

Title VI Service Equity Analysis

COVID-19 Service Changes

March 2021

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Executive Summary

The Federal Transit Administration (FTA) published guidance on April 7, 2020, to provide clarity how COVID-19 preparations impact certain FTA requirements. The guidance details when a Title VI service equity analysis must be performed for emergency service cuts and changes during the pandemic. Specifically, if a transit agency chooses to make any temporary changes permanent, the agency is then required to complete a service equity analysis to ensure the changes do not unfairly impact minority and low-income populations. Of note, a permanent change is any service change lasting longer than 12 months.

With steep declines in ridership and an uncertain return to higher demand, service reductions enacted within the January 2020 runboard have remained in place until the current March 2021 runboard. Moreover, RTD reduced service on April 19, 2020, to reflect the reality of declining ridership resulting from the COVID-19 pandemic. Because these changes are approaching the end of 12-month period, the FTA considers these changes permanent and requires an equity analysis to be performed. This document summarizes the detailed analysis of the service changes between April 2020 and April 2021 to ensure changes have not inequitably impacted minority and low-income populations.

Methodology

RTD's established Title VI program methodology defines the process to identify major service changes, disparate impacts, and disproportionate burdens. Analyses were performed at the route level, route block group, and network level, to identify any potential disparities in service changes based on race/ethnicity or income.

Major Service Changes

Changes to 103 existing bus route/patterns and rail lines in RTD's network of 167 services from April 2020 to April 2021 meet established thresholds for a major service change. The routes listed below had proposed reductions to service or were eliminated.

Route 0	Route 30L	Route 99	Route 204	Route 80L	Route LX1/LX2
Route 0L	Route 32	Route 100	Route 205T	Route 83D	MALLRIDE
Route 1	Route 36L	Route 104	Route 206	Route 87L	METRORIDE
Route 1W	Route 37	Route 104X	Route 206F	Route 99L	Route NB
Route 3L	Route 39L	Route 112	Route 206S	Route AA	Route P
Route 8	Route 44	Route 116X	Route 208F	Route AB2	Route RC
Route 9	Route 51	Route 120	Route 209	BOLT	SKIP
Route 10	Route 53	Route 122X	Route 225D/T	BOUND	Route Y
Route 15	Route 55	Route 125	Route 228	Route CS/CV	C Line
Route 16L	Route 59	Route 128	Route 236	Route DASH	G Line
Route 19	Route 66	Route 131	Route 324	Route ES/EV/EX	F Line
Route 20	Route 67	Route 135	Route 401	Route FF2 - FF7	R Line
Route 24	Route 72	Route 139	Route 403	Route GS	
Route 27	Route 76	Route 157	Route 483	Route J	
Route 28	Route 77	Route 169	Route 402L	JUMP	
Route 30	Route 80	Route 169L	Route 72W	Route LD1/LD2	

Additionally, 10 routes were new to the network and were almost all related to the new N Line commuter rail line that opened in September 2020. Other changes were restructures of existing service to better align service with demand.

Route 49	Route 88L	Route 93L	Route 104L	Route 120E
Route 120L	Route 520	Route NB1	Route NB2	N Line

Findings

When considering all routes in the RTD network, and compared to the average 31% reduction in service, low-income routes had a 13% smaller reduction compared to higher-income routes, and minority routes had a 29% smaller reduction than non-minority routes.

Of the 103 routes with major service changes or reductions, none had adverse impacts when comparing the service reductions of equity populations with those of non-equity populations. Low-income routes had a 13% lower reduction than higher-income routes and minority routes had 12% less of a reduction than non-minority routes.

Bus routes had a larger cut in service than rail modes, and of these bus routes with reductions in service, suburban local and regional route service classes had greater reductions or more eliminations than Central Business District (CBD) local and local route service classes. Limited stop routes were more likely to be eliminated than local routes.

Of routes that had major service changes, 14 had potential disparate impact findings and 27 had potential disproportionate burdens findings. Twelve routes had both.

Of routes that were eliminated, 12 had potential disparate impact findings and 38 had potential disproportionate burdens findings. Nine routes had both.

Of new services or restructures, 7 routes had potential disparate impact findings and 6 had potential disproportionate burdens findings. Three routes had both.

Corridor service changes within one-quarter mile of routes were reviewed for net service area changes, incorporating the network benefits of overlapping and/or intersecting services. This analysis found 30 of 40 routes had smaller reductions in service than the corridor's primary route, and all eliminated routes had net corridor service changes that reflected a smaller reduction in service, indicating the availability of other RTD services within a ¼ mile of the corridor, on average. However, only the corridor surrounding Route 37 was found to have a net service change under the major service change threshold of 25%.

Introduction

Title VI and Environmental Justice

Equity is a core principle of the Regional Transportation District's (RTD) mission to provide mass transit service in the Denver Metro Area. An equitable mass transit system fairly distributes the benefits and adverse effects of transit service without regard for race, color, national origin, or low-income status. This principle is detailed and reinforced by Title VI of the Civil Rights Act of 1964 and Executive Order 12898 pertaining to environmental justice.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs receiving federal financial assistance. Specifically, Title VI states, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

In 1994, President Clinton issued Executive Order 12898, which states that each federal agency "shall make achieving environmental justice part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

The Federal Transit Administration's (FTA) Circular 4702.1B provides its recipients of FTA financial assistance with instructions for achieving compliance with Title VI and Environmental Justice. In this circular, the FTA requires RTD to evaluate, prior to implementation, any and all service changes that exceed the established major service change threshold, to determine whether those changes will have a disproportionately negative impact on minority or low-income populations.

This equity analysis report has been prepared to document changes that occurred between the January 2020 and March 2021 runboards, representing the prior 12 months of service. Routes with major service changes include 40 major reductions, 63 eliminations, and 10 added services. In September of 2020, with the opening of the N Line, a highly anticipated commuter rail line to the north suburbs, supporting bus services were restructured. As a result, several routes underwent changes that on the surface appear to be major service changes (e.g., a single route split into two patterns, route name changes, replacement with other named routes, etc.). These changes and all others have been reviewed individually and in aggregate at the block group and system levels to identify actual major changes.

Service Change Philosophy

An equity analysis is triggered by proposed major service changes to the transit services provided by RTD. These changes include the addition of new routes, the elimination of existing routes, and changes to the alignment and trip frequency within existing routes. RTD has established principles to identify the service changes needed to meet the diverse travel needs of the residents of the District and maintain a high-performance, sustainable transit system.

RTD Service Changes Guiding Principles

- Service performance evaluation based on the RTD Service Standards;
- The effects on the overall integrity of the transit network and on transit dependent markets;
- The availability of alternative services to affected riders;
- Cost-effective distribution throughout the District and Family of Services and the ability to enhance service when possible;
- Title VI of the Civil Rights Act: benefits and services are provided without regard to race, color or national origin; also disparate effects on low income and minority populations; and
- Response to changes in the communities where services are provided.

RTD services are divided into various service classes depending on service type, route alignment, and frequency. Each service class has its own service standards derived from the performance of all routes within each class. RTD continually and comprehensively adjusts services in response to changes in ridership and operational performance of the transit system. It is also the District's responsibility to identify services that are underperforming and recommend modifications, curtailment, or cancellation of service as warranted. In keeping with Colorado Revised Statutes, RTD utilizes official service standards to establish performance metrics used to identify underperforming services on a class-of-service basis. The District uses these metrics to identify a series of service changes. Equity analyses examine the impact of the proposed major service changes on minority populations and low-income households at or below 150 percent of the Department of Health and Human Services Poverty Guidelines.

...The general assembly further finds that the district should be organized efficiently, economically, and on a demand-responsive basis and that the district should consider least-cost alternatives in discharging its responsibilities. The general assembly further finds that the farebox recovery ratio of the district must be improved so that resources once allocated for mass transportation can be made available for other surface transportation needs.

--Colorado Revised Statutes 32-9-119.7 Farebox Recovery Ratios -- Plans

RTD's Title VI Equity Analysis Policies

Per FTA Circular 4702.1B Chapter IV.7, RTD must establish a Major Service Change Policy, a Disparate Impact Policy, and a Disproportionate Burden Policy. Collectively, these policies provide foundational requirements for evaluating service change proposals for equity and compliance with Title VI. These policies and their applicable thresholds are listed below:

1. **Major Service Change:** A major service change is defined as a 25 percent addition or reduction in the service hours of any route that would remain in effect for twelve (12) or more months. All major service changes will be subject to an equity analysis that includes an analysis of adverse effects.
 - a. An **Adverse Effect** is defined as a geographical or temporal reduction in service that includes, but is not limited to, eliminating a route, shortening a route by eliminating segments, rerouting an existing route, and increasing headways. RTD shall consider the degree of adverse effects and analyze those effects when planning major service changes.
2. **Disparate Impact Analysis:** A major service change should not adversely affect a minority population 10 percent more than non-minority populations; this level of impact is considered a disparate impact.
3. **Disproportionate Burden Analysis:** A major service change should not adversely affect a low-income population 10 percent more than higher-income populations; this level of impact is considered a disproportionate burden. A low-income population is a group of households who are at or below 150 percent of the Department of Health and Human Services Poverty Guidelines.

If a proposed major service change results in a disparate impact or a disproportionate burden, RTD will consider modifying the proposed service change. RTD will then analyze the modification and make sure it removed the potential disparate impact or disproportionate burden. If a less discriminatory option cannot be identified and RTD can demonstrate a substantial legitimate justification for the proposed service change, the FTA may allow RTD to proceed with the proposed change.

Analysis

Data Sources & Methodology

Demographic data used for this analysis comes from the Census Bureau's American Community Survey (ACS) 5-Year Estimates for years 2014 to 2018 and is reviewed at the census block group geographic level. Analysis of RTD's network footprint and route service levels utilized Remix, a transit-planning software package combining data analysis with transit service planning tools. One key evaluation tool is the Title VI analysis used for service equity analyses which compares existing service, converted into annualized bus visits, or trips, to a set of proposed service changes. The annualized bus visits conversion is a helpful proxy for route service changes since any change in service levels will be proportional to the resultant annualized change in trips. Other data includes route alignments and block group geography. The linking of these datasets into a service-geographic-demographic combination relates equity populations with changes in service at a geographic level to aid in reviewing impacts.

The equity analysis is a three-tier process reviewing impacts first at an individual route level, then at an aggregated route block group level, and finally at a District/block group level, being careful to realize that analyses done at aggregate levels could hide major service change impacts occurring at a more granular level, so detailed analysis is done at each tier to avoid overlooking potentially adverse impacts on equity groups.

Low-income status for population within the District derives from the Census Bureau and is based on 150% of the United States federal poverty level (Department of Health and Human Services guidelines), based

on local context, which is an annual income of \$32,580 for a family of 3. Minority status was based on the non-white and Hispanic or Latino count of total population. The service area was based on the collection of block groups within the District boundaries set by RTD for Remix.

Route service area population was determined using a quarter mile “catchment area” centered around bus stops and rail stations. This catchment area was then used to calculate the percentage overlap of census block-based population underneath. For instance, if a catchment area contained 100% of the underlying block group, 100% of the population would be associated with the services within a quarter mile; if 50% of a block group was contained in the catchment area, only half of the underlying population would count as being included (ratios of population demographics would be unchanged).

Remix provides a count of trips in the “before” and “after” networks at the block group level and aggregated at the route pattern level but does not provide a change of trips by route by block group, which was needed for more detailed analysis at the route level. For this third tier of analysis, route alignments from RTD’s General Transit Feed Specification (GTFS) data were used to calculate the quarter-mile catchment area of every route to relate the route trip change data from Remix to individual block groups associated with each route.

Public Outreach Overview

January 2020 Service Changes

Five public meetings were conducted between September 25 and October 3, 2020 in Lafayette, Commerce City, and Longmont and at the Blake Administration Building Rooms T & D. The service change comments, and the details of these meetings are summarized in the October 22, 2019 consolidated agenda¹ starting on packet page 174. Table 1 captures the meeting locations and dates, the number of attendees and the common themes obtained from the comments.

Table 1: Five Public Meeting Details

Date & Time Location	Comment Themes	Number of Attendees
September 25 th at 6pm Lafayette	Frequency and route pattern of Route LD1* , taxes on Lafayette residents, fare media issues	17
September 26 th at 6pm Commerce City	Changes to Route 59 and Route 51	1
October 1 st at 6pm Longmont	Earlier and later LX/LD trip and request for a route change, missed connections, Sunday service request, transfers/connections, additional comments for LD service	23
October 3 rd at 12pm Denver	Route LD updates to shelters and schedules, Lafayette Park-n-ride improvements, connection issues between 72 and the 31 and 51, Parker Park-n-ride, Route 1 adjustments, safety crossing	7

¹ <https://rtd.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2863&Inline=True>

	streets, N Line versus the Northwest rail clarification	
October 3rd at 6pm Denver	Approval of bus stop consolidation for Route 24, Mallride, Light Rail not matching schedules, fare payment machine issues, on time performance at 88%, scheduling, seniors at Yale station and general issues	10
		Total – 58

*Bolted comments were mentioned multiple times by different members of the public

The public was also notified of the ability to submit comments to service.changes@rtd-denver.com. The main comments were related to the opposition of the Route LD and Route LX service change. Other emails were general inquiries about the Route 37 and 46.

Covid-19 Service Reductions (April 2020)

RTD’s traditional outreach and community engagement was not pursued due to the nature of the April 2020 service reductions. In short, the ability to devise and carry out a robust and inclusive outreach strategy was limited due to a compressed timeline and resource constraints. This was a result of the sharp decline in ridership attributed to the coronavirus pandemic. To summarize, the community engagement efforts, all outreach was conducted electronically via media releases, updates on the main RTD webpage, email blast to our customers and service alerts on the lines where service was reduced.

Customer Care staff received comments during the Covid-19 service reductions. These comments were compiled daily and sent to a team of RTD staff. Most comments related to Covid-19 service reductions were due to being passed up by a full bus, bus overcrowding, and operators or customers not wearing a mask. Additionally, there were concerns of rear door boarding for customers with a disability as well as specific route suspensions and eliminations.

Routes that received a high number of complaints for pass ups and overcrowding include routes 12, 15/15L, 16, and 0. Routes 43 and 121 did not receive the same volume of complaints regarding pass ups and overcrowding but were notably higher than other routes. These local routes have a higher number of minority and low-income customers compared to the system district average.

May 2020 Service Changes

Public Meetings

There were 19 public meetings conducted between February 19 and March 5, 2020 in Arvada, Aurora, Boulder, Centennial, Commerce City, Denver, Englewood, Golden, Highlands Ranch, Lafayette, Lakewood, Littleton, Parker and at the Blake Administration Building Rooms T & D. Meeting dates, times, and general locations, are provided below. Comments and further details from these meetings and the service change are summarized in the March 10, 2020 consolidated agenda² starting on packet page 8.

² <https://rtd.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2924&Inline=True>

Table 2: Nineteen Public Meeting Details

Date & Time	Location	Date & Time	Location
February 19 th at 6pm	Boulder	February 25 th at 6pm	Denver
February 19 th at 12pm	Denver	February 25 th at 6pm	Highland Ranch
February 19 th at 6pm	Denver	February 26 th at 6:30pm	Lafayette
February 19 th at 6pm	Englewood	February 26 th at 6pm	Littleton
February 20 th at 12pm	Denver	February 26 th at 6:30pm	Lafayette
February 20 th at 6pm	Denver	February 28 th at 6pm	Arvada
February 20 th	Golden	February 29 th	Denver
February 21 st at 6pm	Centennial	March 2 nd	Littleton
February 24 th at 6pm	Lakewood	March 5 th	Parker
February 25 th at 6pm	Aurora		

Comment Summary

There was a strong opposition to the RunRide suspension due to the BolderBoulder’s³ use and dependency on this service. Additional strong opposition was related to the Mallride, Route 99L, 32, 16L, 225, JUMP and 403 service cuts. Of these routes both the 99L and 16L had a noticeably larger number of people make comments regarding their reliance on these routes to have access to work and other essential trips. The Route LD trip cuts proved to be a concern for those in Lafayette as it was described that the current service is already minimal.

Several members of the public voiced concern regarding the R Line, 153, and 157 as they are all routes some local residents rely on. Residents in Aurora gave mention to already drastic changes in service that have occurred by RTD in the recent years. Due to issues with connectivity, transfers, and access the D Line was brought up. Some commenters wanted it to return to how it previously was and there was also a desire not to end the weekend trips this service provides. Also, two people brought up the conditions of the Lafayette Park-n-ride. RTD staff informed them it is currently in construction and is being worked on.

Additional comments were made regarding the operator shortage as commenters asked questions related to what is causing it, and how to solve the issues so cuts do not have to be made. RTD staff fielded questions to assure the public that resolutions are being identified.

Emails

The public was notified of the ability to submit comments to service.changes@rtd-denver.com. Emails were received from all parts of RTD’s service area. Key routes of concern according to email volume included the Runride, Route 157, Route 153, and the R Line.

