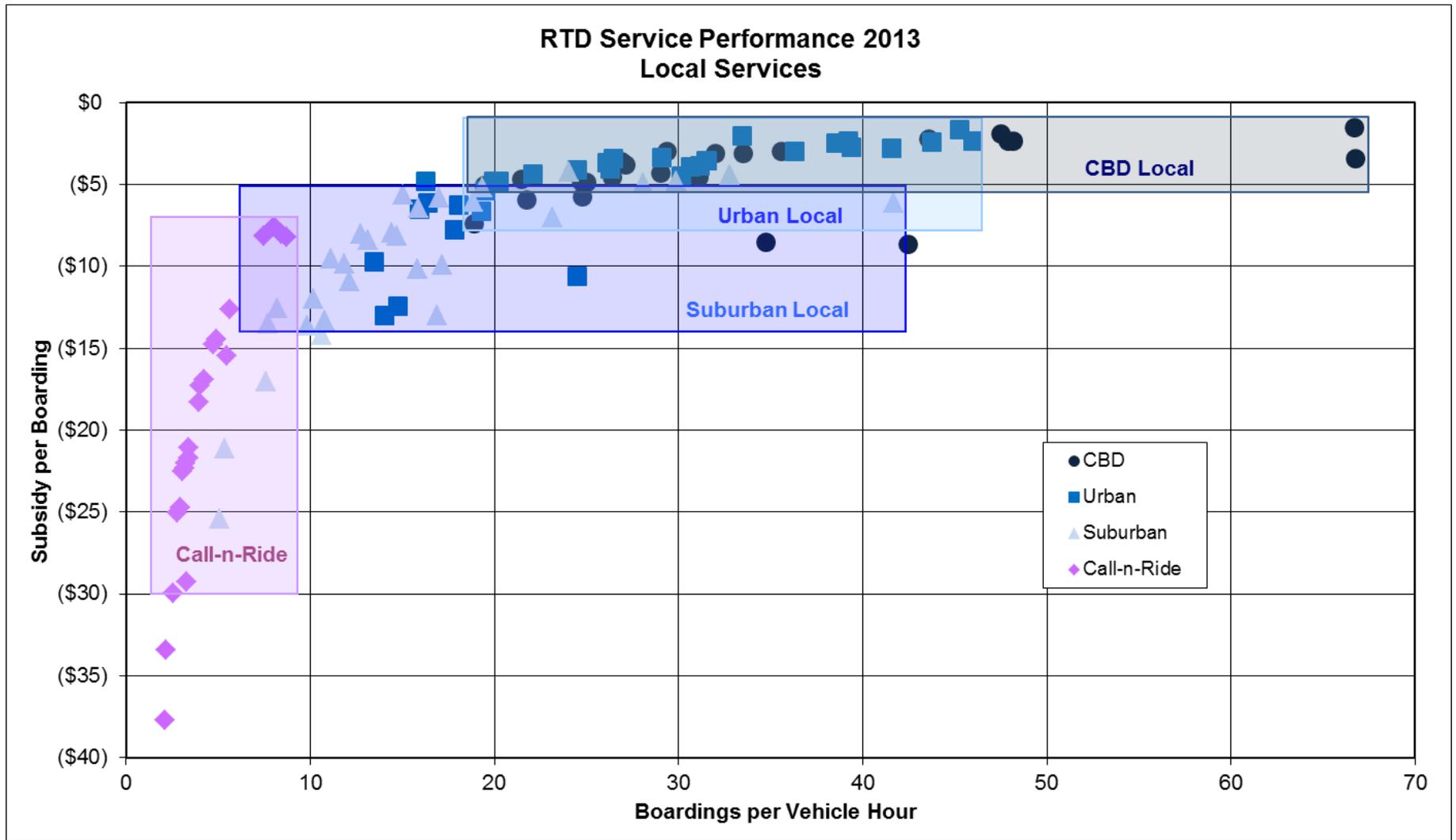
Federal Heights Call-n-Ride – Though this grant funded Call-n-Ride did not meet the ridership standard it has been adopted by the Board of Directors as an RTD funded service. The 2014 ridership performance is much improved to 3.4 boardings per hour.