Mail

Cards with the words “No to Cuts” were received from residents in Aurora. The cards detailed service changes of concern that were reflective of emailed comments as well. The key routes of concern included Route 153, Route 130, Route 169, Route 157, H Line, E Line, and the R Line.

³ BolderBoulder is an annual Memorial Day Race Event

September 2020 – N Line Implementation

On July 14, 2020 the Board approved the recommended action to approve the implementation of the N line and subsequent changes related it. It was not considered a service change and modifications were nuanced changes with the Covid-19 plan.

Public Meetings

Five public hearings were held during the public comment period, which extended from August through September of 2019. The meetings were held in Thornton City Call, Northglenn Senior Center, Blake Street Offices, and the City of Westminster. There were 60 participants in attendance at the public meetings total. Detailed comments from each meeting can be found in the July 14, 2020 consolidated agenda starting on packet page 17.⁴

In summary the main questions and concerns during the public comment period were the actual date of the 2020 N Line opening. Approximately seven people made remarks indicating doubts of predicted 2020 opening due to past delays. General questions regarding how the N Line will affect other routes were the next frequently asked questions. Additionally three people had concerns of the frequency of the 92/93L frequency. One person mentioned that the 88 on time performance was not accurate and one other person mentioned a desire to extend the route further. The 104L and 39L going away were of the most concern to those that spoke at the public meetings.

Email

The public was notified of the ability submit comments to service.changes@rtd-denver.com. One letter was received from the Westminster Mayor's office concerns and support for the proposal. Specifically there were concerns noted regarding the Route 120 boarding location due to the proximity of a high volume road and the AA projected to have a negative citizen reaction due to added travel time. A positive note regarding the 114 changes to added connections was also noted.

January 2021 Service Change

Notification was given to customers about the January 2021 service changes via rider alert emails about upcoming service changes and the opportunity to submit feedback by emailing service.changes@rtd-denver.com, faxing comments to 303.299.2227, or calling 303.299.6000.

Virtual Meetings and Events

RTD hosted a series of 5 virtual public outreach sessions in the first half of October 2020 to provide an overview of proposed service changes. Microsoft Teams meetings were limited to 250 participants per meeting. Four Microsoft Teams meetings were held with the option to participate via telephone or through the Microsoft Teams App. The table below shows the dates and number of attendees per meeting:

⁴ <http://rtd.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2972&Inline=True>

Table 3: Five Virtual Public Sessions Details

Date & Time	Comment Themes	# of Attendees
October 7 th at 6pm	Suspension of service on Routes CS/CV, ES/EV and GS	33
October 8 th at 12pm	Pattern changes on C/D, E/F Lines and van pool options for CS/CV and ES/EV patrons	47
October 10 th at 10:30am	Routes CS/CV and GS and Route 205	12
October 12 th at 6pm (Spanish)	No comments or questions	3
		Total – 95

One in English and one in Spanish version of the recorded Microsoft Teams meetings were uploaded to the rideRTDco Youtube page and have been archived on the [Final January 2021 Service Change webpage](#)⁵. There were approximately 148 views of the pre-recorded videos, 109 of the English video and 39 views of the Spanish video, by the final date of the public comment period of October 14, 2020.

Additionally, a Facebook Live event was held October 12, 2020. This was the first time a Facebook Live event has taken place to inform customers about RTD’s service change. Fifty-two people were recorded as the peak number of viewers during the Facebook Live event. Comments and questions ranged from the return to regular service on the system to explanation of the changes posed for Route 206. Since the date of the Live event to March 18, 2021 the video has received additional activity demonstrated in the following below:

Table 4: Facebook User Activity Post Live Event Details

Activity	Number
People reached (# of people who engage with content)	4,365
Total impressions (# of potential views)	5,028
Likes, comments, and shares	125
Post clicks	663

The recording of the Facebook Live event is still available for viewing on [RTD’s Facebook Page](#)⁶ and garnered more views since the public comment period ended. Exact numbers of activity up until October 14, 2020 are undetermined.

Telephone

Customer service calls received that are related to service changes are forwarded to the Service Planning Department. The number of calls were notably much less than previous services changes.

Emails

Emails were sent to the RTD Service Change email and board members regarding the January 2021 Service Changes. The routes that received comments are summarized below:

⁵ <https://www.rtd-denver.com/service-changes/final-january-2021>

⁶ https://www.facebook.com/watch/live/?v=1423626311167760&ref=watch_permalink%20and%20garnered

Table 5: Service Changes Email Responses

Route	Abbreviated Customer Comments
12	Overcrowding please fix
20	Urge 30 min frequency, rely on route to go to work on Sunday
28	No to cut, no buses to between W Colfax and 38 th Ave
32	Return to go to museum and zoo
72	Suggest expanded schedule
77	Difficulty in daughter getting around
122x	Restore some routes or create hybrid route
204	Thanks for bringing back south bound during the week
205*	Many depend on Heatherwood loop, people rely on this route, critical to those without cars, blind residents who depend on service, serves commuters and senior citizens, West Gunnbarrel resident concern, low-income residents in Gunbarrel, request to only reduce frequency, disappointed, disabled neighbors in need of route, college students rely on route, strong objection, unfair
206	Start again so 2 middle school and 1 high school can be accessed
225	Reconsider route frequency for BVSD school start up, really inconvenienced, earlier bus suggestion
CV*	15 passenger minimum is keeping people from riding, do not cancel, many use the only 2 CV buses remaining, reconsider suspending, concern for mountain community riders not returning to service, key option for community, keep line going, keep option open for community, appreciate option during winter months, those living in the foothills concerned, recommend a reduced route schedule, essential personnel uses this, ridership is increasing, consider one service time, people in mountains do not have an alternative, cut off from foothill community, essential worker with no option to work from home, reinstate when people return to work
D Line	Reinstate as proposed, voice of support for resumption of service, please do this, in favor
EV/ES	Concern of not continuing route, use a smaller bus, consider decreasing instead of elimination
FF1	Need improvement
FF5	Missing mark with only 7am and 9am trip
GS	Hopes to return when pandemic ends, don't cancel
L Line	L Line: Thank you for not reducing
MALL	Add more due to overcrowding and dependence to get to work
P	Consider one am and pm trip
General/ Misc.	Aurora needs more options to airport, previously served by 169 which was great, offer Temporary opt-in option for CollegePass, have public bathroom near C to D train transfer point, sad to see RTD go downhill, AB and NB routes are important, financial shortfall is at fault of RTD

* Bolded comments were mentioned multiple times by different members of the public

Major Service Change, Disparate Impact, and Disproportionate Burden Analysis

Service changes made between January 2020 and March 2021 that resulted in a 25% or greater reduction or addition in service were categorized by equity grouping (minority or non-minority, low-income or higher income) for comparison. Routes were categorized as either equity or non-equity based on their identification within the January 2020 network using 2018 ACS 5-year demographic data. A comparative

equity analysis was completed to review the routes individually. This analysis identified the equity and non-equity populations within a route service area and compared those against the equity and non-equity populations of the District. If impacted equity populations within the route service area received 10% or greater impacts compared to non-equity populations, the route had a potential finding of disparate impact or disproportionate burden (depending on the impacted equity population) and was flagged for more detailed review of block groups within the route’s service area. This was intended to identify network-level impacts that would indicate whether 25% or more service was changed for the underlying population groups due to overlapping or intersecting services.

MAJOR SERVICE CHANGE TEST

Identify routes with proposed major service changes (annual trips) of 25% or more

Changes by Transit Mode

When annual service changes were reviewed by mode, light rail had a 23% reduction of service over an annualized count. Commuter rail increased due to the introduction of N Line service and rail overall was reduced by nearly 16%. **Bus service was reduced by nearly 34%. The overall average for the system was a reduction of roughly 31%.**

Table 6. Summary of service changes by transit mode

Mode	Jan. 2020 Ann. Trips	Mar. 2021 Ann. Trips	Delta
<i>Light Rail Only</i>	<i>355,515</i>	<i>275,335</i>	<i>-22.6%</i>
<i>Commuter Rail Only</i>	<i>116,060</i>	<i>121,215</i>	<i>4.4%</i>
All Rail	471,575	396,550	-15.9%
All Bus	2,874,880	1,903,325	-33.8%
Overall	3,346,455	2,299,875	-31.3%

Major service changes between January 2020 and March 2021 included a total of 103 routes/lines that received major service reductions or were fully eliminated. Of these routes, 40 had major service reductions and 63 were eliminated.

Changes by Route Service Class

Service changes were reviewed by service class, categories generally describing the geographic location or service area (and unique performance thresholds) of each route. Service changes included all major service reductions or additions. Service classes include 4 categories for bus services: Central Business District (CBD) Local, Urban Local, Suburban Local, and Regional, a rail category, and 3 special services (MallRide, MetroRide, and the Englewood Trolley). **Generally, service cuts were more severe for suburban local and regional services, than CBD or Urban Local routes. Rail received the fewest cuts,** likely due to mandated service levels on commuter rail services and new N Line commuter service. CBD locals, and the related downtown services of MallRide and MetroRide as well as Regional services, had more reductions in service compared to Urban Locals.

Table 7. All Major Service Changes by Route Service Class

Service Class	Line Count	Jan 2020 Trips	Mar 2021 Trips	Change	Pct Change	Average Service Change
CBD Local	28	740,185	539,410	-200,775	-27.1%	-47.1%
Urban Local	34	846,050	660,795	-185,255	-21.9%	-35.5%
Suburban Local	52	697,565	404,195	-293,370	-42.1%	-62.9%
Regional	38	290,960	148,615	-142,345	-48.9%	-74.8%
Rail	12	471,575	396,550	-75,025	-15.9%	-27.3%
MallRide	1	249,120	131,950	-117,170	-47.0%	-47.0%
MetroRide	1	32,640	0	-32,640	-100.0%	-100.0%
Trolley	1	18,360	18,360	0	0.0%	0.0%
Total	167	3,346,455	2,299,875	-1,046,580	-31.3%	

Major Service Change Review

A complete listing of all service changes can be found in Appendix A. Changes were first reviewed in aggregate equity groupings of routes prior to individual review of routes, route block groups, and overall network levels; equity grouping comparison occurred at every level. Major service changes are categorized as the following:

- **Major Service Reductions or Eliminations** (a service reduction of 25% or more)
- **Major Service Increases/Restructuring** (service increases of 25% or more related to new or restructured service)

Major Service Change Reductions/Eliminations

Routes with major service changes included 40 routes with service reductions of 25% or greater and 63 eliminated routes, totaling 103 routes with major service reductions or eliminations (see table below).

Route 0	Route 28	Route 72	Route 131	Route 228	BOLT	SKIP
Route 0L	Route 30	Route 76	Route 135	Route 236	BOUND	Route Y
Route 1	Route 30L	Route 77	Route 139	Route 324	Route CS/CV	C Line
Route 1W	Route 32	Route 80	Route 157	Route 401	Route DASH	G Line
Route 3L	Route 36L	Route 99	Route 169	Route 403	Route ES/EV/EX	F Line
Route 8	Route 37	Route 100	Route 169L	Route 483	Route FF2 - FF7	R Line
Route 9	Route 39L	Route 104	Route 204	Route 402L	Route GS	
Route 10	Route 44	Route 104X	Route 205T	Route 72W	Route LX1/LX2	
Route 15	Route 51	Route 112	Route 206	Route 80L	MALLRIDE	
Route 16L	Route 53	Route 116X	Route 206F	Route 83D	METRORIDE	
Route 19	Route 55	Route 120	Route 206S	Route 87L	Route NB	
Route 20	Route 59	Route 122X	Route 208F	Route 99L	Route P	
Route 24	Route 66	Route 125	Route 209	Route AA	Route RC	
Route 27	Route 67	Route 128	Route 225D/T	Route AB2	Route LD1/LD2	

Major Service Change Increases

Ten routes were found to have major service change increases, due to their occurrence in the September 2020 runboard and their association with the introduction of the N-Line and related service restructuring. These included the following routes: N Line, Route 49, Route 88L, Route 93L, Route 104L, Route 120E, Route 120L, Route 520, Route NB1 and Route NB2.

Routes 49, 88L, 93L, 104L, and 120E/L are directly attributed to N-Line service. Route 520 was part of a route restructure from the elimination of Route RC and other changes in Brighton. Finally, the NB route to Nederland was split into two patterns, NB1 (primary route) and NB2 (seasonal).

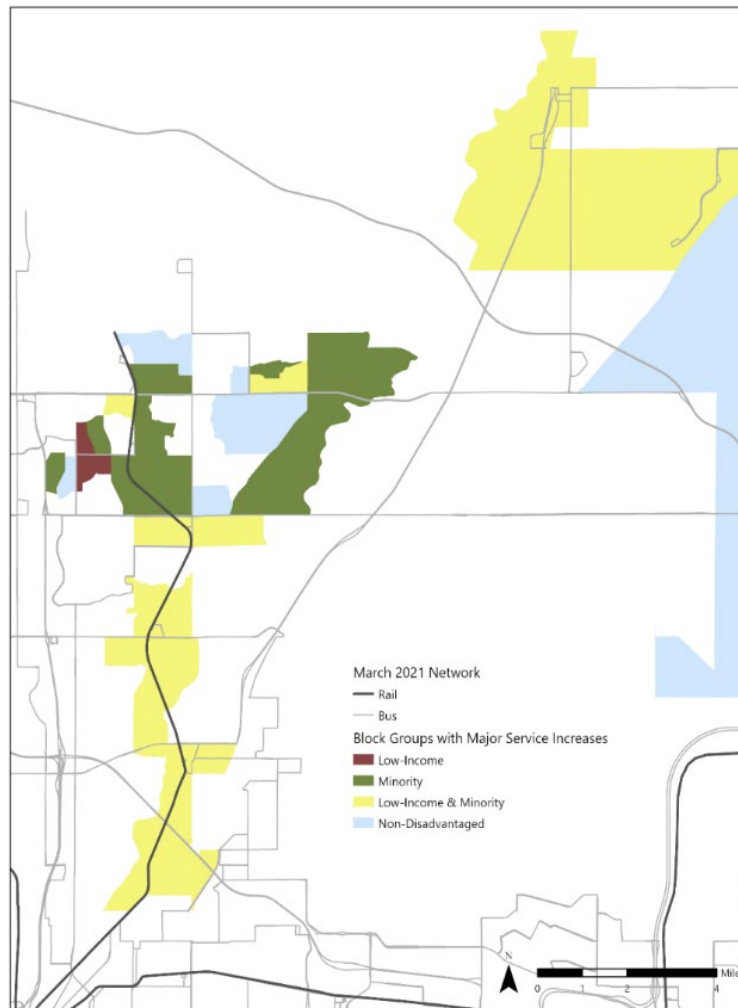


Figure 1. N-Line service area changes

Route-Level Analysis

Having identified the service changes which meet the definition of Major Service Change, the next step in the analysis is to look at each line individually to determine potential Disparate Impacts (minority populations) and/or Disproportionate Burdens (low-income populations). Both service reductions and

service increases are analyzed. For service increases, the analysis examines the extent to which the benefits of the improvements are inclusive of minority and low-income populations. For service decreases, the analysis examines the extent to which the adverse effects of the reductions are disproportionately borne by minority and low-income populations.

DISPARATE IMPACT AND DISPROPORTIONATE BURDEN ANALYSIS

For each route with a major service change, determine the percent of the route's impacted equity and non-equity populations comprising the District's equity and non-equity populations; if the difference is greater than 10% for equity populations, additional review is required for potential adverse impacts

In concert with RTD's Title VI policies, the demographics of each of major service change routes were reviewed for potential disparate impact (DI) or disproportionate burden (DB) findings. In summary, the review of these adverse impacts determined the following:

- **33 routes met the threshold for a potential disparate impact**
- **77 routes met the threshold for a potential disproportionate burden**
- **24 met thresholds for both impacts**

A complete listing of all potential DI and DB findings can be found in Appendix B.

Route-Block Group (Corridor) Analysis

This analysis reviews service changes reviewed at the route-block group level. This reviews the impacts of overlapping and intersecting services to determine the "net" service change within a route corridor. For instance, if an eliminated limited service operated in the same corridor as a local service, the net change determined from the route-block group analysis would group all the trips together to determine the net effect of the elimination. This provides an aggregate, high level indication of the average amount of service provided to the average user randomly across the route's corridor. It is an imperfect analysis, however, since it does not provide a true sense of alternative connections to the average user within that corridor based on how service levels changed for the primary route. However, because many of RTD's routes operate within a grid network, it can provide a sense of overall service levels.