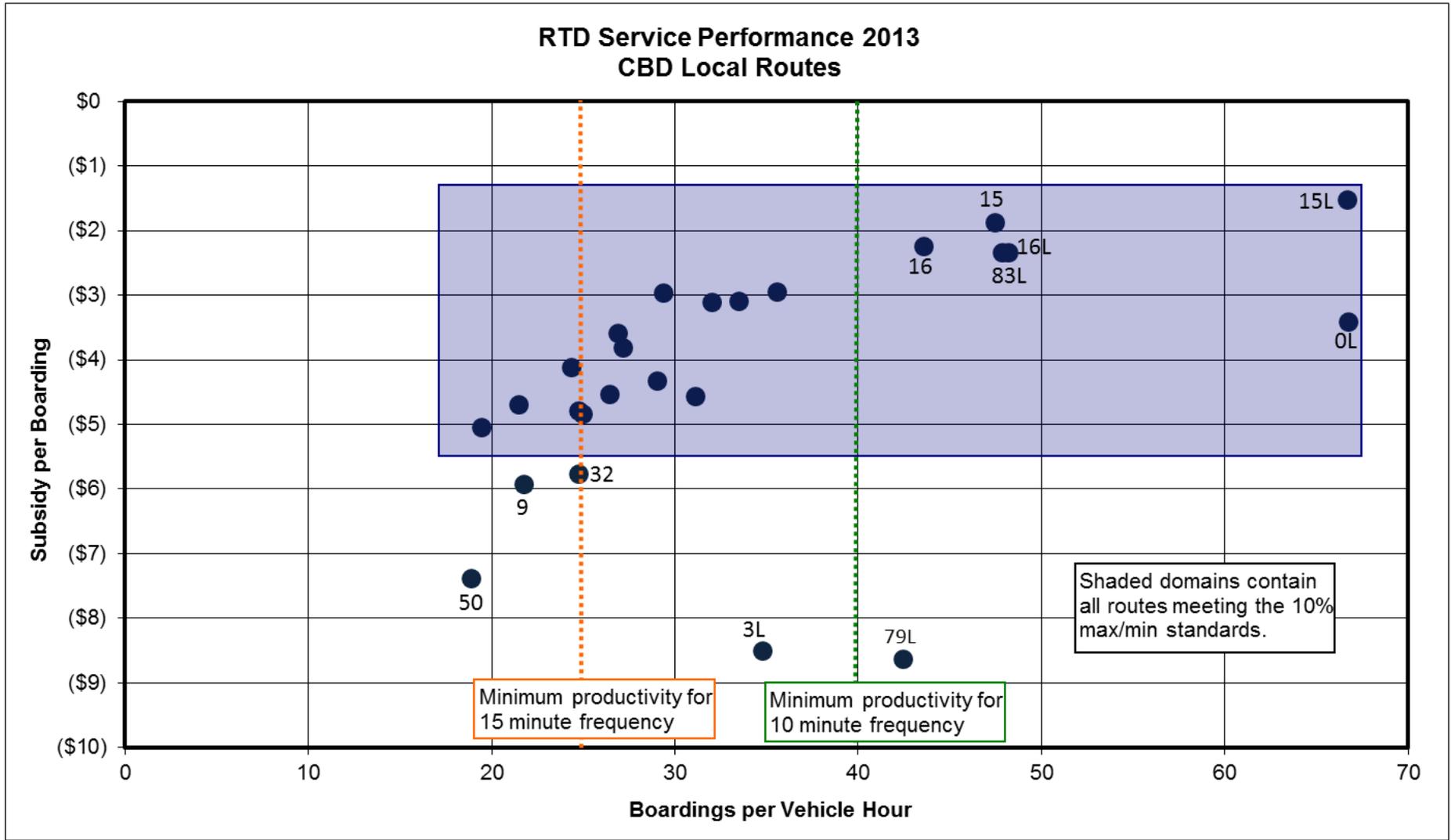
W-Line – This line was introduced in April 2013 with a relatively high level of peak period service. We will continue to monitor the performance and recommend adjustments.

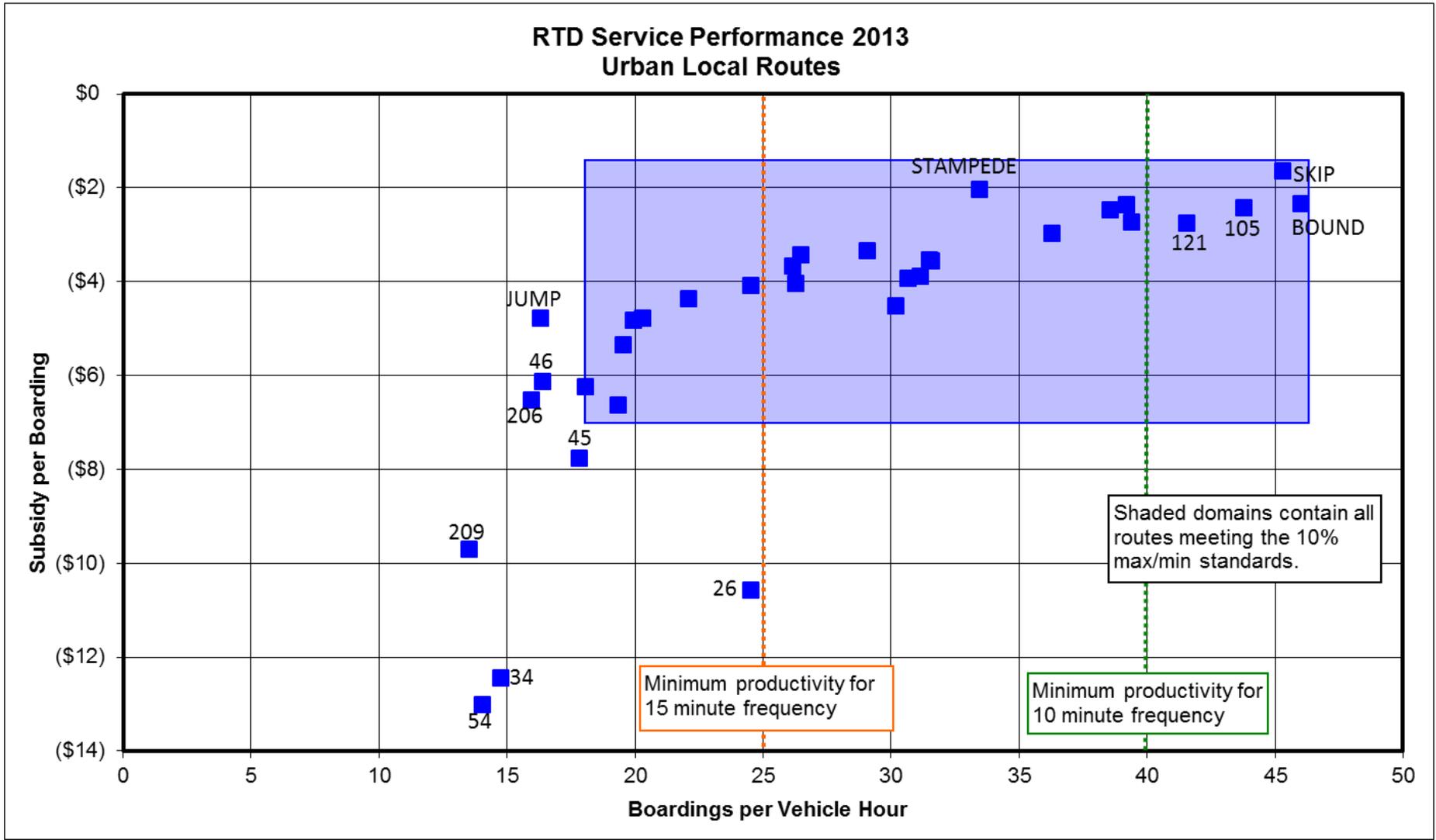


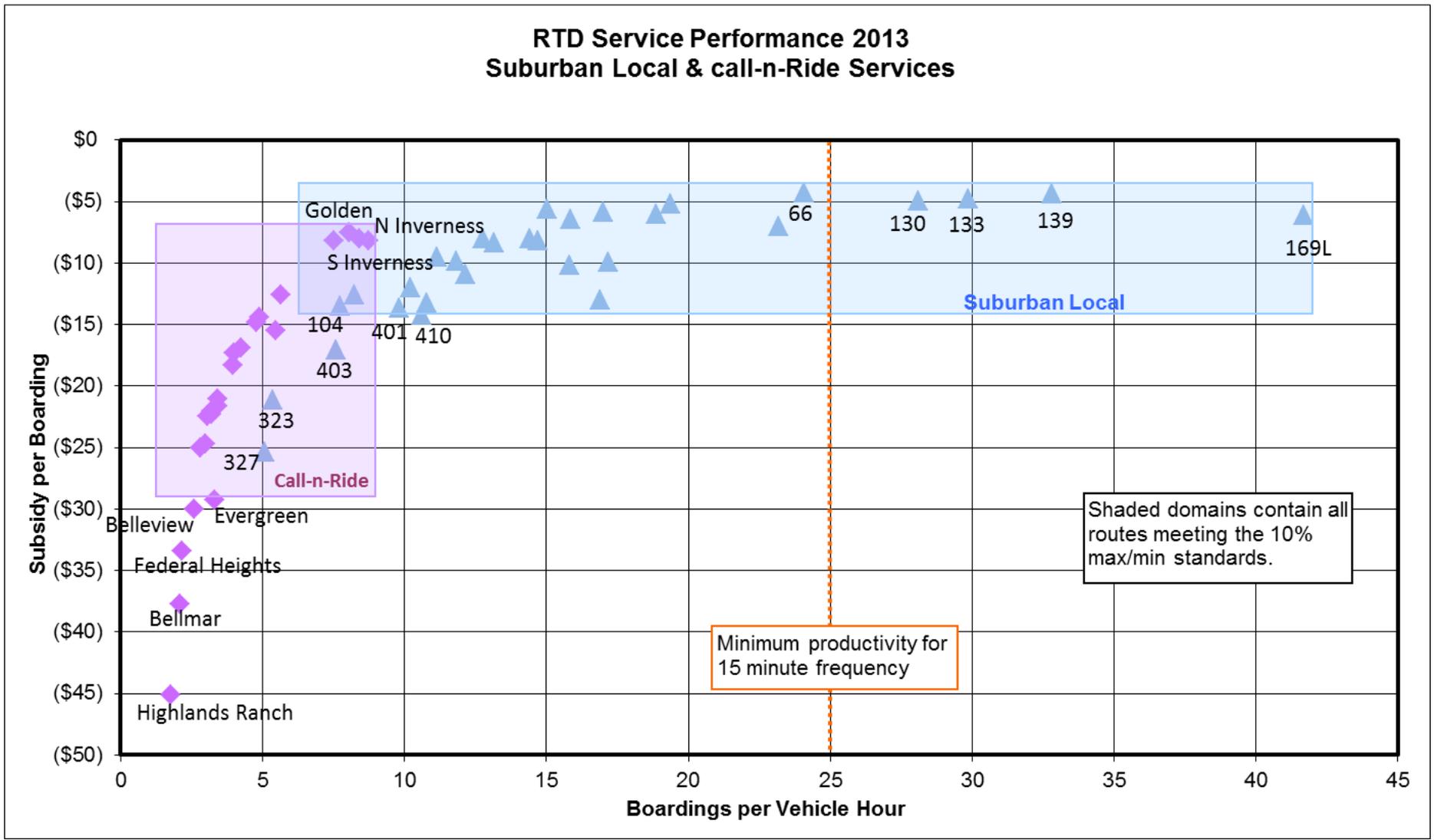


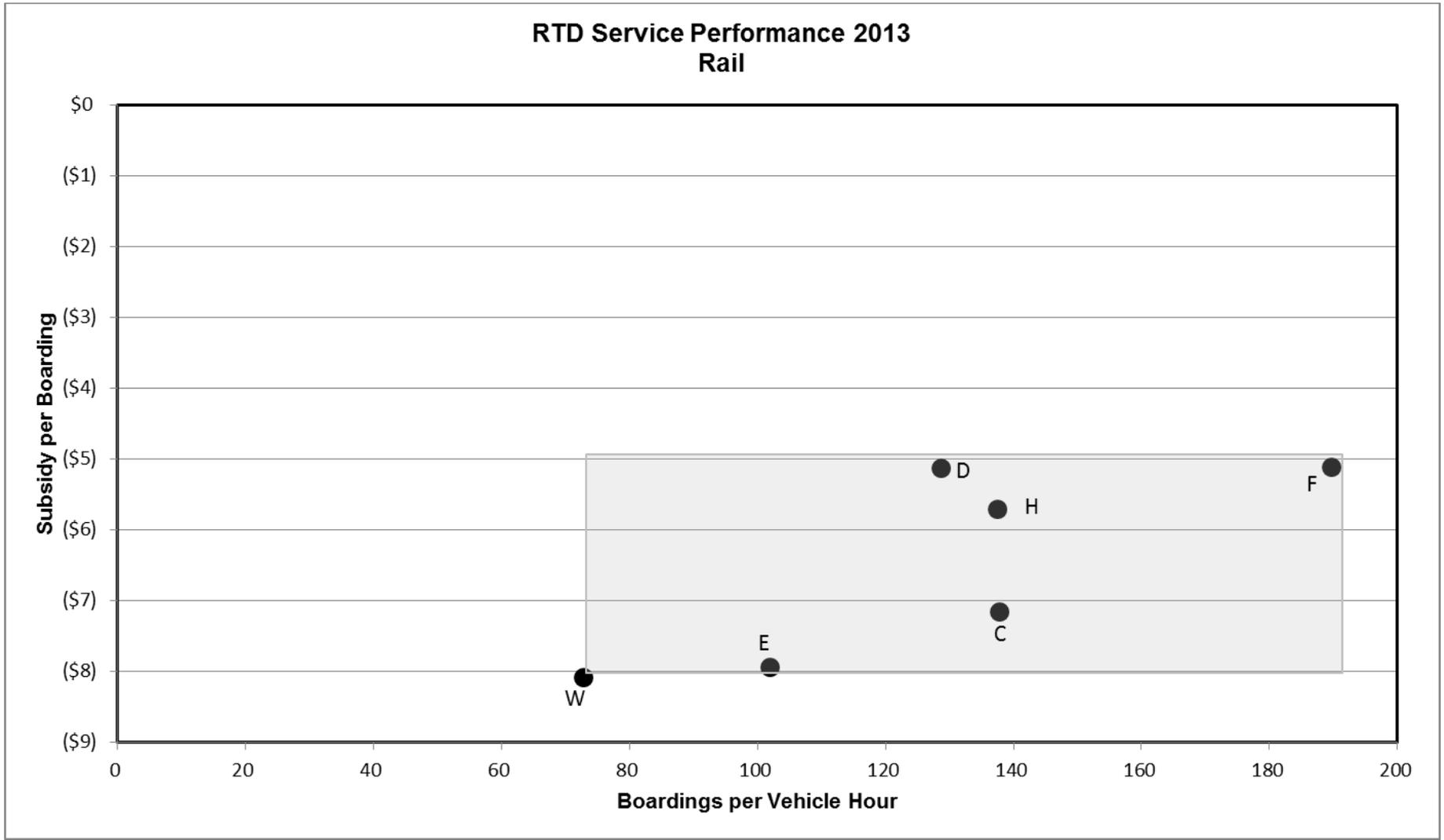














**RTD Service Standards Analysis - 2013**  
**Subsidy per Boarding and Boardings per Hour by Route**

Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
00	CBD Local	\$2,588,215	\$9,326,061	2,287,086	64,247	\$6,737,846	\$2.95	35.6
0L	CBD Local	\$644,517	\$2,180,300	450,250	6,745	\$1,535,783	\$3.41	66.8
01	CBD Local	\$689,782	\$3,249,769	507,001	26,018	\$2,559,987	\$5.05	19.5
3L	CBD Local	\$168,829	\$1,170,241	117,772	3,387	\$1,001,412	\$8.50	34.8
06	CBD Local	\$1,394,952	\$4,777,710	1,140,095	38,828	\$3,382,758	\$2.97	29.4
08	CBD Local	\$385,708	\$1,952,007	333,110	15,500	\$1,566,299	\$4.70	21.5
09	CBD Local	\$320,657	\$2,060,046	293,472	13,489	\$1,739,389	\$5.93	21.8
10	CBD Local	\$1,307,601	\$4,931,270	1,008,433	37,492	\$3,623,669	\$3.59	26.9
15	CBD Local	\$3,469,463	\$9,042,749	2,956,274	62,256	\$5,573,287	\$1.89	47.5
15L	CBD Local	\$4,024,565	\$9,875,705	3,853,546	57,775	\$5,851,141	\$1.52	66.7
16	CBD Local	\$2,417,134	\$7,749,561	2,377,330	54,558	\$5,332,427	\$2.24	43.6
16L	CBD Local	\$1,070,276	\$2,765,346	721,455	14,971	\$1,695,070	\$2.35	48.2
20	CBD Local	\$1,250,886	\$4,897,524	954,794	35,151	\$3,646,638	\$3.82	27.2
28	CBD Local	\$858,710	\$4,072,911	709,198	26,830	\$3,214,202	\$4.53	26.4
29/36/36L	CBD Local	\$598,998	\$2,355,349	563,289	17,590	\$1,756,351	\$3.12	32.0
30	CBD Local	\$562,017	\$2,329,672	569,981	17,004	\$1,767,655	\$3.10	33.5