ROUTE-BLOCK GROUP (CORRIDOR) ANALYSIS PROCESS

- 1. Identify routes with major service reductions or increases of 25% or greater and potential disparate impact or disproportionate burden findings***
- 2. Identify block groups within those route service areas and determine net (corridor) change in service***
- 3. Routes with alignment changes will compare old and new alignments for impacts***
- 4. Route corridor major service changes of 25% or greater (+/-) should be reviewed for potential DI or DB impacts as previously determined***

Of the 40 routes with major service reductions, the corridor “net” service review found 30 routes that had a lower net corridor change in service. Of the 63 eliminated routes, all routes had net corridor service changes with less of a reduction. Table 8 provides a summary of routes with major service changes, organized by service change type (reduction, elimination, addition), individual route service change percent between January 2020 and March 2021, and the “net” percent corridor service change. Routes with green shading are those where the net corridor service change is of a smaller magnitude than the individual route service change.

Table 8. Route Service Change Versus Corridor Service Change by Route and Service Change Type

Change Type	Number	Route	Service Change Pct	Corridor Change Pct
Major Service Reductions	0	0 South Broadway	-28%	-32%
	1	1 1st Avenue	-41%	-31%
	8	8 North Broadway / Huron	-37%	-35%
	9	9 West 10th Avenue	-48%	-31%
	10	10 East 12th Avenue	-41%	-29%
	15	15 East Colfax Avenue	-28%	-26%
	19	19 North Pecos	-37%	-35%
	20	20 20th Avenue	-35%	-28%
	24	24 University Blvd	-47%	-24%
	28	28 28th Avenue	-34%	-32%
	30	30 South Federal Blvd	-74%	-26%
	32	32 West 32nd Avenue / City Park	-39%	-33%
	37	37 Smith Road Industrial	-33%	-14%
	44	44 44th Avenue	-37%	-30%
	51	51 Sheridan Blvd	-37%	-29%
	59	59 West Bowles	-36%	-39%
	66	66 Arapahoe Road	-43%	-33%
	72	72 72nd Avenue	-58%	-33%
	76	76 Wadsworth Blvd	-39%	-31%
	83D	83D Cherry Creek / Parker Rd Limited	-46%	-31%
	100	100 Kipling Street	-49%	-44%
	112	112 West 112th Avenue	-39%	-51%
	135	135 Smoky Hill Road	-35%	-30%
	139	139 Quincy Avenue	-40%	-29%
	169	169 Buckley Road	-34%	-34%
	204	204 Table Mesa / Moorhead / North 19th	-56%	-43%
	228	228 Louisville / Broomfield	-41%	-41%
	324	324 Main Street	-55%	-52%
	402L	402L Highlands Ranch Parkway	-32%	-45%
	FF3	FF3 Flatiron Flyer	-97%	-34%
	FF5	FF5 Flatiron Flyer	-67%	-38%
	LD1	LD1 Longmont / Denver	-82%	-36%
	BOLT	BOLT Boulder / Longmont	-44%	-45%
	DASH	DASH Boulder / Lafayette via Louisville	-40%	-42%
	JUMP	JUMP Boulder / Lafayette via Arapahoe	-36%	-43%
SKIP	SKIP Broadway	-27%	-41%	
BOUND	BOUND 30th Street	-40%	-47%	
MALLRIDE	MALLRIDE Free Mall Ride	-47%	-34%	
G	G Union Stn to Wheat Ridge Ward Sta	-37%	-33%	
R	R Lincoln Stn to Peoria Stn	-44%	-27%	
Eliminations	0L	0L South Broadway Limited	-100%	-31%
	1W	1W 1st Avenue	-100%	-28%
	3L	3L East Alameda Limited	-100%	-32%
	16L	16L West Colfax Limited	-100%	-32%
	27	27 East Yale Av	-100%	-23%
	30L	30L South Federal Limited	-100%	-30%
	36L	36L Fort Logan Limited	-100%	-30%
	39L	39L North Colorado Lim	-100%	-30%
	53	53 North Sheridan	-100%	-46%
	55	55 Olde Town / Arvada Ridge	-100%	-47%

Change Type	Number	Route	Service Change Pct	Corridor Change Pct
Eliminations (continued)	67	67 Ridge Road	-100%	-49%
	72W	72W 72nd Avenue	-100%	-33%
	77	77 Ken Caryl Avenue	-100%	-68%
	80	80 80th Avenue	-100%	-37%
	80L	80L 80th Avenue	-100%	-39%
	87L	87L South Wadsworth Limited	-100%	-34%
	99	99 South Kipling Street	-100%	-55%
	99L	99L Federal Center / South Kipling Ltd	-100%	-41%
	104	104 West 104th Avenue	-100%	-47%
	104X	104X Commerce City / Denver Express	-100%	-32%
	116X	116X South Simms Express	-100%	-37%
	120	120 120th Avenue / Brighton	-100%	-25%
	122X	122X Wagon Road / Civic Center Express	-100%	-35%
	125	125 Youngfield / Ward	-100%	-60%
	128	128 Broomfield / Wagon Road	-100%	-52%
	131	131 East Iliff / Seven Hills	-100%	-28%
	157	157 CCA / Buckley	-100%	-30%
	169L	169L Buckley / Tower DIA Limited	-100%	-29%
	205T	205T 28th St / Gunbarrel / Heatherwood	-100%	-43%
	206	206 Boulder Junction/ Fairview H. S.	-100%	-54%
	206F	206F Boulder Junction/ Fairview H. S.	-100%	-47%
	206S	206S Boulder Junction/ Fairview H. S.	-100%	-42%
	208F	208F Iris / Valmont	-100%	-42%
	209	209 CU / Mohawk Dr	-100%	-50%
	225D	225D Boulder / Lafayette via Base	-100%	-43%
	225T	225T Boulder / Lafayette via Base	-100%	-43%
	236	236 Boulder Junction / US36 & Table Mesa	-100%	-50%
	401	401 Highlands Ranch / Mineral	-100%	-49%
	403	403 Wildcat Crosstown	-100%	-56%
	483	483 Parker Road - Lincoln Ave	-100%	-42%
	J	J Longmont / East Boulder / CU	-100%	-49%
	P	P Parker / Denver	-100%	-37%
	Y	Y Lyons / Boulder	-100%	-39%
	AA	AA Wagon Road / Denver Airport	-100%	-21%
	CS	CS Pine Junction / Conifer / Denver	-100%	-56%
	CV	CV Pine Junction / Conifer / Denver	-100%	-35%
	ES	ES Evergreen / Denver	-100%	-60%
	EV	EV Evergreen / Denver	-100%	-36%
	EX	EX Evergreen / Denver	-100%	-35%
	GS	GS Golden / Boulder	-100%	-43%
	NB	NB Nederland / Boulder	-100%	-40%
	RC	RC Brighton / Denver	-100%	-28%
	AB2	AB2 Boulder / Denver Airport	-100%	-47%
FF2	FF2 Flatiron Flyer	-100%	-38%	
FF4	FF4 Flatiron Flyer	-100%	-38%	
FF6	FF6 Flatiron Flyer	-100%	-40%	
FF7	FF7 Flatiron Flyer	-100%	-35%	
LD2	LD2 Longmont / Denver	-100%	-36%	
LX1	LX1 Longmont I-25 Express	-100%	-35%	
LX2	LX2 Longmont I-25 Express	-100%	-36%	
METRORIDE	METRORIDE Free Metro	-100%	-34%	
C Line	C Union Stn to Littleton-Mineral Stn	-100%	-30%	
F Line	F 18th & California Stn to RidgeGate Parkway Stn	-100%	-29%	
New Service & Restructuring	49	49 Denver/ Commerce City	--	-8%
	88L	88L Thornton / Commerce City Lim	--	2%
	93L	93L N Colorado Blvd Limited	--	-16%
	104L	104L Wagon Road / Denver Airport Limited	--	-21%
	120E	120E 120th Avenue	--	-33%
	120L	120L 120th Avenue Limited	--	52%
	520	520 Brighton	--	10%
	NB1	NB1 Nederland / Boulder	--	-40%
	NB2	NB2 Nederland / Boulder	--	-40%
N	N Union Stn to Eastlake & 124th Stn	--	-22%	

Network Analysis

A network analysis is not typical in RTD's equity analyses but was used to understand the large number of service changes occurring across the network. A network level analysis has potential to provide further understanding of changes to service levels for Title VI protected populations at aggregate levels.

While RTD has not established a formal policy for a network level analysis, the major service change threshold of 25% or greater used for individual route-level analyses was used as precedent to determine potential adverse impacts overall and to identify structural issues in areas requiring further review. Once average District thresholds for low-income and minority populations were established, subsequent equity analyses focused on the subset of District block groups that experienced major service changes of 25% or greater (additions or reductions in service), and whether equity block groups with major service changes experienced service changes of 10% or more compared to non-equity block groups. Routes with major service changes are later comparatively reviewed for potential adverse effects at route-block group levels (block groups within route service areas).

The analysis of the combined service changes identified the following:

- Systemwide, service was reduced by 31.8%, with almost one quarter of light rail service reduced (existing commuter lines were contractually obligated to be maintained and overall service improved due to new N Line service) and almost a third of overall bus service cut. Major service changes were applicable to the entire network.
- Due to cratering ridership and difficulty with staffing, 63 bus routes were eliminated, and 40 of 167 total routes had cuts of 25% or more, though the net effect is less when accounting for direct replacements (such as local routes substituting for limited routes) or changes related to the N Line opening.
- Comparing changes Districtwide and only for areas with major service changes greater than 25%, low-income block groups and minority block groups received fewer cuts than non-equity block groups, staying under the 10% difference threshold.
- At the route level, equity routes and non-equity routes⁷ were compared both District-wide and only for those with major service changes (in this case, nearly all changes were reductions when excluding new or replacement routes related to the N Line opening). The comparison found that while the system had drastic cuts, equity routes received far fewer reductions in service than non-equity routes: low-income routes saw 13% fewer cuts than higher-income, and minority routes received 29% fewer cuts than non-minority routes.

In aggregate, a review of all routes found no adverse impacts between equity and non-equity routes. Systemwide, although low-income routes had a greater number of annual trips reduced than higher-income routes, the reductions resulted in a 29% decrease in service compared with the 42% reduction in higher-income routes. The reductions to minority-classified routes were lower, both in terms of annual trips and percent change, than non-minority routes. As a result, minority routes were reduced 16%, compared to 44% for non-minority routes.

⁷ Based on existence of the route within the January 2020 network and the population within a quarter mile of bus stops or rail stations. 2018 5-Year estimates were used for population identification.

This pattern continued with routes that underwent major service reductions. Low-income routes underwent a decrease of 55% in annual trips compared with higher-income routes that underwent a 68% reduction. Minority routes underwent a 49% reduction in annual trips compared with 61% for non-minority routes.

In terms of major service increases, low-income routes will have 36% more trips than higher-income routes. Similarly, minority routes will have roughly 5 times as many trips than non-minority routes (74,290 more annually).

Table 9. Major service change analysis summary

Route Type	Jan 2020 Trips	Mar 2021 Trips	Change	Percent Change	Delta
All Routes					
Low-Income	2,853,935	2,037,150	-816,785	-29%	13%
Higher-Income	492,520	284,395	-208,125	-42%	
Minority	1,537,970	1,295,015	-242,955	-16%	29%
Non-Minority	1,808,485	1,004,860	-803,625	-44%	
Routes with Major Service Reductions					
Low-Income	1,454,915	655,655	-799,260	-55%	13%
Higher-Income	351,420	112,430	-238,990	-68%	
Minority	519,870	266,530	-253,340	-49%	12%
Non-Minority	1,286,465	501,555	-784,910	-61%	
Routes with Major Service Increases					
Low-Income	0	63,790	63,790	N/A	17,010
Higher-Income	0	46,780	46,780	N/A	
Minority	0	92,430	92,430	N/A	74,290
Non-Minority	0	18,140	18,140	N/A	

For the January 2020 to March 2021 network change, an analysis of all District block groups and their service levels was conducted to establish the baseline equity thresholds for low-income and minority populations and to determine the systemwide magnitude of impacts of the January 2020 to March 2021 service change. Block groups with low-income and minority populations at or above the District average are referred to in this analysis as “equity” block groups whereas higher-income and non-minority block groups are referred to as “non-equity” block groups.

NETWORK ANALYSIS PROCESS

Determine block groups at/above District averages for low-income population (16.8%) and minority population (35.4%)

Determine which block groups experienced service changes of 25% or more

Of block groups with a major service change, compare the difference in annual trips for equity versus non-equity block groups; if the difference is more than 10%, review for potential adverse impacts

There are 1,916 block groups defined as being wholly within or mostly within the District⁸. Using the 2018 5-Year ACS Estimates, total population residing within these block groups was calculated as well as the total minority population and total low-income population, calculated separately, to determine the District-wide low-income and minority rates which set the thresholds for which block groups are classified as above average. While the percent minority figure of 35.4% was derived by using the base population of the service area (3.019 million) the low-income population percentage of 16.8% is derived from a slightly smaller population figure. This is due to the smaller population whose poverty status the Census Bureau can determine⁹. The thresholds summarized in Table 0 yielded 751 (39% of all) block groups above the District average for low-income population, and 715 (37%) block groups above the District average for minority population.

Table 10. District averages; NTD 2018; ACS 2014-2018 5-Year Estimates

Service Area (sq. mi.)	Total Block Groups	Total Population	Percent Minority	Total Population (assessed)	Percent Low-Income
2,342	1,916	3,019,217	35.4%	2,974,027	16.8%

Table 11 summarizes the change in trips for equity and non-equity block groups District-wide, only block groups with major service reductions, and only those with increases. Most block groups across the District received substantial service reductions, however, systemwide **service reductions appear to have impacted equity groups modestly less than non-equity block groups, but service increases were mixed with higher-income and minority groups receiving more service than low-income and non-minority groups**. For block groups with a major service reduction, those with above average low-income population received around 3% fewer cuts, block groups with above average minority populations received around 5% smaller reduction in service compared to non-minority block groups. For block groups with major service increases, primarily due to the introduction of N line service and restructuring, higher-income block groups received more service. Minority block groups received nearly 12% more trips than non-minority block groups with major service increases.

⁸ Some block groups are not completely contained within the District boundaries due to differences in boundaries between the District and Census-defined geographies.

⁹ The total population whose poverty status is determinable/assessed is lower than the estimate of total population and results in a different base population used to determine low-income percent of population.

Table 11. Network service change analysis summary

	Change in Annual Trips	Delta
All Block Groups District-wide (1,916 block groups)		
Low-Income (751 block groups)	-27.1%	5.1%
Higher-Income (1,165)	-32.2%	
Minority (715)	-23.3%	10.7%
Non-Minority (1,201)	-34.0%	
Block Groups with a Major Service Reduction (-25% or greater) (1,100)		
Low-Income (367)	-38.3%	2.8%
Higher-Income (733)	-41.1%	
Minority (322)	-36.0%	5.4%
Non-Minority (778)	-41.5%	
Block Groups with a Major Service Addition (+25% or greater) (36)		
Low-Income (17)	+60.7%	21.8%
Higher-Income (19)	+82.5%	
Minority (24)	+73.9%	11.7%
Non-Minority (12)	+62.2%	

Figures 2 and 3 illustrate the location of above average low-income and minority block groups within the District. Low-income populations and minority populations appear to overlap in similar areas outside of central Denver, including most of Aurora, Commerce City, and Brighton, and areas east of Boulder, and areas southeast of Longmont. Low-income populations appear to have greater spread, with additional areas in the mountain communities and areas west of Downtown Denver.