30L	CBD Local	\$107,140	\$596,835	107,393	3,451	\$489,695	\$4.56	31.1
32	CBD Local	\$558,495	\$2,973,244	418,205	16,886	\$2,414,749	\$5.77	24.8
38	CBD Local	\$1,046,834	\$5,224,305	965,973	33,252	\$4,177,471	\$4.32	29.0
44	CBD Local	\$1,357,868	\$6,822,319	1,141,615	46,124	\$5,464,452	\$4.79	24.8
48	CBD Local	\$626,531	\$3,362,907	565,559	22,616	\$2,736,376	\$4.84	25.0
50	CBD Local	\$141,029	\$1,146,461	136,008	7,195	\$1,005,432	\$7.39	18.9
52	CBD Local	\$890,275	\$4,104,793	780,374	32,018	\$3,214,518	\$4.12	24.4
79L	CBD Local	\$275,553	\$2,424,283	248,904	5,861	\$2,148,730	\$8.63	42.5
83L	CBD Local	\$1,292,913	\$3,761,556	1,056,145	22,056	\$2,468,643	\$2.34	47.9
<b>Subtotal</b>	<b>CBD</b>	<b>\$28,048,948</b>	<b>\$103,152,926</b>	<b>24,263,262</b>	<b>681,297</b>	<b>\$75,103,979</b>	<b>\$3.10</b>	<b>35.6</b>
<b>Standard Deviation</b>							<b>\$2.03</b>	<b>14.6</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$5.69</b>	<b>17.0</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$4.46</b>	<b>25.9</b>
03	Urban Local	\$1,269,147	\$4,795,653	1,186,225	32,681	\$3,526,505	\$2.97	36.3
11	Urban Local	\$1,096,357	\$4,531,704	1,003,140	37,880	\$3,435,347	\$3.42	26.5
12	Urban Local	\$1,315,831	\$5,939,027	1,144,228	43,545	\$4,623,196	\$4.04	26.3
14	Urban Local	\$319,744	\$1,353,789	292,882	9,298	\$1,034,044	\$3.53	31.5
21	Urban Local	\$1,822,448	\$5,870,382	1,476,318	37,490	\$4,047,934	\$2.74	39.4
24	Urban Local	\$706,967	\$2,923,261	460,264	23,067	\$2,216,293	\$4.82	20.0