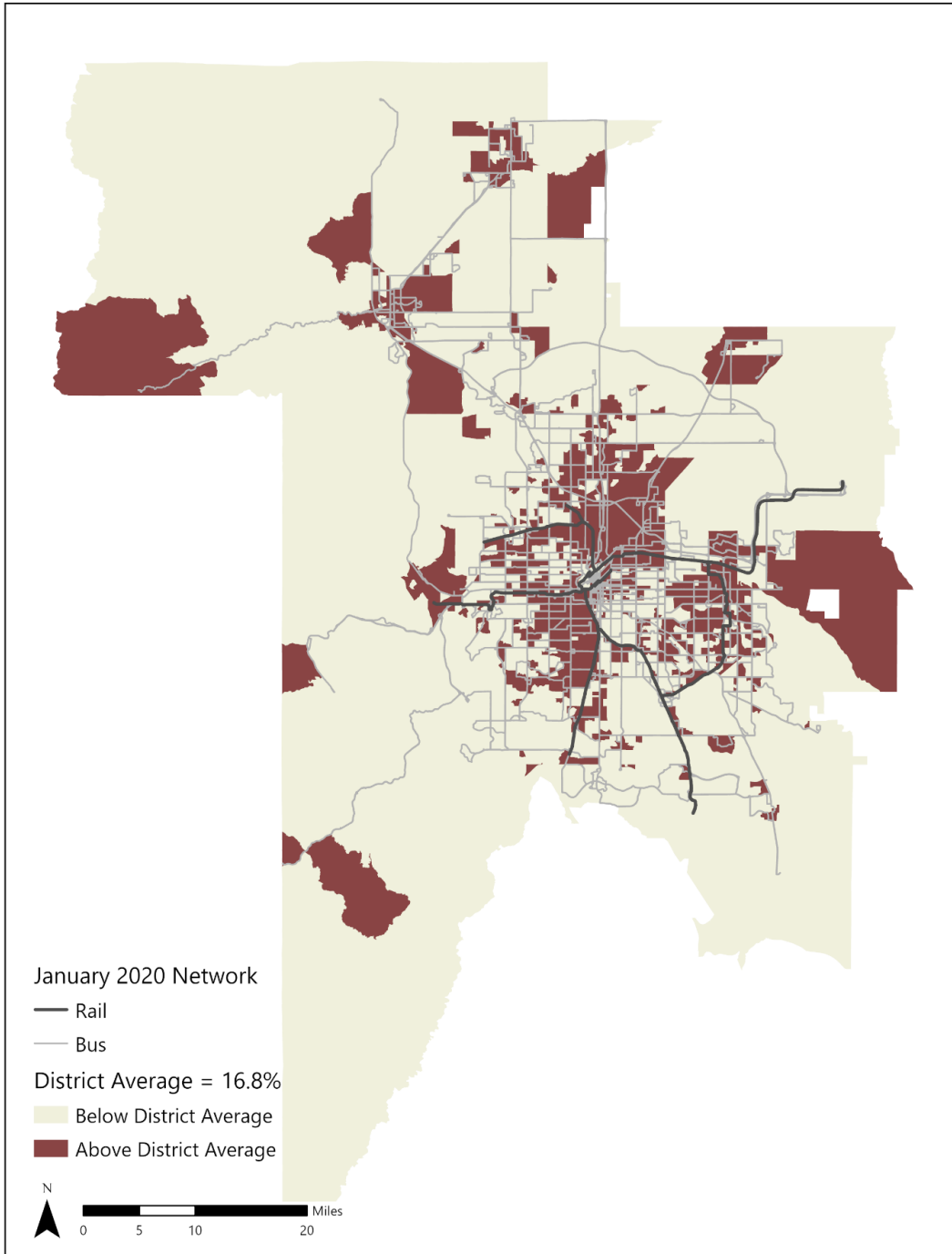


Figure 2. District block groups with above-average low-income population (red); US Census Bureau 2014-2018 5-Year Estimates.

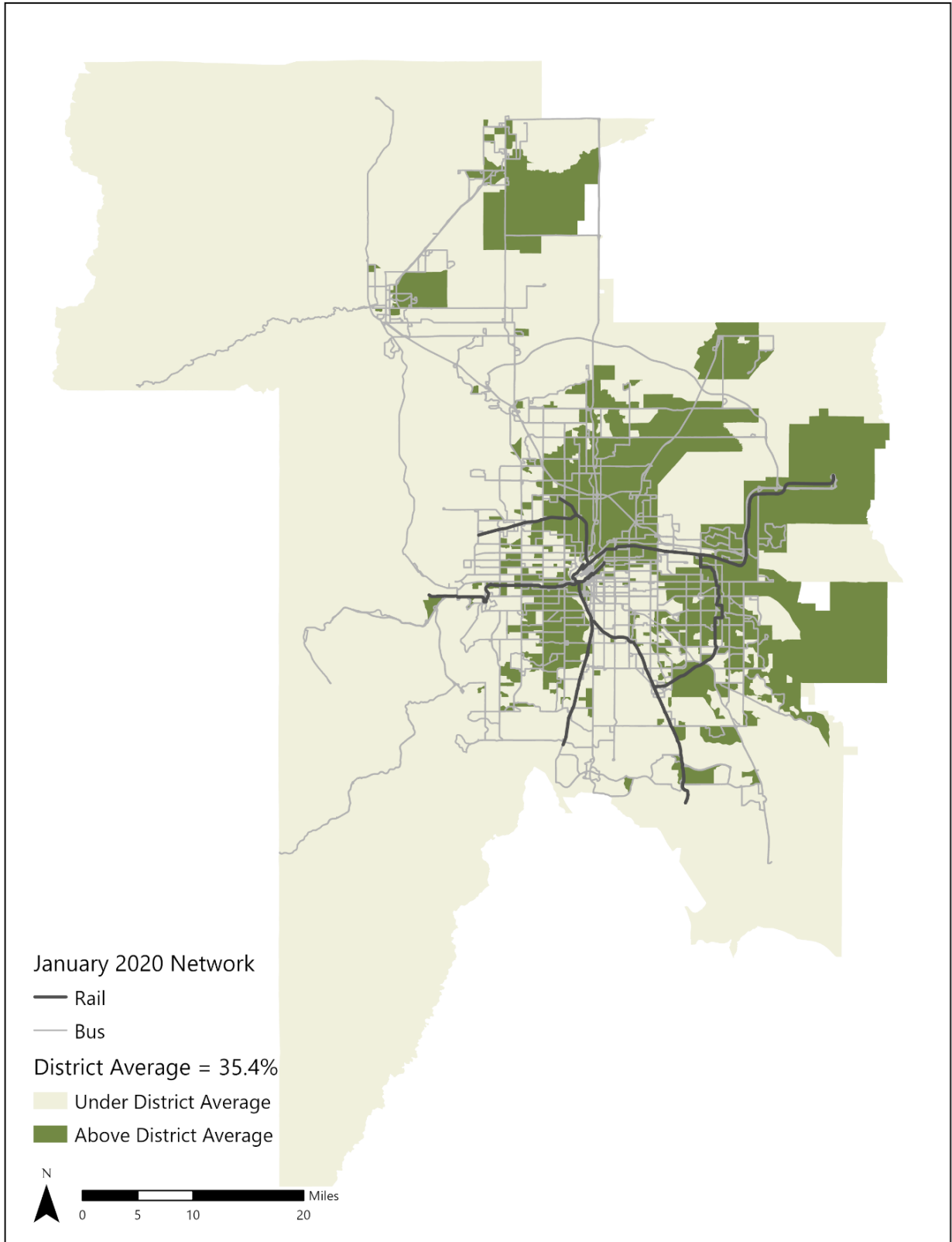


Figure 3. District block groups with above-average minority population (green); US Census Bureau 2014-2018 5-Year Estimates.

Figure 4 illustrates District block groups experiencing a 25% or greater reduction in annual trips due to proposed changes in the March 2021 network. These 1,100 block groups, constituting a majority, are primarily outside of the Denver urban core. There were 367 low-income block groups and 322 minority block group impacted by major service reductions.

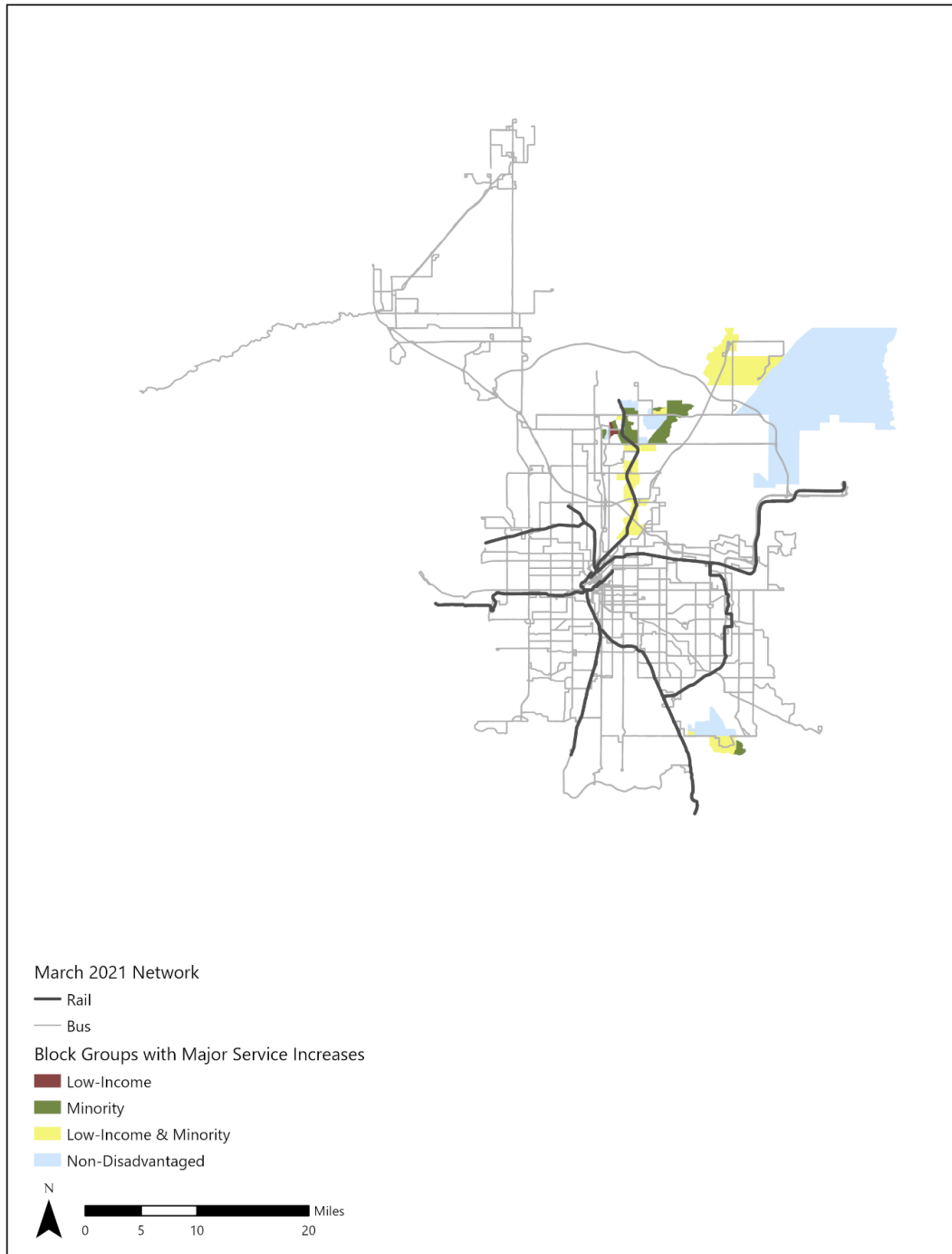


Figure 4. District block groups with major service increases of 25% or greater by equity statuses, January 2020 to March 2021 comparison

Figure 5 depicts 36 block groups that experienced major service increases. These are primarily located along the N line, which opened in the fall of 2020. Seventeen of the block groups are low-income and 27 are minority.

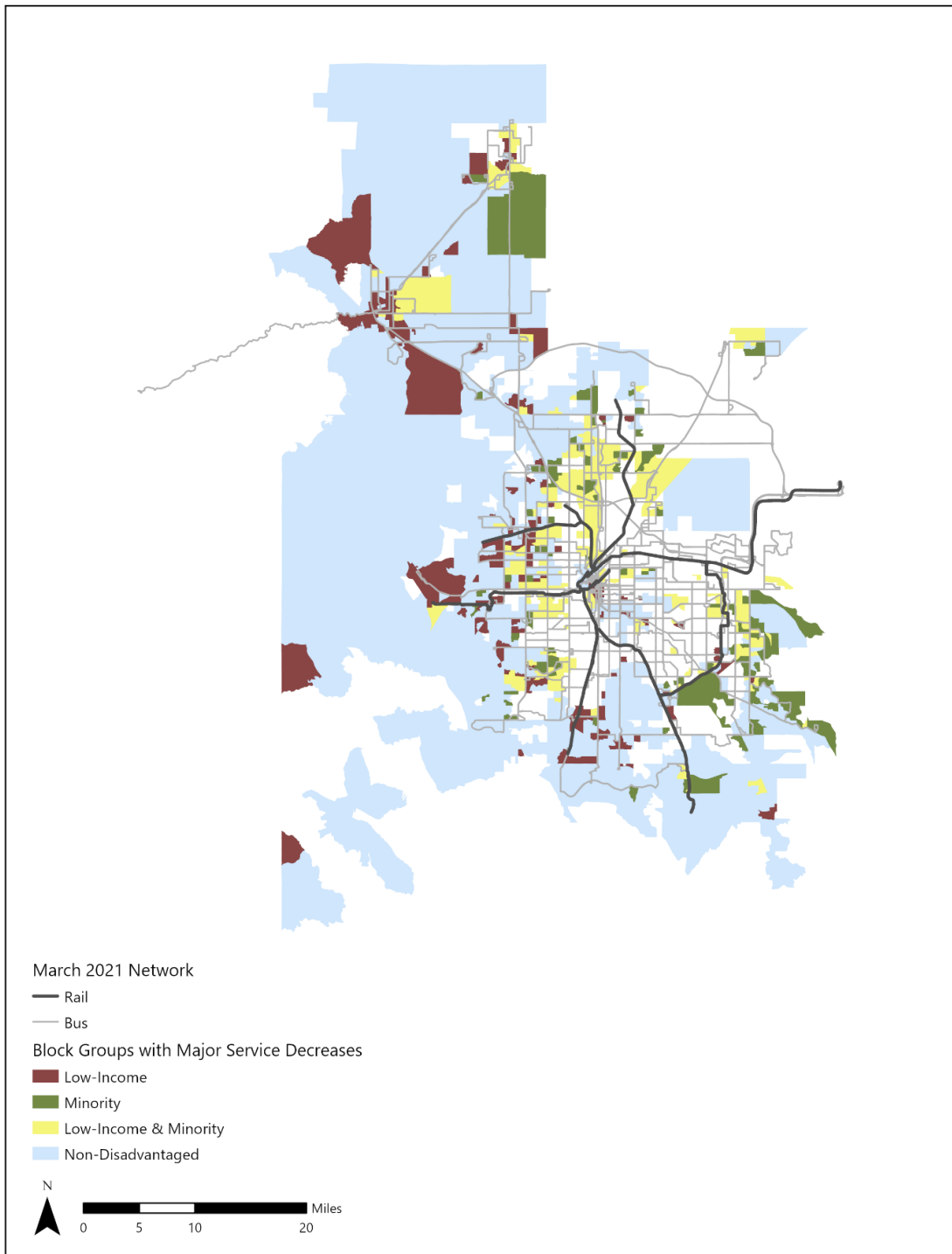


Figure 5. District block groups with major service decreases of 25% or greater by equity statuses, January 2020 to March 2021 comparison.

The January 2020 to March 2021 changes in annual trips by route are symbolized in Figure 6. The purpose of this map is to provide a generalized view of where service is changing at the route level. The March 2021 bus and rail network, as well as the eliminated routes from the January 2020 network are colorized according to the percentage change in the annual trips. The March 2021 network resulted in several routes being eliminated or truncated. These routes and the truncated segments are shown in red. In instances where several routes serve one corridor, the colors are layered to give preference to green down to red. Therefore, some truncated segments may not appear as they continue to be served by other routes. However, routes that have been eliminated entirely but are still served by other routes will outline the continuing service in red. An example of this scenario is the D-line, which is shown in green and outlined in red. This is the result of the elimination of the C-line with slight increases in D-line service.

As detailed in the map, the majority of route eliminations are occurring in the periphery of the network and regional in focus. This includes some of the connections between Longmont and Denver, for example. Most of the urban core routes will face limited reductions in service, represented in yellow, although some of the east to west bus connections in the urban core are eliminated. In terms of service increases or new routes, represented in green, much of it is due to the introduction of N-Line commuter rail service and it's related bus services that serve the stations. Some of it is also due to the consolidation of overlapping services, such as the Nederland routes west of Boulder.