26	Urban Local	\$126,357	\$1,360,726	116,652	4,759	\$1,234,369	\$10.58	24.5
27	Urban Local	\$472,657	\$3,039,748	412,065	22,836	\$2,567,090	\$6.23	18.0
31	Urban Local	\$2,188,001	\$6,942,324	2,021,170	51,548	\$4,754,322	\$2.35	39.2
34	Urban Local	\$11,494	\$142,507	10,529	714	\$131,013	\$12.44	14.7
35	Urban Local	\$201,612	\$1,276,418	162,154	8,390	\$1,074,806	\$6.63	19.3
40	Urban Local	\$1,516,913	\$5,407,296	1,580,480	40,986	\$3,890,383	\$2.46	38.6
43	Urban Local	\$1,466,732	\$6,985,787	1,408,178	45,905	\$5,519,055	\$3.92	30.7
45	Urban Local	\$191,614	\$1,518,490	171,139	9,592	\$1,326,875	\$7.75	17.8
46	Urban Local	\$308,254	\$1,843,934	250,844	15,319	\$1,535,680	\$6.12	16.4
51	Urban Local	\$1,020,509	\$4,498,759	950,868	36,373	\$3,478,251	\$3.66	26.1
54	Urban Local	\$14,694	\$207,647	14,831	1,058	\$192,953	\$13.01	14.0
65	Urban Local	\$628,033	\$3,297,803	591,824	19,607	\$2,669,770	\$4.51	30.2
73	Urban Local	\$601,357	\$2,835,868	546,228	22,287	\$2,234,511	\$4.09	24.5
76	Urban Local	\$1,180,273	\$4,935,177	1,123,787	38,650	\$3,754,905	\$3.34	29.1
105	Urban Local	\$1,728,303	\$5,697,978	1,633,405	37,318	\$3,969,675	\$2.43	43.8
121	Urban Local	\$1,423,141	\$4,964,113	1,286,371	30,951	\$3,540,972	\$2.75	41.6
153	Urban Local	\$1,347,273	\$6,192,566	1,248,332	40,066	\$4,845,294	\$3.88	31.2
204	Urban Local	\$524,508	\$1,946,929	298,066	14,699	\$1,422,422	\$4.77	20.3
205	Urban Local	\$492,658	\$2,287,161	335,242	17,166	\$1,794,504	\$5.35	19.5
206	Urban Local	\$227,609	\$1,223,418	152,882	9,596	\$995,809	\$6.51	15.9



Regional Transportation District

209	Urban Local	\$167,146	\$884,820	73,970	5,477	\$717,674	\$9.70	13.5
<b>RTD Service Standards Analysis - 2013</b>								
<b>Subsidy per Boarding and Boardings per Hour by Route</b>								
Route	Standards Class	Fare Revenue	Operating Costs	Total Boardings	In-Service Hours	Net Subsidy	Subsidy per Boarding	Boardings per Hour
225	Urban Local	\$512,949	\$1,877,730	313,288	14,183	\$1,364,781	\$4.36	22.1
BOND	Urban Local	\$712,357	\$1,968,715	538,025	11,696	\$1,256,359	\$2.34	46.0
DASH	Urban Local	\$1,157,782	\$3,536,092	667,291	21,128	\$2,378,310	\$3.56	31.6
JUMP	Urban Local	\$792,765	\$2,892,208	439,194	26,941	\$2,099,444	\$4.78	16.3
SKIP	Urban Local	\$2,578,553	\$5,131,002	1,547,655	34,176	\$2,552,448	\$1.65	45.3
STMP	Urban Local	\$804,497	\$1,463,653	323,929	9,687	\$659,156	\$2.03	33.4
<b>Subtotal</b>	<b>Urban</b>	<b>\$29,155,662</b>	<b>\$110,678,503</b>	<b>23,945,620</b>	<b>781,847</b>	<b>\$81,522,842</b>	<b>\$3.40</b>	<b>30.6</b>
<b>Standard Deviation</b>							<b>\$2.84</b>	<b>9.7</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$7.04</b>	<b>18.2</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$5.31</b>	<b>24.1</b>
17	Suburban Local	\$159,783	\$815,250	117,028	7,791	\$655,467	\$5.60	15.0
59	Suburban Local	\$150,051	\$1,063,476	114,413	7,943	\$913,425	\$7.98	14.4
66	Suburban Local	\$634,911	\$2,868,975	524,282	21,787	\$2,234,063	\$4.26	24.1
67	Suburban Local	\$55,053	\$712,012	49,438	4,582	\$656,959	\$13.29	10.8
72	Suburban Local	\$314,970	\$1,928,167	276,391	16,270	\$1,613,198	\$5.84	17.0
77	Suburban Local	\$46,794	\$469,713	41,563	2,627	\$422,919	\$10.18	15.8
80	Suburban Local	\$47,250	\$351,120	38,000	2,979	\$303,870	\$8.00	12.8
88	Suburban Local	\$452,864	\$2,997,821	393,374	24,798	\$2,544,956	\$6.47	15.9
89	Suburban Local	\$95,336	\$1,250,095	88,984	5,269	\$1,154,759	\$12.98	16.9
92	Suburban Local	\$422,674	\$2,387,198	378,974	19,561	\$1,964,524	\$5.18	19.4
100	Suburban Local	\$372,354	\$2,964,028	309,366	23,537	\$2,591,675	\$8.38	13.1
104	Suburban Local	\$30,009	\$362,585	24,662	3,192	\$332,575	\$13.49	7.7
112	Suburban Local	\$119,559	\$868,899	123,883	6,568	\$749,340	\$6.05	18.9
120	Suburban Local	\$225,005	\$1,580,727	166,300	11,322	\$1,355,722	\$8.15	14.7
128	Suburban Local	\$64,951	\$788,508	60,370	5,916	\$723,557	\$11.99	10.2
130	Suburban Local	\$582,015	\$3,020,681	492,633	17,537	\$2,438,666	\$4.95	28.1
131	Suburban Local	\$81,220	\$689,035	61,281	3,570	\$607,815	\$9.92	17.2
133	Suburban Local	\$567,073	\$2,840,579	471,524	15,786	\$2,273,506	\$4.82	29.9
135	Suburban Local	\$229,424	\$1,643,437	201,493	8,699	\$1,414,013	\$7.02	23.2
139	Suburban Local	\$384,194	\$1,566,820	268,001	8,168	\$1,182,626	\$4.41	32.8
169L	Suburban Local	\$235,418	\$1,333,006	180,037	4,321	\$1,097,588	\$6.10	41.7
228	Suburban Local	\$159,678	\$1,252,841	114,908	10,310	\$1,093,163	\$9.51	11.1
323	Suburban Local	\$40,121	\$755,546	33,806	6,316	\$715,425	\$21.16	5.4
324	Suburban Local	\$101,767	\$1,071,290	77,169	9,391	\$969,523	\$12.56	8.2
326	Suburban Local	\$38,193	\$381,997	31,443	2,591	\$343,804	\$10.93	12.1
327	Suburban Local	\$19,968	\$386,702	14,445	2,850	\$366,734	\$25.39	5.1
401	Suburban Local	\$85,452	\$999,444	66,947	6,813	\$913,992	\$13.65	9.8
402L	Suburban Local	\$166,835	\$1,464,362	131,880	11,150	\$1,297,527	\$9.84	11.8
403	Suburban Local	\$87,289	\$1,246,079	67,979	8,961	\$1,158,790	\$17.05	7.6
410	Suburban Local	\$21,967	\$245,167	15,688	1,479	\$223,200	\$14.23	10.6
<b>Subtotal</b>	<b>Suburban</b>	<b>\$5,992,181</b>	<b>\$40,305,560</b>	<b>\$4,936,262</b>	<b>\$282,083</b>	<b>\$34,313,379</b>	<b>\$6.95</b>	<b>17.5</b>
<b>Standard Deviation</b>							<b>\$5.01</b>	<b>8.4</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$13.37</b>	<b>6.7</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$10.31</b>	<b>11.9</b>
31X	Express	\$57,821	\$221,467	22,665	993	\$163,646	\$7.22	22.8
40X	Express	\$158,224	\$294,051	60,936	1,611	\$135,827	\$2.23	37.8
47X	Express	\$135,299	\$748,100	51,962	2,755	\$612,802	\$11.79	18.9
55X	Express	\$182,112	\$390,680	74,513	1,687	\$208,568	\$2.80	44.2
72X	Express	\$304,900	\$887,480	116,821	3,532	\$582,580	\$4.99	33.08
80X	Express	\$41,634	\$169,667	17,007	842	\$128,033	\$7.53	20.2
86X	Express	\$894,308	\$1,257,254	331,994	3,262	\$362,946	\$1.09	101.8
87X	Express	\$53,316	\$162,749	25,594	736	\$109,433	\$4.28	34.8