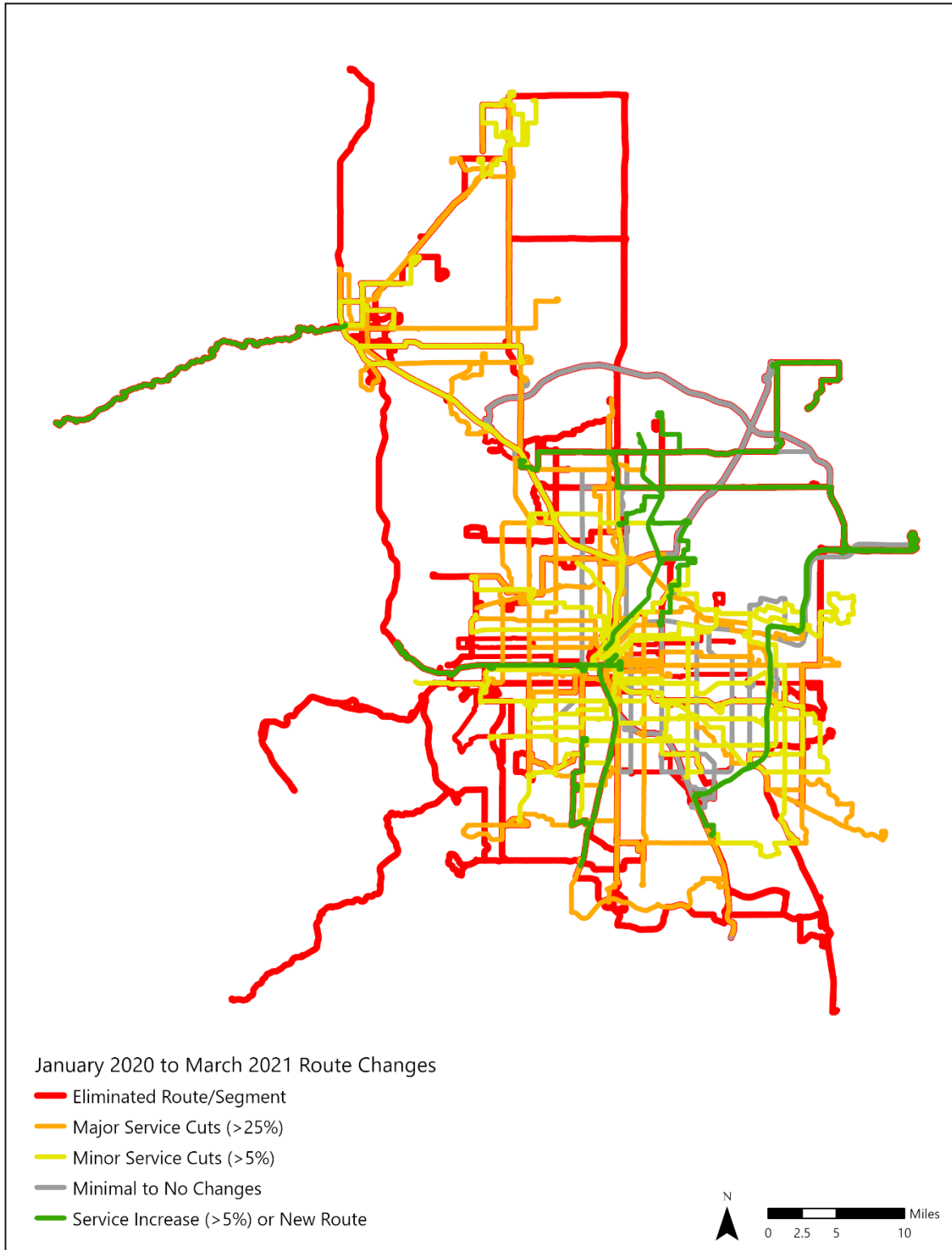


Figure 6. Depiction of route and segment changes by severity of change, January 2020 to March 2021

Summary of Findings

The primary objective of this equity analysis was to examine proposed changes to RTD's network at the individual route, route block group, and network route and block group levels, to determine if low-income and minority populations were more adversely impacted with changes than higher-income and non-minority populations. Future analyses may separate network analyses from traditional equity analyses and network analyses may rely on different service change thresholds and may be subject to additional refinements to identify potential adverse effects to equity populations. For instance, network changes could be compared to see how equity areas receive service over time or routes could be grouped into equity classes to also see how those routes are served longitudinally.

The network changes that occurred between January 2020 to March 2021 include the continuing service changes originally proposed in April 2020 to address the continuing impacts of ridership and revenue loss due to the current COVID-19 global pandemic. Ridership behavior has exhibited acute changes that are without historical precedent. Routes primarily serving office-type jobs (some CBD locals and particularly Regional services) have seen steep declines as have routes that primarily serve educational campuses since telecommuting and virtual learning have supplanted in-person interactions. Routes that provide service for predominantly equity populations, or those who may more likely be essential staff working in health care, public safety, government, food systems and other service sectors lacking remote work options, have had fewer reductions in ridership. As such, RTD has prioritized service changes that attempt to account for ridership demands while maintaining social distancing as much as possible on other routes.

A summary of potential disparate impacts and disproportionate burden findings include the following.

Disparate Impacts

An analysis of routes with major service changes found 40 routes with major service reductions, 63 eliminations and 10 new services. Of the routes with reductions, potential disparate impacts were found for 14 of the 40 routes, and of the 63 eliminated routes, 12 were found to have potential disparate impacts. (Twelve routes had both DI and DB findings.) Of routes categorized as new or restructured services, 7 were found to have potential disparate impacts.

When accounting for corridor service levels to determine a net service change across a route's corridor, some routes may have a smaller service change impact. This accounted for overlapping and intersecting services that may provide a similar level of service. Accounting for this review, only Route 37 had a smaller corridor service reduction comparing to the route level change. Of the eliminated routes, the AA route was found to have a service change under -25%.

Disproportionate Burden

An analysis of routes with major service changes found 40 routes with major service reductions, 63 eliminations and 10 new services. Of the routes with reductions, potential disproportionate burdens were found for 27 of the 40 routes, and of the 63 eliminated routes, 38 were found to have potential disproportionate burdens. (Nine eliminated routes had both DI and DB findings.) Of routes categorized as new or restructured services, 6 were found to have potential disproportionate burdens.

When accounting for corridor service levels to determine a net service change across a route's corridor, some routes may have a smaller service change impact. This accounted for overlapping and intersecting

services that may provide a similar level of service. Accounting for the corridor review, Route 37 had a smaller corridor service reduction comparing to the route level change like the potential disparate impact finding. No eliminated routes had a corridor service change under the major service change threshold. Table 12 summarizes major service changes by change type, provides findings of potential disparate impacts and disproportionate burdens based on a comparative difference analysis, provides the individual route service change, and the net corridor service change. Routes with green highlighted net corridor service change values indicate routes where the net corridor service change was found to be below the 25% threshold for major service changes. Note that this differs from green highlighting found in Table 8 which identified net corridor service changes that were simply lower in magnitude than the individual route service change.

Table 12. Summary of major service changes by change type and impact

Change Type	Number	Route	Potential Disparate Impact?	Potential Disproportionate Burden?	Service Change Pct	Corridor Change Pct
Major Service Reductions	0	0 South Broadway	No	Yes	-28%	-32%
	1	1 1st Avenue	Yes	Yes	-41%	-31%
	8	8 North Broadway / Huron	Yes	Yes	-37%	-35%
	9	9 West 10th Avenue	Yes	Yes	-48%	-31%
	10	10 East 12th Avenue	No	Yes	-41%	-29%
	15	15 East Colfax Avenue	Yes	Yes	-28%	-26%
	19	19 North Pecos	Yes	Yes	-37%	-35%
	20	20 20th Avenue	Yes	Yes	-35%	-28%
	24	24 University Blvd	No	No	-47%	-24%
	28	28 28th Avenue	No	Yes	-34%	-32%
	30	30 South Federal Blvd	Yes	Yes	-74%	-26%
	32	32 West 32nd Avenue / City Park	No	No	-39%	-33%
	37	37 Smith Road Industrial	Yes	Yes	-33%	-14%
	44	44 44th Avenue	Yes	Yes	-37%	-30%
	51	51 Sheridan Blvd	Yes	Yes	-37%	-29%
	59	59 West Bowles	No	No	-36%	-39%
	66	66 Arapahoe Road	No	No	-43%	-33%
	72	72 72nd Avenue	Yes	Yes	-58%	-33%
	76	76 Wadsworth Blvd	No	No	-39%	-31%
	83D	83D Cherry Creek / Parker Rd Limited	No	Yes	-46%	-31%
	100	100 Kipling Street	No	No	-49%	-44%
	112	112 West 112th Avenue	No	No	-39%	-51%
	135	135 Smoky Hill Road	No	No	-35%	-30%
	139	139 Quincy Avenue	Yes	No	-40%	-29%
	169	169 Buckley Road	Yes	No	-34%	-34%
	204	204 Table Mesa / Moorhead / North 19th	No	Yes	-56%	-43%
	228	228 Louisville / Broomfield	No	No	-41%	-41%
	324	324 Main Street	No	Yes	-55%	-52%
	402L	402L Highlands Ranch Parkway	No	No	-32%	-45%
	FF3	FF3 Flatiron Flyer	No	No	-97%	-34%
	FF5	FF5 Flatiron Flyer	No	Yes	-67%	-38%
	LD1	LD1 Longmont / Denver	No	Yes	-82%	-36%
BOLT	BOLT Boulder / Longmont	No	Yes	-44%	-45%	
DASH	DASH Boulder / Lafayette via Louisville	No	Yes	-40%	-42%	
JUMP	JUMP Boulder / Lafayette via Arapahoe	No	Yes	-36%	-43%	
SKIP	SKIP Broadway	No	Yes	-27%	-41%	
BOUND	BOUND 30th Street	No	Yes	-40%	-47%	
MALLRIDE	MALLRIDE Free Mall Ride	No	Yes	-47%	-34%	
G	G Union Stn to Wheat Ridge Ward Sta	No	Yes	-37%	-33%	
R	R Lincoln Stn to Peoria Stn	Yes	Yes	-44%	-27%	
Eliminations	0L	0L South Broadway Limited	No	Yes	-100%	-31%
	1W	1W 1st Avenue	Yes	Yes	-100%	-28%
	3L	3L East Alameda Limited	Yes	Yes	-100%	-32%
	16L	16L West Colfax Limited	No	Yes	-100%	-32%
	27	27 East Yale Av	No	No	-100%	-23%

Change Type	Number	Route	Potential Disparate Impact?	Potential Disproportionate Burden?	Service Change Pct	Corridor Change Pct
Eliminations (Cont.)	30L	30L South Federal Limited	Yes	Yes	-100%	-30%
	36L	36L Fort Logan Limited	Yes	Yes	-100%	-30%
	39L	39L North Colorado Lim	No	No	-100%	-30%
	53	53 North Sheridan	No	No	-100%	-46%
	55	55 Olde Town / Arvada Ridge	No	Yes	-100%	-47%
	67	67 Ridge Road	No	No	-100%	-49%
	72W	72W 72nd Avenue	Yes	Yes	-100%	-33%
	77	77 Ken Caryl Avenue	No	No	-100%	-68%
	80	80 80th Avenue	Yes	Yes	-100%	-37%
	80L	80L 80th Avenue	No	No	-100%	-39%
	87L	87L South Wadsworth Limited	No	Yes	-100%	-34%
	99	99 South Kipling Street	No	No	-100%	-55%
	99L	99L Federal Center / South Kipling Ltd	No	No	-100%	-41%
	104	104 West 104th Avenue	No	No	-100%	-47%
	104X	104X Commerce City / Denver Express	No	No	-100%	-32%
	116X	116X South Simms Express	No	No	-100%	-37%
	120	120 120th Avenue / Brighton	Yes	No	-100%	-25%
	122X	122X Wagon Road / Civic Center Express	No	Yes	-100%	-35%
	125	125 Youngfield / Ward	No	No	-100%	-60%
	128	128 Broomfield / Wagon Road	No	No	-100%	-52%
	131	131 East Iliff / Seven Hills	Yes	No	-100%	-28%
	157	157 CCA / Buckley	Yes	Yes	-100%	-30%
	169L	169L Buckley / Tower DIA Limited	Yes	Yes	-100%	-29%
	205T	205T 28th St / Gunbarrel / Heatherwood	No	Yes	-100%	-43%
	206	206 Boulder Junction/ Fairview H. S.	No	Yes	-100%	-54%
	206F	206F Boulder Junction/ Fairview H. S.	No	No	-100%	-47%
	206S	206S Boulder Junction/ Fairview H. S.	No	No	-100%	-42%
	208F	208F Iris / Valmont	No	Yes	-100%	-42%
	209	209 CU / Mohawk Dr	No	Yes	-100%	-50%
	225D	225D Boulder / Lafayette via Base	No	Yes	-100%	-43%
	225T	225T Boulder / Lafayette via Base	No	Yes	-100%	-43%
	236	236 Boulder Junction / US36 & Table Mesa	No	Yes	-100%	-50%
	401	401 Highlands Ranch / Mineral	No	No	-100%	-49%
	403	403 Wildcat Crosstown	No	No	-100%	-56%
	483	483 Parker Road - Lincoln Ave	No	No	-100%	-42%
	J	J Longmont / East Boulder / CU	No	Yes	-100%	-49%
	P	P Parker / Denver	No	No	-100%	-37%
	Y	Y Lyons / Boulder	No	Yes	-100%	-39%
	AA	AA Wagon Road / Denver Airport	Yes	No	-100%	-21%
	CS	CS Pine Junction / Conifer / Denver	No	No	-100%	-56%
	CV	CV Pine Junction / Conifer / Denver	No	Yes	-100%	-35%
	ES	ES Evergreen / Denver	No	No	-100%	-60%
	EV	EV Evergreen / Denver	No	Yes	-100%	-36%
	EX	EX Evergreen / Denver	No	Yes	-100%	-35%
	GS	GS Golden / Boulder	No	Yes	-100%	-43%
	NB	NB Nederland / Boulder	No	Yes	-100%	-40%
	RC	RC Brighton / Denver	Yes	Yes	-100%	-28%
AB2	AB2 Boulder / Denver Airport	No	Yes	-100%	-47%	
FF2	FF2 Flatiron Flyer	No	Yes	-100%	-38%	
FF4	FF4 Flatiron Flyer	No	Yes	-100%	-38%	
FF6	FF6 Flatiron Flyer	No	Yes	-100%	-40%	
FF7	FF7 Flatiron Flyer	No	Yes	-100%	-35%	
LD2	LD2 Longmont / Denver	No	No	-100%	-36%	
LX1	LX1 Longmont I-25 Express	No	Yes	-100%	-35%	
LX2	LX2 Longmont I-25 Express	No	Yes	-100%	-36%	
METRORIDE	METRORIDE Free Metro	No	Yes	-100%	-34%	
C Line	C Union Stn to Littleton-Mineral Stn	No	Yes	-100%	-30%	
F Line	F 18th & California Stn to RidgeGate Parkway Stn	No	Yes	-100%	-29%	
New Service & Restructuring	49	49 Denver/ Commerce City	Yes	Yes	--	-8%
	88L	88L Thornton / Commerce City Lim	Yes	Yes	--	2%
	93L	93L N Colorado Blvd Limited	Yes	No	--	-16%
	104L	104L Wagon Road / Denver Airport Limited	Yes	No	--	-21%

Change Type	Number	Route	Potential Disparate Impact?	Potential Disproportionate Burden?	Service Change Pct	Corridor Change Pct
New Service & Restructuring (Cont.)	120E	120E 120th Avenue	No	Yes	--	-33%
	120L	120L 120th Avenue Limited	Yes	No	--	52%
	520	520 Brighton	Yes	Yes	--	10%
	NB1	NB1 Nederland / Boulder	No	Yes	--	-40%
	NB2	NB2 Nederland / Boulder	No	Yes	--	-40%
	N	N Union Stn to Eastlake & 124th Stn	Yes	No	--	-22%

Appendix A: Systemwide Service Changes

January 2020 Service Changes

The January 2020 Service Changes were approved by the board on the October 22, 2019 during the Operations and Customer Service Committee as a recommended action. The recommended action and detailed summary of changes can be found in the FA&A/Ops Consolidated Agenda¹⁰ starting on packet page 165. Table A-1 provides the change type, route, and description of the board approved change.

Table A-1

Change Type	Service Changes	
	Route	Description
Improvement	65	Monaco: extend select peak trips to Northfield
	66	Arapahoe Road: extend select peak trips to Northfield
	LX	Longmont/Denver: add one northbound mid-day weekday trip
Reduction	62	Commerce City/Dick's SG Park: discontinue service, due to low ridership.
	LD/LX/225	Longmont/Denver: service restructure reducing service midday weekday and Saturday to pre grant levels.
Mixed service Improvement/service efficiencies	1	1 st Avenue: schedule adjustments
	3	East Alameda: extend morning trips to Colorado Blvd and remove Adams/Ellsworth deviation in the Cherry Creek area.
	15L	East Colfax Limited: Revise peak frequency.
	N/A	Southwest Plaza Terminal Relocation
Running time analysis/schedule adjustments	0L	South Broadway: Schedule adjustments on weekend service
	1	1 st Avenue: Schedule adjustments
	10	East 12 th Avenue Terminal change for CBA compliance
	11	Mississippi Avenue school tripper schedule adjustment
	30L	South Federal Limited schedule adjustment to improve on-time performance
	32	32nd Avenue/City Park extend trips to Ward Rd and I-70 park-n-Ride
	38	West 38 th Avenue extend trips to Ward Rd and I-70 park-n-Ride
	44	44 th Avenue extend trips to Ward Rd and I-70 park-n-Ride
	51	Sheridan minor schedule adjustments
	73	Quebec Street school tripper schedule adjustment
	157	CCA/Buckley: Running time adjustments
	AB	Airport/Buckley: Schedule adjustments for better passenger level distribution
	E Line	(Light Rail –Denver Union Station to Ridgeway Station) Schedule adjustment in the very early morning for better on-time performance

¹⁰ <https://rtd.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2863&Inline=True>

	FF-1	Flatiron Flyer: Schedule adjustments for better passenger level distribution
	L Line	(Light Rail – 30th& Downing to Convention Center) Schedule adjustment for better on-time performance
	NB	Nederland/Boulder: Schedule adjustments to allow for AM and PM service to Nederland High School, due to change of bell times
	R Line	(Light Rail –Peoria & Smith Rd Station to Ridgeway Station): Schedule adjustments, shifting evening trips to allow for better time spacing between the R, E and H line
	W Line	(Light Rail -Denver Union Station to Jefferson County Gov. Center/Golden Station) Schedule adjustments, to match Saturday and Sunday evening trips, creating a consistent weekend service
Bus Stop Consolidation	15	East Colfax
	24	University Boulevard
	27	East Yale Avenue
	35	Hampden Avenue
	46	Dahlia Street

May 2020 Service Changes

Due to an ongoing operator shortage, the May Service Change Proposal included a mix of service adjustments and reductions aimed to prevent missed trips and improve service reliability. The May 2020 Service Change proposals reflected the need to reduce the number of operators necessary to provide RTD’s transit services, thereby better matching service offerings to the operator headcount at the time.