Regional Transportation District

100X	Express	\$103,185	\$448,671	42,424	1,597	\$345,485	\$8.14	26.6
104X	Express	\$49,905	\$236,253	21,254	1,152	\$186,349	\$8.77	18.5
116X	Express	\$110,100	\$571,839	41,979	1,929	\$461,739	\$11.00	21.8

**RTD Service Standards Analysis - 2013**  
**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
120X	Express	\$1,933,054	\$2,941,750	723,098	12,405	\$1,008,696	\$1.39	58.3
122X	Express	\$1,236,353	\$2,143,739	467,728	5,809	\$907,387	\$1.94	80.5
145X	Express	\$38,590	\$140,169	23,796	718	\$101,580	\$4.27	33.1
2X	Express	\$30,071	\$141,282	12,398	578	\$111,211	\$8.97	21.4
5X	Express	\$20,713	\$78,230	8,445	426	\$57,517	\$6.81	19.8
6X	Express	\$19,439	\$41,292	10,893	483	\$21,852	\$2.01	22.6
<b>Subtotal</b>	<b>Express</b>	<b>\$5,298,801</b>	<b>\$10,613,870</b>	<b>2,021,771</b>	<b>39,026</b>	<b>\$5,315,069</b>	<b>\$2.63</b>	<b>51.8</b>

<b>Standard Deviation</b>							<b>\$3.56</b>	<b>24.9</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$7.19</b>	<b>20.0</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$5.01</b>	<b>35.1</b>

B/BV	Regional	\$6,704,255	\$10,893,582	1,805,813	53,879	\$4,189,326	\$2.32	33.5
BOLT	Regional	\$2,544,030	\$3,932,694	497,596	21,580	\$1,388,665	\$2.79	23.1
CV	Regional	\$837,396	\$2,011,128	180,544	6,579	\$1,173,733	\$6.50	27.4
DD	Regional	\$83,916	\$436,340	19,427	1,542	\$352,424	\$18.14	12.6
DM	Regional	\$340,517	\$1,099,968	105,942	3,875	\$759,451	\$7.17	27.3
EV	Regional	\$628,993	\$1,850,099	162,062	5,985	\$1,221,106	\$7.53	27.1
GS	Regional	\$423,533	\$1,501,077	116,862	7,138	\$1,077,544	\$9.22	16.4
HX	Regional	\$482,747	\$1,174,697	125,919	3,783	\$691,949	\$5.50	33.3
J	Regional	\$272,170	\$849,655	55,404	3,355	\$577,484	\$10.42	16.5
L	Regional	\$1,143,793	\$3,966,283	295,567	16,734	\$2,822,491	\$9.55	17.7
N	Regional	\$448,825	\$1,203,556	123,077	6,382	\$754,731	\$6.13	19.3
P	Regional	\$740,177	\$1,456,778	139,701	3,498	\$716,601	\$5.13	39.9
R	Regional	\$322,181	\$1,461,793	93,350	5,127	\$1,139,611	\$12.21	18.2
S	Regional	\$241,345	\$575,283	65,217	2,312	\$333,938	\$5.12	28.2
T	Regional	\$137,676	\$661,769	47,002	2,139	\$524,093	\$11.15	22.0
YL	Regional	\$40,334	\$166,031	6,778	499	\$125,698	\$18.54	13.6
Y	Regional	\$93,774	\$310,750	26,772	1,646	\$216,976	\$8.10	16.3
<b>Subtotal</b>	<b>Regional</b>	<b>\$15,485,663</b>	<b>\$33,551,483</b>	<b>3,867,033</b>	<b>146,053</b>	<b>\$18,065,820</b>	<b>\$4.67</b>	<b>26.5</b>

<b>Standard Deviation</b>							<b>\$4.58</b>	<b>7.8</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$10.53</b>	<b>16.5</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$7.74</b>	<b>21.2</b>

AA	skyRide	\$533,107	\$2,067,597	196,067	10,182	\$1,534,490	\$7.83	19.3
AB	skyRide	\$2,721,096	\$3,437,811	372,505	17,634	\$716,715	\$1.92	21.1
AF	skyRide	\$1,502,920	\$4,076,615	447,014	20,615	\$2,573,694	\$5.76	21.7
AS	skyRide	\$1,908,807	\$4,304,607	501,377	18,123	\$2,395,800	\$4.78	27.7
AT	skyRide	\$2,408,810	\$4,169,060	648,997	16,914	\$1,760,250	\$2.71	38.4
<b>Subtotal</b>	<b>SkyRide</b>	<b>\$9,074,741</b>	<b>\$18,055,689</b>	<b>2,165,960</b>	<b>83,468</b>	<b>\$8,980,948</b>	<b>\$4.15</b>	<b>25.9</b>

<b>Standard Deviation</b>							<b>\$2.37</b>	<b>7.8</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$7.18</b>	<b>16.0</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$5.74</b>	<b>20.7</b>

BroncoRide	Special Services	\$517,852	\$1,203,033	145,351	11,831	\$685,181	\$4.71	12.3
RockiesRide	Special Services	\$100,965	\$337,744	21,213	3,693	\$236,779	\$11.16	5.7
SeniorRide	Special Services	\$71,521	\$525,272	55,968	5,993	\$453,751	\$8.11	9.3
<b>Subtotal</b>	<b>Special Services</b>	<b>\$690,338</b>	<b>\$2,066,048</b>	<b>222,532</b>	<b>21,517</b>	<b>\$1,375,711</b>	<b>\$6.18</b>	<b>10.3</b>