Changes were approved by the board on the March 10, 2020 during the Operations and Customer Service Committee as a recommended action. However, the service changes were not implemented due to Covid-19. Details of the service reductions can be found in the FA&A/Ops Consolidated Agenda¹¹ starting on packet page 3. Table A-2 provides the change type, route, and description of the board approved change.

Table A-2

Change Type	Service Changes	
	Route	Description
Reduction	0L	South Broadway: discontinue selected peak period trips
	1	1 st Avenue: reroute to Alameda Station and discontinue service east of Bannock Street
	32	32 nd Avenue/City Park: reduce service east of Downtown and discontinue service west of Wadsworth Boulevard
	55	Old Town/Arvada Ridge: discontinue service
	65	Monaco Parkway: reduce Sunday service frequency from 30 to 60 minutes
	67	Ridge Road: reduce service frequency weekday

¹¹ <https://rtd.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2924&Inline=True>

	99	South Kipling: discontinue Saturday service
	99L	South Kipling: discontinue segment on Kipling between Ken Caryl PnR and Federal Center Station
	125	Youngfield/Ward: discontinue service north of Ward Road Station
	130	Yale/Buckley: reduce peak frequency from 15 to 30 minutes
	139	Quincy: discontinue weekday 5:13am, 5:41am eastbound, and 4:40am westbound; and Saturday 5:56am eastbound
	206	Pearl/Manhattan/Fairview High School: discontinue weekday mid-day service and remove route between Arapahoe/55 th Fairview High School midday
	236	Boulder Junction/US 36 & Table Mesa: discontinue service
	403	Lucent Boulevard: reduce service to hourly during peak period
	Jump	Boulder Lafayette via Arapahoe: reduce frequency to hourly weekday midday, east of 63rd/Arapahoe-Lafayette pnR
	MALL	16 th Street mall Shuttle: reduce peak frequency from 90 to 180 second frequency weekdays
	Y	Lyons/Boulder: reduce service to 1 AM and 1 PM peak trips
	116X	South Simms: discontinue one AM and one PM peak trip
	Broncos Ride	Discontinue service
	BuffRide	Discontinue service
	Bus Stop Consolidation	Rockies Service
C Line		Littleton Mineral- Denver Union Station: add base period service on weekends
D Line		Littleton Mineral- 18 th & California: discontinue service on weekends
R Line		RidgeGate- Peoria & Smith Rd Station: reduce service frequency to 30 minutes weekday and weekends.
Mixed Service Improvements/Service Efficiencies	16	West Colfax: add service to offset loss of 16L to Golden and remove route segment to Federal Center
	27	East Yale Avenue: combine with Route 46 north of Yale Avenue and discontinue service south of Hampden
	Southmoor ParknRide	New south terminal
	46	South Dahlia Street: combine with Route 27 south of Yale Avenue, replacing former routing
	66	Arapahoe Road: cutback Route 66 from Arapahoe Crossing Shopping Center to Arapahoe at Village Center Station
	153	Chambers Road: extend Route 153 from Arapahoe Crossing Shopping Center to Arapahoe at Village Center Station
Running Time Analysis/Schedule Adjustments	15L	East Colfax Limited: running time analysis, schedule adjustments
	BOUND	Changing to summer service levels
	DASH	
	JUMP	

	SKIP	Interline changes as result of a change to summer service levels
	STAMPEDE	
	204	
	225	
	206/208 F	
	208/206 F	
	Y	

Covid-19 Service Reductions (April 2020)

Changes were approved by the board at a Special Board Meeting on March 24, 2020 as a recommended action to approve adjustments due to the dramatic decline in ridership as a result of Covid-19. A full detailed summary of changes can be found in the FA&A/Ops Consolidated Agenda¹² starting on packet page 2 and is also displayed in tables A3.1-A3.4 below.

Table A3.1

<u>Route</u>	<u>Name</u>	<u>Weekday Service</u>	<u>Saturday Service</u>	<u>Sunday Service</u>
0	Broadway	Saturday service, additional AM peak trips, no service 12:30am-4:00am	No service 12:30am-4:30am	No service 12:30am-4:30am
0L	Broadway Limited	No Service	--	--
1	1st Ave	Saturday service, May20 sched to Alameda Stn	May20 schedule, to Alameda Stn	May20 schedule, to Alameda Stn
3	Alameda	Saturday service	No change	No change
3L	E Alameda Ltd	No Service	--	--
4	Morrison Rd	Weekday service	No change	--
6	E 6th Ave	Saturday service	No change	No change
8	N Broadway	Saturday service, additional early AM trips	No change	No change
9	W 10th Ave	Saturday service, additional early AM trips	No change	No change
10	E 12th Ave	Saturday service	No change	No change
11	Mississippi Ave	Saturday service	No change	No change
12	Downing/N Washington	Saturday service	No change	No change
14	W Florida	Saturday service	No change	No change

¹² <https://rtd.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2924&Inline=True>

15	East Colfax	Saturday service, no service 12:30am-4:00am	No service 12:30am-4:00am	No service 12:30am-4:00am
15L	East Colfax Limited	Saturday service	No change	No change
16	West Colfax	Saturday service, no service 12:30am-4:00am	No service 12:30am-4:30am	No service 12:30am-4:30am
16L	West Colfax Limited	No Service	--	--
19	North Pecos	Saturday service	No change	No change
20	20th Ave	Saturday service, additional AM peak trips	No change	No change
21	Evans Ave	Saturday service, additional early EB trip from Pierson/Jewell	No change	No change
24	University Blvd	Saturday service	No change	No change
27	East Yale Ave	No service	--	--
28	28th Ave	Saturday service, added AM eastbound and PM westbound peak trips	No change	No change
29	Riverbend	Saturday service, additional AM peak trips	No change	No change
30	South Federal	Saturday service, hourly frequency	Saturday service, hourly frequency	Sunday service, hourly frequency
30L	S Federal Limited	No service	--	--
31	Federal Blvd	Saturday service, no service 12:30am-4:00am	No service 12:30am-4:30am	No service 12:30am-4:30am
32	32nd Ave/City Park	Saturday service, May20 schedule, Wadsworth-DUS only, added AM EB and PM WB peak trips	May20 sched, Wadsworth-Union Station only	May20 sched, Wadsworth-Union Station only
34	Bruce Randolph Ave	Saturday service	No change	No change
35	Hampden Ave	Saturday service, no service after 9:30pm	No service after 9:30pm	No change
36	Fort Logan	Saturday service, additional AM peak trips	No change	No change
36L	Fort Logan Limited	No service	--	--
37	Smith Road Industrial	No service	--	--

38	West 38th Ave	Saturday service, no service after 12:30am	No service after 12:30am	No service after 12:30am
39L	N Colorado Limited	No service	--	--
40	Colorado Blvd	Saturday service, no service before 5:00am	No change	No change

Table A3.2

<u>Route</u>	<u>Name</u>	<u>Weekday Service</u>	<u>Saturday Service</u>	<u>Sunday Service</u>
42	Montbello/GVR via Albrook	Saturday service, no service 12:30am-4:00am	No service 12:30am-4:30am	No service 12:30am-4:30am
43	Martin Luther King Blvd	Saturday service, no service 12:30am-4:00am	No service 12:30am-4:30am	No service 12:30am-4:30am
44	44th Ave	Saturday service, added AM eastbound and PM westbound peak trips	No change	No change
45	Montbello/GVR via 51st	Saturday service, no service 12:30am-4:00am	No service 12:30am-4:30am	No service 12:30am-4:30am
46	South Dahlia St	Saturday service, May20 sched, to Southmoor	May20 schedule to Southmoor	May20 schedule to Southmoor
48	East 48th/Commerce City	Saturday service	No change	No change
51	Sheridan Blvd	Saturday service, added early AM trips, no service after 12:30am	No service after 12:30am	No service after 12:30am
52	W 52nd/S Bannock	Saturday service, extend one early AM trip from Arvada	No change	No change
53	North Sheridan	No service	--	--
55	Olde Town/Arvada Ridge	No service	--	--
59	West Bowles	Saturday service	No change	No change
65	Monaco Pkwy	Saturday service	No change	No change
66	Arapahoe Road	Saturday service, May20 sched, Arapahoe Station-Littleton only	May20 sched, Arapahoe Station-Littleton only	May20 sched, Arapahoe Station-Littleton only
67	Ridge Road	No service	No service	--

72	72nd Ave	Saturday service, starts at 6:00am	No change	--
73	Quebec St	Saturday service, starts at 5:30am	No change	No change
76	Wadsworth Blvd	Saturday service	No change	No change
77	Ken Caryl Ave	No service	--	--
80/80L	80th Ave	No service	--	--
83	Cherry Creek/Parker Road	Sunday service	Sunday service	No change
87L	S Wadsworth Limited	No service	--	--
88	Thornton/Commerce City	Saturday service	No change	No change
92	92nd Ave	Saturday service, with added AM peak, begins at 5:00am	No change	No change
99	South Kipling	No service	--	--
99L	Federal Center/S Kipling Ltd	No service	--	--
100	North Kipling	Saturday service	No change	No change
104	West 104th Ave	No service	--	--
104X	Commerce City Express	No service	--	--
105	Havana St	Saturday service	No change	No change
112	West 112th Ave	Saturday service, begins at 6:00am	No change	No change
116X	South Simms Express	No service	--	--
120	120th Ave/Brighton	Weekday service, 60 minute frequency	No change	--
120X	Wagon Road/Thornton Exp	Weekday service, begins at 5:00am, 15 minute peak frequency	No change	--
121	Peoria St	Saturday service, no service 12:30am-4:00am	No service 12:30am-4:30am	No service 12:30am-4:30am
122X	Wagon Road/Civic Ctr Exp	No service	--	--

125	Youngfield/Ward	No service	--	--
128	Broomfield/Wagon Road	No service	--	--

Table A3.3

<u>Route</u>	<u>Name</u>	<u>Weekday Service</u>	<u>Saturday Service</u>	<u>Sunday Service</u>
130	Yale/Buckley	Saturday service	No change	No change
131	Iliff	No service	--	--
133	Hampden/Tower	Saturday service	No change	No change
135	Smoky Hill Road	Saturday service	No change	No change
139	Quincy	Saturday service	No change	No change
145X	Brighton/Denver Airport	Saturday service	No change	No change
153	Chambers Road	Saturday service, May20 sched, extended to Arapahoe Station, no service 12:30am-4:30am	May20 sched, extended to Arapahoe Station, no service 12:30am-4:30am	May20 sched, extended to Arapahoe Station, no service 12:30am-4:30am
157	CCA/Buckley	No service	--	--
169	Buckley Road	Saturday service, no service 12:30am-4:30am	No service 12:30am-4:30am	No service 12:30am-4:30am
169L	Buckley Rd/Denver Airport	No service	No service	No service
204	Moorhead/N 19th	Saturday service	No change	No change
205	28th St/Gunbarrel	Saturday service, begins 6:00am	No change	No change
206	Manhattan/Fairview	No service	--	--
208	Iris/Valmont	Saturday service	No change	--
209	CU/Mohawk Drive	No service	--	--
225	Boulder/Lafayette via Baseline	Saturday service	No change	No change
228	Louisville/Broomfield	Saturday service	No change	No change

236	Boulder Junction/Table Mesa	No service	--	--
323	Skyline	Saturday service	No change	--
324	Main Street	Saturday service	No change	No change
326	Westside	Saturday service	No change	--
327	Eastside	Saturday service	No change	--
401	Highlands Ranch/Mineral	No service	--	--
402L	Highlands Ranch Parkway	Saturday service	No change	No change
403	Lucent Blvd	No service	--	--
483	Parker Road/Lincoln Ave	No service	--	--
Bound	30th Street	Saturday service	No change	No change
Dash	Boulder/Lafayette via Louisville	Saturday service, begins at 5:30am	No change	No change
Jump	Boulder/Lafayette via Arapahoe	Saturday service, begins at 6:00am	No change	No change
Skip	Broadway	Saturday service, begins at 5:30am	No change	No change
Free Metro Ride		No service		
16th St	16th Street Mall Shuttle	Saturday service	No change	No change
Bolt	Boulder/Longmont	Saturday service	No change	No change
CV	Conifer/Denver	Two AM peak and two PM peak trips	--	--
EV	Evergreen/Denver	Two AM peak and two PM peak trips	--	--

Table A3.4

<u>Route</u>	<u>Name</u>	<u>Weekday Service</u>	<u>Saturday Service</u>	<u>Sunday Service</u>
FF1	Boulder/Denver All Stops	Saturday service, added AM peak trips for 15 minute frequency. No service 12:30am-5:00am	No service 12:30am-5:00am	No service 12:30am-5:00am

FF2	Boulder/Denver Express	No service	--	--
FF3	Broomfield/Union Station	No service	--	--
FF4	Boulder Junction/Civic Center	No service	--	--
FF5	Boulder/Anschutz Campus	No service	--	--
FF6	Flatiron/Union Station	No service	--	--
FF7	US 36 & Sheridan/Civic Center	No service	--	--
GS	Golden/Boulder	Two AM peak and two PM peak trips each way	--	--
J	Longmont/Gunbarrel/CU	No service	--	--
LD1	Longmont/Denver	Two AM southbound and two PM northbound trips	--	--
LD2	Longmont/Denver Exp via US 287	No service	--	--
LD3	Longmont/Broomfield	Saturday service	No change	--
LX1	Longmont/Denver Exp via SH 66	No service	--	--
LX2	Longmont/Denver Exp via SH 52	No service	--	--
NB	Nederland/Boulder	Saturday service	--	--
P	Parker/Denver	No service	--	--
RC	Brighton/Denver	No service	--	--
RX	Brighton/Denver Express	Two AM southbound and two PM northbound peak trips	--	--
Y	Lyons/Boulder	No service	--	--
AA	Wagon Road/Denver Airport	Saturday service	No change	No change

AB	Boulder/Denver Airport	Saturday service	No change	No change
AT	Arapahoe County/Denver Airport	Saturday service, 5:10am from Nine Mile cancelled	No change, 5:10am from Nine Mile cancelled	No change, 5:10am from Nine Mile cancelled
C-Line	Littleton/Union Station	No service	--	--
D-Line	Littleton/Downtown	Sunday service	Sunday schedule	No change
E-Line	Ridgegate/Union Station	Sunday service	Sunday schedule	No change
F-Line	Ridgegate/Downtown	No service	--	--
H-Line	Florida/Downtown	Sunday service	Sunday service	Sunday service
L-Line	Five Points/Downtown	Sunday service	Sunday service	Sunday service
R-Line	Aurora/Lone Tree/Ridgegate	Sunday service, May20 sched, 30 minute freq	Sunday service, 30 minute freq	Sunday service, 30 minute freq
W-Line	Golden/Lakewood/Union Station	Sunday service	Sunday service	Sunday service
A-Line	Union Station/Denver Airport	No change	No change	No change
B-Line	Union Station/Westminster	No change	No change	No change
G-Line	Wheat Ridge/Arvada/Union Station	No change	No change	No change

September 2020 Service Change

Under normal circumstances the board approves September 2020 Service Changes at the July Operations and Customer Service Committee as a recommended action. Due to the nature of Covid-19, the Covid-19 service plan was still in place during the July meeting, however updates were made to the ongoing Covid-19 service plan. The list of changes to the Covid-19 service plan were provided to the board on July 14, 2020 and can be found on the FA&A/Ops Consolidated Agenda¹³ starting on packet page 71.

At the July 14, 2020 meeting, the Board approved the recommended action to implement the N line and subsequent changes related it. It was not considered a service change and modifications were nuanced changes with the Covid-19 plan.

¹³ <https://rtd.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2974&Inline=True>

Modifications included:

- Introduction of the N Line Bus and Rail Service Plan under Covid-19 protocols, which provide Saturday Levels of service for both bus and rail. N Line rail will operate on a 30-minute all-day frequency
- Minor schedule adjustments to increase on-time performance on the following services: 15, 21, 30, 31, 83, 204, 326, NB, H, R and W Lines
- Return of school tripper service operated via Special Service Order, to maximize flexibility, as school districts complete their plans for the upcoming school year

January 2021 Service Change

The proposed January 2021 service adjustments were a mix of service enhancements, service reductions and service suspensions in order to maximize ridership within the very limited resources available to the District as a result of the financial shortfalls resulting from the COVID induced economic slowdown. The proposals included a mix of service adjustments that represent the redeployment of resources available during the COVID-19 service plan.

Weekday ridership on local bus service continued at levels approximately 45% of pre-COVID levels while ridership on Regional services, Flatiron Flyer services and light rail services saw weekday ridership declines of 75%-85%. These ridership numbers were largely affected by reduced commuter activity and reduced employment center occupancy.

Overall, the proposals redirected resources from services that were underperforming to services that have passenger capacity challenges due to limits set by social/physical distancing policies that limit capacity on each RTD vehicle to approximately 30% of pre-COVID capacity. Additionally, the proposals modified service patterns and levels of service on rail corridors to more effectively match service to ridership demand.

The January 2021 service changes were approved by the board on the October 20, 2020 during the Operations and Customer Service Committee as a recommended action. A list of the approved changes with a brief summary are included in the Table A-4 below. A full detailed summary of changes can be found in the FA&A/Ops Consolidated Agenda¹⁴ starting on packet page 144.

Table A-4

Change Type	Service Changes	
	Route	Description
Reduction	20	20th Avenue: decrease frequency of the Route 20 from 30 min to 60 min on weekends
	51	Sheridan Boulevard: reduce weekend service span by eliminating the last three trips of the evening on weekends

¹⁴ <https://rtd.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=3014&Inline=True>

	205	28thSt/Gunbarrel/Heatherwood: suspend Route 205 service between Lookout Rd/Gunpark and Heatherwood/Devonshire.
	225/225D/225E	Boulder/ Broomfield via Baseline & US287: reduce Route 225 service daily to hourly in the mid-day, reduce the service span to 7am –8pm on Saturdays and Sundays
	228	Louisville/ Broomfield: reduce Route 228 service span weekdays to 8am –9am due to very low ridership
	CS/CV	Pine Junction/Conifer/Denver: suspend Route CS/CV, between Pine Junction and Denver, to be replaced by DRCOG coordinated Car-or Van-pool options
	ES/EV	Evergreen/Aspen Park/Denver:suspend Route ES/EV between Evergreen and Denver to be replaced by DRCOG coordinated Car-or Van-pool options
	GS	Golden/Boulder: suspend Route GS, between Boulder and Golden and to replace it with RTD paid Uber/Lyft service partnership and/or Taxi Voucher program. Consideration should also be given to DRCOG coordinated Car-or Van-pool options
	MALL	16 th Street Mall/Free Mall Ride: reduce Mall frequency in the evening from 7.5 minutes to 15 minutes. Reallocate resources to improving weekday AM peak frequency to every 6 minutes
	H Line	Reduction of frequency and service span daily
	R Line	Reduction of both service frequency and service span, truncate R Line service at Lincoln Station
	W Line	Reductions to both service frequency and service span
Mixed Service Improvements/Service Efficiencies	28	28 th Avenue: truncate western segment of the Route 28 at Wadsworth Boulevard/26thAvenue and extended to the 30th& Downing LRT Station
	C/D Lines	Consolidate C and D Line patterns into D Line to 18 th & California from Littleton-Mineral Station with reductions in service span and alterations to scheduled service frequency
	E/F Lines	Consolidate E and F lines to run the E line pattern of service to DUS from RidgeGate with reductions in service span and alterations to scheduled service frequency
Service Improvements	16	West Colfax: increase in service levels to address current capacity shortfalls that are currently addressed using extra board operators.
	31	Federal Boulevard: increase in service levels to address current capacity shortfalls that are currently addressed using extra board operators
Running Time Analysis/Schedule Adjustments	0	South Broadway: load analysis
	15	East Colfax: running time adjustments
	15L	East Colfax: running time adjustments
	16	West Colfax: running time adjustments

28	28 th Avenue: running time adjustments
34	Bruce Randolph Ave: running time adjustments
44	44 th Avenue: running time adjustments
48	East 48 th Avenue/Commerce City: running time adjustments
65	Monaco Parkway: minor schedule adjustment on Sunday
83	Cherry Creek/Parker Road: running time adjustments
88	88 th Avenue: schedule adjustment to improve on-time performance
88L	Thornton/Commerce City Limited: schedule adjustment to improve on-time performance
92	92 nd Avenue: earlier Saturday morning start time
120	120 th Avenue: schedule adjustment to improve on-time performance
Flatiron Flyer	Boulder/ Denver: running time adjustments
LD	Longmont /Denver: running time adjustments
N Line	Minor schedule adjustments

Appendix B: Route Analysis Tables

Major Service Reductions or Eliminations

Route 0 South Broadway				
Jan 2020 - Mar 2021 Service Change: -28.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	40,919	12,906	43,407	10,419
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	97.9%	98.8%	98.2%	97.9%
% District Impacted	2.10%	1.21%	1.75%	2.09%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	2.31%	1.21%	1.93%	2.09%

Route 0L South Broadway Limited				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	27,557	9,035	29,092	7,499
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.6%	99.2%	98.8%	98.5%
% District Impacted	1.41%	0.84%	1.18%	1.50%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.55%	0.84%	1.29%	1.50%

Route 1 1st Avenue				
Jan 2020 - Mar 2021 Service Change: -41.27%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	30,385	23,308	40,259	13,434
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.4%	97.8%	98.4%	97.3%
% District Impacted	1.56%	2.18%	1.63%	2.70%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.71%	2.18%	1.79%	2.70%

Route 1W 1st Avenue				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	4,130	11,122	9,140	6,111
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.8%	99.0%	99.6%	98.8%
% District Impacted	0.21%	1.04%	0.37%	1.23%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.23%	1.04%	0.41%	1.23%

Route 3L East Alameda Limited				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	25,506	20,797	35,831	10,472
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.7%	98.1%	98.6%	97.9%
% District Impacted	1.31%	1.94%	1.45%	2.10%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.44%	1.94%	1.59%	2.10%

Route 8 North Broadway / Huron				
Jan 2020 - Mar 2021 Service Change: -36.80%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	21,212	19,537	30,366	10,383
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.9%	98.2%	98.8%	97.9%
% District Impacted	1.09%	1.83%	1.23%	2.08%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.20%	1.83%	1.35%	2.08%

Route 9 West 10th Avenue				
Jan 2020 - Mar 2021 Service Change: -47.57%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	16,976	15,522	20,599	11,898
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.1%	98.5%	99.2%	97.6%
% District Impacted	0.87%	1.45%	0.83%	2.39%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.96%	1.45%	0.92%	2.39%

Route 10 East 12th Avenue				
Jan 2020 - Mar 2021 Service Change: -40.78%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	43,553	25,492	53,098	15,947
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	97.8%	97.6%	97.9%	96.8%
% District Impacted	2.23%	2.38%	2.14%	3.20%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	2.46%	2.38%	2.36%	3.20%

Route 15 East Colfax Avenue				
Jan 2020 - Mar 2021 Service Change: -27.93%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	35,091	33,586	48,753	19,924
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.2%	96.9%	98.0%	96.0%
% District Impacted	1.80%	3.14%	1.97%	4.00%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.98%	3.14%	2.17%	4.00%

Route 16L West Colfax Limited				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	17,725	9,624	19,758	7,592
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.1%	99.1%	99.2%	98.5%
% District Impacted	0.91%	0.90%	0.80%	1.52%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.00%	0.90%	0.88%	1.52%

Route 19 North Pecos				
Jan 2020 - Mar 2021 Service Change: -37.39%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	21,474	21,494	31,188	11,779
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.9%	98.0%	98.7%	97.6%
% District Impacted	1.10%	2.01%	1.26%	2.36%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.21%	2.01%	1.39%	2.36%

Route 20 20th Avenue				
Jan 2020 - Mar 2021 Service Change: -35.32%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	40,660	26,629	52,005	15,284
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	97.9%	97.5%	97.9%	96.9%
% District Impacted	2.09%	2.49%	2.10%	3.07%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	2.29%	2.49%	2.31%	3.07%

Route 24 University Blvd				
Jan 2020 - Mar 2021 Service Change: -46.62%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	32,920	11,999	37,307	7,612
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.3%	98.9%	98.5%	98.5%
% District Impacted	1.69%	1.12%	1.51%	1.53%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.86%	1.12%	1.66%	1.53%

Route 27 East Yale Av				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	11,762	5,290	14,966	2,086
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.4%	99.5%	99.4%	99.6%
% District Impacted	0.60%	0.49%	0.60%	0.42%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.66%	0.49%	0.67%	0.42%

Route 28 28th Avenue				
Jan 2020 - Mar 2021 Service Change: -33.79%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	39,242	19,574	47,714	11,102
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.0%	98.2%	98.1%	97.8%
% District Impacted	2.01%	1.83%	1.93%	2.23%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	2.21%	1.83%	2.12%	2.23%

Route 30 South Federal Blvd				
Jan 2020 - Mar 2021 Service Change: -74.06%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	11,045	25,182	23,672	12,555
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.4%	97.6%	99.0%	97.5%
% District Impacted	0.57%	2.35%	0.96%	2.52%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.62%	2.35%	1.05%	2.52%

Route 30L South Federal Limited				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	17,737	24,360	29,308	12,789
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.1%	97.7%	98.8%	97.4%
% District Impacted	0.91%	2.28%	1.18%	2.57%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.00%	2.28%	1.30%	2.57%

Route 32 West 32nd Avenue / City Park				
Jan 2020 - Mar 2021 Service Change: -39.10%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	31,192	9,687	34,344	6,536
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.4%	99.1%	98.6%	98.7%
% District Impacted	1.60%	0.91%	1.39%	1.31%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.76%	0.91%	1.53%	1.31%

Route 36L Fort Logan Limited				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	16,897	21,690	26,331	12,255
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.1%	98.0%	98.9%	97.5%
% District Impacted	0.87%	2.03%	1.06%	2.46%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.95%	2.03%	1.17%	2.46%

Route 37 Smith Road Industrial				
Jan 2020 - Mar 2021 Service Change: -33.33%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	3,868	5,025	7,024	1,869
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.8%	99.5%	99.7%	99.6%
% District Impacted	0.20%	0.47%	0.28%	0.37%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.22%	0.47%	0.31%	0.37%

Route 39L North Colorado Limited				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	16,643	7,976	21,717	2,902
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.1%	99.3%	99.1%	99.4%
% District Impacted	0.85%	0.75%	0.88%	0.58%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.94%	0.75%	0.96%	0.58%

Route 44 44th Avenue				
Jan 2020 - Mar 2021 Service Change: -36.57%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	26,909	17,524	34,657	9,776
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.6%	98.4%	98.6%	98.0%
% District Impacted	1.38%	1.64%	1.40%	1.96%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.52%	1.64%	1.54%	1.96%

Route 51 Sheridan Blvd				
Jan 2020 - Mar 2021 Service Change: -37.18%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	28,202	27,491	41,866	13,827
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.6%	97.4%	98.3%	97.2%
% District Impacted	1.45%	2.57%	1.69%	2.77%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.59%	2.57%	1.86%	2.77%

Route 53 North Sheridan				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	7,414	2,349	8,908	854
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.6%	99.8%	99.6%	99.8%
% District Impacted	0.38%	0.22%	0.36%	0.17%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.42%	0.22%	0.40%	0.17%

Route 55 Olde Town / Arvada Ridge				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	4,429	1,485	4,780	1,134
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.8%	99.9%	99.8%	99.8%
% District Impacted	0.23%	0.14%	0.19%	0.23%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.25%	0.14%	0.21%	0.23%

Route 59 West Bowles				
Jan 2020 - Mar 2021 Service Change: -35.73%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	16,842	4,370	19,085	2,127
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.1%	99.6%	99.2%	99.6%
% District Impacted	0.86%	0.41%	0.77%	0.43%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.95%	0.41%	0.85%	0.43%

Route 66 Arapahoe Road				
Jan 2020 - Mar 2021 Service Change: -43.45%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	22,894	8,681	27,012	4,563
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.8%	99.2%	98.9%	99.1%
% District Impacted	1.17%	0.81%	1.09%	0.92%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.29%	0.81%	1.20%	0.92%

Route 67 Ridge Road				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	12,248	2,252	12,481	2,019
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.4%	99.8%	99.5%	99.6%
% District Impacted	0.63%	0.21%	0.50%	0.41%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.69%	0.21%	0.55%	0.41%

Route 72 72nd Avenue				
Jan 2020 - Mar 2021 Service Change: -57.58%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	20,353	12,916	26,795	6,475
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.0%	98.8%	98.9%	98.7%
% District Impacted	1.04%	1.21%	1.08%	1.30%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.15%	1.21%	1.19%	1.30%

Route 76 Wadsworth Blvd				
Jan 2020 - Mar 2021 Service Change: -38.59%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	31,895	14,233	38,228	7,900
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.4%	98.7%	98.5%	98.4%
% District Impacted	1.64%	1.33%	1.54%	1.59%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.80%	1.33%	1.70%	1.59%

Route 77 Ken Caryl Avenue				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	8,807	1,349	9,362	794
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.5%	99.9%	99.6%	99.8%
% District Impacted	0.45%	0.13%	0.38%	0.16%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.50%	0.13%	0.42%	0.16%

Route 80 80th Avenue				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	9,389	11,230	15,671	4,949
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.5%	98.9%	99.4%	99.0%
% District Impacted	0.48%	1.05%	0.63%	0.99%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.53%	1.05%	0.70%	0.99%

Route 99 South Kipling Street				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	14,862	4,647	17,288	2,221
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.2%	99.6%	99.3%	99.6%
% District Impacted	0.76%	0.43%	0.70%	0.45%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.84%	0.43%	0.77%	0.45%

Route 100 Kipling Street				
Jan 2020 - Mar 2021 Service Change: -49.17%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	20,932	6,499	23,590	3,840
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.9%	99.4%	99.0%	99.2%
% District Impacted	1.07%	0.61%	0.95%	0.77%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.18%	0.61%	1.05%	0.77%

Route 104 West 104th Avenue				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	9,273	4,473	11,968	1,778
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.5%	99.6%	99.5%	99.6%
% District Impacted	0.48%	0.42%	0.48%	0.36%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.52%	0.42%	0.53%	0.36%

Route 104X Commerce City / Denver Express				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	4,884	1,903	6,003	784
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.7%	99.8%	99.8%	99.8%
% District Impacted	0.25%	0.18%	0.24%	0.16%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.28%	0.18%	0.27%	0.16%

Route 112 West 112th Avenue				
Jan 2020 - Mar 2021 Service Change: -38.74%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	7,555	3,062	9,305	1,312
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.6%	99.7%	99.6%	99.7%
% District Impacted	0.39%	0.29%	0.38%	0.26%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.43%	0.29%	0.41%	0.26%

Route 116X South Simms Express				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	16,171	4,029	17,356	2,845
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.2%	99.6%	99.3%	99.4%
% District Impacted	0.83%	0.38%	0.70%	0.57%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.91%	0.38%	0.77%	0.57%

Route 120 120th Avenue / Brighton				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	21,379	13,397	28,701	6,076
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.9%	98.7%	98.8%	98.8%
% District Impacted	1.10%	1.25%	1.16%	1.22%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.21%	1.25%	1.28%	1.22%

Route 122X Wagon Road / Civic Center Express				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	7,599	3,884	8,415	3,069
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.6%	99.6%	99.7%	99.4%
% District Impacted	0.39%	0.36%	0.34%	0.62%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.43%	0.36%	0.37%	0.62%

Route 125 Youngfield / Ward				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	15,423	3,770	17,046	2,148
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.2%	99.6%	99.3%	99.6%
% District Impacted	0.79%	0.35%	0.69%	0.43%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.87%	0.35%	0.76%	0.43%

Route 128 Broomfield / Wagon Road				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	12,860	5,482	16,289	2,053
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.3%	99.5%	99.3%	99.6%
% District Impacted	0.66%	0.51%	0.66%	0.41%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.73%	0.51%	0.72%	0.41%

Route 131 East Iliff / Seven Hills				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	10,824	11,001	18,260	3,565
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.4%	99.0%	99.3%	99.3%
% District Impacted	0.56%	1.03%	0.74%	0.72%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.61%	1.03%	0.81%	0.72%

Route 135 Smoky Hill Road				
Jan 2020 - Mar 2021 Service Change: -35.30%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	15,615	7,453	21,146	1,922
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.2%	99.3%	99.1%	99.6%
% District Impacted	0.80%	0.70%	0.85%	0.39%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.88%	0.70%	0.94%	0.39%

Route 139 Quincy Avenue				
Jan 2020 - Mar 2021 Service Change: -40.02%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	16,770	10,117	23,841	3,046
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.1%	99.1%	99.0%	99.4%
% District Impacted	0.86%	0.95%	0.96%	0.61%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.95%	0.95%	1.06%	0.61%