Arapahoe	call-n-Ride	\$16,825	\$264,692	14,638	3,443	\$247,867	\$16.93	4.3
Belleview	call-n-Ride	\$24,198	\$411,080	12,902	4,977	\$386,882	\$29.99	2.6
Belmar	call-n-Ride	\$13,996	\$289,984	7,320	3,490	\$275,988	\$37.70	2.1
Brighton	call-n-Ride	\$21,514	\$266,467	19,411	3,443	\$244,953	\$12.62	5.6



Regional Transportation District

Broomfield	call-n-Ride	\$29,869	\$272,939	16,432	3,443	\$243,069	\$14.79	4.8
Dry Creek	call-n-Ride	\$29,308	\$278,003	13,590	3,443	\$248,695	\$18.30	3.9
Evergreen	call-n-Ride	\$28,201	\$739,329	24,299	7,378	\$711,128	\$29.27	3.3
Federal Heights	call-n-Ride	\$12,578	\$260,249	7,406	3,443	\$247,671	\$33.44	2.2

**RTD Service Standards Analysis - 2013**  
**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
Golden	call-n-Ride	\$79,938	\$366,713	37,933	4,713	\$286,776	\$7.56	8.0
Green Mountain	call-n-Ride	\$37,221	\$451,448	18,802	5,853	\$414,228	\$22.03	3.2
Highlands Ranch	call-n-Ride	\$5,442	\$249,630	5,409	3,061	\$244,188	\$45.14	1.8
Interlocken	call-n-Ride	\$25,956	\$317,216	16,841	4,208	\$291,260	\$17.29	4.0
South Jeffco	call-n-Ride	\$63,833	\$966,077	36,487	12,249	\$902,244	\$24.73	3.0
Lone Tree	call-n-Ride	\$23,526	\$272,028	11,803	3,443	\$248,501	\$21.05	3.4
Longmont	call-n-Ride	\$44,285	\$672,018	40,570	7,446	\$627,733	\$15.47	5.4
Louisville	call-n-Ride	\$26,175	\$316,919	12,926	4,208	\$290,743	\$22.49	3.1
Meridian	call-n-Ride	\$105,235	\$417,889	38,262	5,100	\$312,653	\$8.17	7.5
North Inverness	call-n-Ride	\$117,019	\$554,144	54,733	6,503	\$437,125	\$7.99	8.4
Orchard	call-n-Ride	\$49,594	\$401,412	24,397	4,973	\$351,818	\$14.42	4.9
Parker	call-n-Ride	\$20,732	\$256,473	10,877	3,187	\$235,741	\$21.67	3.4
South Inverness	call-n-Ride	\$61,930	\$418,199	43,421	4,973	\$356,269	\$8.20	8.7
South Thornton	call-n-Ride	\$22,360	\$264,381	9,667	3,439	\$242,020	\$25.04	2.8
Thornton	call-n-Ride	\$19,241	\$265,641	11,035	3,443	\$246,400	\$22.33	3.2
<b>Subtotal</b>	<b>Call-n-Ride</b>	<b>\$878,978</b>	<b>\$8,972,928</b>	<b>489,161</b>	<b>109,859</b>	<b>\$8,093,950</b>	<b>\$16.55</b>	<b>4.5</b>

<b>Standard Deviation</b>							<b>\$9.77</b>	<b>2.1</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$29.05</b>	<b>1.8</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$23.09</b>	<b>3.1</b>

MALL	Mall	\$0	\$11,766,593	14,069,025	76,302	\$11,766,593	\$0.84	184.4
C	LRT	\$942,574	\$7,971,630	981,667	7,119	\$7,029,057	\$7.16	137.9
D	LRT	\$5,120,511	\$41,119,510	7,014,399	54,507	\$35,998,998	\$5.13	128.7
E	LRT	\$3,360,738	\$35,103,168	4,000,878	39,208	\$31,742,430	\$7.93	102.0
F	LRT	\$3,375,850	\$19,816,831	3,215,095	16,945	\$16,440,981	\$5.11	189.7
H	LRT	\$4,172,622	\$35,531,150	5,490,292	39,907	\$31,358,528	\$5.71	137.6
W	LRT	\$2,635,905	\$27,484,919	3,071,513	42,154	\$24,849,014	\$8.09	72.9
<b>Subtotal</b>	<b>Rail</b>	<b>\$19,608,200</b>	<b>\$167,027,207</b>	<b>23,773,844</b>	<b>199,841</b>	<b>\$147,419,008</b>	<b>\$6.20</b>	<b>119.0</b>

<b>Standard Deviation</b>							<b>\$1.37</b>	<b>39.3</b>
<b>Min/Max at 10% or better: Average ± 1.28 * Std Dev</b>							<b>\$7.96</b>	<b>68.7</b>
<b>Min/Max at 25% or better: Average ± .67 * Std Dev</b>							<b>\$7.12</b>	<b>92.6</b>

access-a-Ride	ADA	\$1,724,331	\$39,946,604	655,967	551,813	\$38,222,273	\$58.27	1.2
VanPool	VanPool	\$1,424,568	\$2,540,660	453,852	79,560	\$1,116,092	\$2.46	5.7
SHOP	Shopper Special	\$28,508	\$253,207	38,010	4,812	\$224,699	\$5.91	7.9
<b>System Totals</b>	<b>System</b>	<b>\$117,259,448</b>	<b>\$546,581,264</b>	<b>\$100,728,399</b>	<b>\$3,048,937</b>	<b>\$429,321,816</b>	<b>\$4.26</b>	<b>33.0</b>

Discontinued routes not included in performance analysis.