Route 157 CCA / Buckley				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	1,402	3,519	3,351	1,570
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.9%	99.7%	99.9%	99.7%
% District Impacted	0.07%	0.33%	0.14%	0.32%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.08%	0.33%	0.15%	0.32%

Route 169 Buckley Road				
Jan 2020 - Mar 2021 Service Change: -33.72%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	15,350	14,657	25,418	4,589
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.2%	98.6%	99.0%	99.1%
% District Impacted	0.79%	1.37%	1.03%	0.92%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.87%	1.37%	1.13%	0.92%

Route 169L Buckley / Tower DIA Limited				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	13,318	16,342	24,257	5,403
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.3%	98.5%	99.0%	98.9%
% District Impacted	0.68%	1.53%	0.98%	1.08%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.75%	1.53%	1.08%	1.08%

Route 204 Table Mesa / Moorhead / North 19th				
Jan 2020 - Mar 2021 Service Change: -55.51%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	25,488	6,687	22,099	10,075
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.7%	99.4%	99.1%	98.0%
% District Impacted	1.31%	0.63%	0.89%	2.02%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.44%	0.63%	0.98%	2.02%

Route 205T 28th St / Gunbarrel / Heatherwood				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	17,478	3,930	14,681	6,727
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.1%	99.6%	99.4%	98.7%
% District Impacted	0.90%	0.37%	0.59%	1.35%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.99%	0.37%	0.65%	1.35%

Route 206 Boulder Junction/ Fairview H. S.				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	1,730	840	1,917	653
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.9%	99.9%	99.9%	99.9%
% District Impacted	0.09%	0.08%	0.08%	0.13%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.10%	0.08%	0.09%	0.13%

Route 206F Boulder Junction/ Fairview H. S.				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	11,268	3,062	11,866	2,464
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.4%	99.7%	99.5%	99.5%
% District Impacted	0.58%	0.29%	0.48%	0.49%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.64%	0.29%	0.53%	0.49%

Route 206S Boulder Junction/ Fairview H. S.				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	2,504	551	2,630	425
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.9%	99.9%	99.9%	99.9%
% District Impacted	0.13%	0.05%	0.11%	0.09%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.14%	0.05%	0.12%	0.09%

Route 208F Iris / Valmont				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	9,496	2,352	9,163	2,685
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.5%	99.8%	99.6%	99.5%
% District Impacted	0.49%	0.22%	0.37%	0.54%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.54%	0.22%	0.41%	0.54%

Route 209 CU / Mohawk Dr				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	11,458	3,579	9,887	5,150
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.4%	99.7%	99.6%	99.0%
% District Impacted	0.59%	0.33%	0.40%	1.03%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.65%	0.33%	0.44%	1.03%

Route 225D Boulder / Lafayette via Base				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	20,977	5,555	18,349	8,184
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.9%	99.5%	99.3%	98.4%
% District Impacted	1.08%	0.52%	0.74%	1.64%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.18%	0.52%	0.82%	1.64%

Route 225T Boulder / Lafayette via Base				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	21,190	5,620	18,563	8,247
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.9%	99.5%	99.3%	98.3%
% District Impacted	1.09%	0.53%	0.75%	1.65%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.20%	0.53%	0.82%	1.65%

Route 228 Louisville / Broomfield				
Jan 2020 - Mar 2021 Service Change: -40.87%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	11,988	3,339	13,699	1,628
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.4%	99.7%	99.4%	99.7%
% District Impacted	0.61%	0.31%	0.55%	0.33%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.68%	0.31%	0.61%	0.33%

Route 236 Boulder Junction / US36 & Table Mesa				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	5,414	1,482	3,863	3,033
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.7%	99.9%	99.8%	99.4%
% District Impacted	0.28%	0.14%	0.16%	0.61%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.31%	0.14%	0.17%	0.61%

Route 324 Main Street				
Jan 2020 - Mar 2021 Service Change: -54.68%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	11,728	6,726	14,736	3,718
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.4%	99.4%	99.4%	99.3%
% District Impacted	0.60%	0.63%	0.60%	0.75%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.66%	0.63%	0.65%	0.75%

Route 401 Highlands Ranch / Mineral				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	12,058	2,106	13,175	989
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.4%	99.8%	99.5%	99.8%
% District Impacted	0.62%	0.20%	0.53%	0.20%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.68%	0.20%	0.59%	0.20%

Route 403 Wildcat Crosstown				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	20,513	5,403	24,346	1,571
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.9%	99.5%	99.0%	99.7%
% District Impacted	1.05%	0.51%	0.98%	0.32%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.16%	0.51%	1.08%	0.32%

Route 483 Parker Road - Lincoln Ave				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	14,317	5,469	17,821	1,965
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.3%	99.5%	99.3%	99.6%
% District Impacted	0.73%	0.51%	0.72%	0.39%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.81%	0.51%	0.79%	0.39%

Route 402L Highlands Ranch Parkway				
Jan 2020 - Mar 2021 Service Change: -31.88%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	22,032	5,120	25,598	1,554
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.9%	99.5%	99.0%	99.7%
% District Impacted	1.13%	0.48%	1.03%	0.31%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.24%	0.48%	1.14%	0.31%

Route 72W 72nd Avenue				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	20,888	13,832	27,786	6,934
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.9%	98.7%	98.9%	98.6%
% District Impacted	1.07%	1.29%	1.12%	1.39%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.18%	1.29%	1.23%	1.39%

Route 80L 80th Avenue				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	11,787	4,221	13,482	2,527
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.4%	99.6%	99.5%	99.5%
% District Impacted	0.60%	0.39%	0.54%	0.51%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.66%	0.39%	0.60%	0.51%

Route 83D Cherry Creek / Parker Rd Limited				
Jan 2020 - Mar 2021 Service Change: -45.51%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	27,425	14,931	33,750	8,606
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.6%	98.6%	98.6%	98.3%
% District Impacted	1.41%	1.40%	1.36%	1.73%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.55%	1.40%	1.50%	1.73%

Route 83L Cherry Creek / Parker Rd Limited				
Jan 2020 - Mar 2021 Service Change: -14.12%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	27,412	15,977	34,686	8,703
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.6%	98.5%	98.6%	98.3%
% District Impacted	1.41%	1.49%	1.40%	1.75%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.55%	1.49%	1.54%	1.75%

Route 99L Federal Center / South Kipling Ltd				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	23,739	6,579	26,068	4,250
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	98.8%	99.4%	98.9%	99.1%
% District Impacted	1.22%	0.62%	1.05%	0.85%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	1.34%	0.62%	1.16%	0.85%

Route AA Wagon Road / Denver Airport				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	5,045	4,527	7,889	1,683
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.7%	99.6%	99.7%	99.7%
% District Impacted	0.26%	0.42%	0.32%	0.34%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.28%	0.42%	0.35%	0.34%

Route AB2 Boulder / Denver Airport				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	5,699	1,540	4,403	2,836
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.7%	99.9%	99.8%	99.4%
% District Impacted	0.29%	0.14%	0.18%	0.57%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.32%	0.14%	0.20%	0.57%

Route BOLT Boulder / Longmont				
Jan 2020 - Mar 2021 Service Change: -43.94%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	22,549	9,051	23,168	8,432
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.8%	99.2%	99.1%	98.3%
% District Impacted	1.16%	0.85%	0.94%	1.69%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.27%	0.85%	1.03%	1.69%

Route BOUND 30th Street				
Jan 2020 - Mar 2021 Service Change: -39.59%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	11,183	3,419	9,036	5,566
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.4%	99.7%	99.6%	98.9%
% District Impacted	0.57%	0.32%	0.36%	1.12%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.63%	0.32%	0.40%	1.12%

Route CS Pine Junction / Conifer / Denver				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	345	93	390	49
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	100.0%	100.0%	100.0%	100.0%
% District Impacted	0.02%	0.01%	0.02%	0.01%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.02%	0.01%	0.02%	0.01%

Route CV Pine Junction / Conifer / Denver				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	6,714	2,265	6,927	2,053
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.7%	99.8%	99.7%	99.6%
% District Impacted	0.34%	0.21%	0.28%	0.41%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.38%	0.21%	0.31%	0.41%

Route DASH Boulder / Lafayette via Louisville				
Jan 2020 - Mar 2021 Service Change: -40.34%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	23,355	5,043	20,819	7,579
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.8%	99.5%	99.2%	98.5%
% District Impacted	1.20%	0.47%	0.84%	1.52%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.32%	0.47%	0.93%	1.52%

Route ES Evergreen / Denver				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	1,689	300	1,807	182
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.9%	100.0%	99.9%	100.0%
% District Impacted	0.09%	0.03%	0.07%	0.04%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.10%	0.03%	0.08%	0.04%

Route EV Evergreen / Denver				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	7,736	2,332	7,942	2,125
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.6%	99.8%	99.7%	99.6%
% District Impacted	0.40%	0.22%	0.32%	0.43%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.44%	0.22%	0.35%	0.43%

Route EX Evergreen / Denver				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	7,427	2,307	7,628	2,105
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.6%	99.8%	99.7%	99.6%
% District Impacted	0.38%	0.22%	0.31%	0.42%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.42%	0.22%	0.34%	0.42%

Route FF2 Flatiron Flyer				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	13,481	3,482	12,962	4,000
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.3%	99.7%	99.5%	99.2%
% District Impacted	0.69%	0.33%	0.52%	0.80%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.76%	0.33%	0.58%	0.80%

Route FF3 Flatiron Flyer				
Jan 2020 - Mar 2021 Service Change: -96.90%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	6,033	1,837	6,923	946
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.7%	99.8%	99.7%	99.8%
% District Impacted	0.31%	0.17%	0.28%	0.19%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.34%	0.17%	0.31%	0.19%

Route FF4 Flatiron Flyer				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	14,270	4,941	13,250	5,961
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.3%	99.5%	99.5%	98.8%
% District Impacted	0.73%	0.46%	0.54%	1.20%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.81%	0.46%	0.59%	1.20%

Route FF5 Flatiron Flyer				
Jan 2020 - Mar 2021 Service Change: -66.67%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	10,476	5,290	10,940	4,827
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.5%	99.5%	99.6%	99.0%
% District Impacted	0.54%	0.49%	0.44%	0.97%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.59%	0.49%	0.49%	0.97%

Route FF6 Flatiron Flyer				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	11,910	3,707	11,729	3,887
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.4%	99.7%	99.5%	99.2%
% District Impacted	0.61%	0.35%	0.47%	0.78%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.67%	0.35%	0.52%	0.78%

Route FF7 Flatiron Flyer				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	7,120	3,008	7,436	2,692
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.6%	99.7%	99.7%	99.5%
% District Impacted	0.37%	0.28%	0.30%	0.54%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.40%	0.28%	0.33%	0.54%

Route GS Golden / Boulder				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	21,836	4,583	18,829	7,590
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.9%	99.6%	99.2%	98.5%
% District Impacted	1.12%	0.43%	0.76%	1.52%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.23%	0.43%	0.84%	1.52%

Route J Longmont / East Boulder / CU				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	22,409	9,391	24,133	7,667
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.9%	99.1%	99.0%	98.5%
% District Impacted	1.15%	0.88%	0.97%	1.54%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.26%	0.88%	1.07%	1.54%

Route JUMP Boulder / Lafayette via Arapahoe				
Jan 2020 - Mar 2021 Service Change: -35.81%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	14,343	5,519	13,864	5,998
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.3%	99.5%	99.4%	98.8%
% District Impacted	0.74%	0.52%	0.56%	1.20%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.81%	0.52%	0.62%	1.20%

Route LD1 Longmont / Denver				
Jan 2020 - Mar 2021 Service Change: -81.82%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	23,520	9,693	27,180	6,034
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.8%	99.1%	98.9%	98.8%
% District Impacted	1.21%	0.91%	1.10%	1.21%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.33%	0.91%	1.21%	1.21%

Route LD2 Longmont / Denver				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	20,377	8,496	23,851	5,022
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.0%	99.2%	99.0%	99.0%
% District Impacted	1.05%	0.79%	0.96%	1.01%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.15%	0.79%	1.06%	1.01%

Route LX1 Longmont I-25 Express				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	9,229	4,061	10,785	2,505
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.5%	99.6%	99.6%	99.5%
% District Impacted	0.47%	0.38%	0.44%	0.50%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.52%	0.38%	0.48%	0.50%

Route LX2 Longmont I-25 Express				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	8,647	4,277	10,384	2,540
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.6%	99.6%	99.6%	99.5%
% District Impacted	0.44%	0.40%	0.42%	0.51%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.49%	0.40%	0.46%	0.51%

Route MALLRIDE Free Mall Ride				
Jan 2020 - Mar 2021 Service Change: -47.03%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	8,429	2,360	8,516	2,273
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.6%	99.8%	99.7%	99.5%
% District Impacted	0.43%	0.22%	0.34%	0.46%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.48%	0.22%	0.38%	0.46%

Route METRORIDE Free Metro				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	9,507	3,121	9,727	2,902
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.5%	99.7%	99.6%	99.4%
% District Impacted	0.49%	0.29%	0.39%	0.58%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.54%	0.29%	0.43%	0.58%

Route NB Nederland / Boulder				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	4,303	614	2,946	1,971
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.8%	99.9%	99.9%	99.6%
% District Impacted	0.22%	0.06%	0.12%	0.40%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.24%	0.06%	0.13%	0.40%

Route P Parker / Denver				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	12,786	3,595	13,721	2,660
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.3%	99.7%	99.4%	99.5%
% District Impacted	0.66%	0.34%	0.55%	0.53%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.72%	0.34%	0.61%	0.53%

Route RC Brighton / Denver				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	10,962	9,285	15,796	4,451
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.4%	99.1%	99.4%	99.1%
% District Impacted	0.56%	0.87%	0.64%	0.89%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.62%	0.87%	0.70%	0.89%

Route SKIP Broadway				
Jan 2020 - Mar 2021 Service Change: -27.29%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	22,488	4,572	19,956	7,104
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	98.8%	99.6%	99.2%	98.6%
% District Impacted	1.15%	0.43%	0.81%	1.43%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	1.27%	0.43%	0.89%	1.43%

Route Y Lyons / Boulder				
Jan 2020 - Mar 2021 Service Change: -100.00%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	7,886	1,743	7,653	1,976
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.6%	99.8%	99.7%	99.6%
% District Impacted	0.40%	0.16%	0.31%	0.40%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.44%	0.16%	0.34%	0.40%

C Line - Union Station to Littleton-Mineral Station				
<i>Jan 2020 - Mar 2021 Service Change: -100.00%</i>				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	6,898	2,518	7,575	1,841
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.6%	99.8%	99.7%	99.6%
% District Impacted	0.35%	0.24%	0.31%	0.37%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.39%	0.24%	0.34%	0.37%

G Line - Union Station to Wheat Ridge Ward Station				
<i>Jan 2020 - Mar 2021 Service Change: -37.01%</i>				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	4,678	2,238	5,533	1,384
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.8%	99.8%	99.8%	99.7%
% District Impacted	0.24%	0.21%	0.22%	0.28%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.26%	0.21%	0.25%	0.28%

F Line - 18th & California Station to RidgeGate Parkway Station				
<i>Jan 2020 - Mar 2021 Service Change: -100.00%</i>				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	12,393	4,940	13,774	3,559
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.4%	99.5%	99.4%	99.3%
% District Impacted	0.64%	0.46%	0.56%	0.71%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.70%	0.46%	0.61%	0.71%

R Line - Lincoln Station to Peoria Station				
Jan 2020 - Mar 2021 Service Change: -44.03%				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	5,949	6,863	9,591	3,221
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.7%	99.4%	99.6%	99.4%
% District Impacted	0.31%	0.64%	0.39%	0.65%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.34%	0.64%	0.43%	0.65%

Major Service Increases

Route 49 Denver/ Commerce City				
New Service/Restructure				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	3,505	9,753	8,917	4,341
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.8%	99.1%	99.6%	99.1%
% District Impacted	0.18%	0.91%	0.36%	0.87%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.20%	0.91%	0.40%	0.87%

Route 88L Thornton / Commerce City Lim				
New Service/Restructure				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	2,553	5,894	5,439	3,009
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.9%	99.4%	99.8%	99.4%
% District Impacted	0.13%	0.55%	0.22%	0.60%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.14%	0.55%	0.24%	0.60%

Route 104L Wagon Road / Denver Airport Limited				
New Service/Restructure				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	4,712	4,225	7,395	1,542
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.8%	99.6%	99.7%	99.7%
% District Impacted	0.24%	0.40%	0.30%	0.31%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.27%	0.40%	0.33%	0.31%

Route 120E 120th Avenue				
New Service/Restructure				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	8,635	3,790	9,986	2,438
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.6%	99.6%	99.6%	99.5%
% District Impacted	0.44%	0.35%	0.40%	0.49%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.49%	0.35%	0.44%	0.49%

Route 120L 120th Avenue Limited				
New Service/Restructure				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	9,015	5,740	12,486	2,268
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.5%	99.5%	99.5%	99.5%
% District Impacted	0.46%	0.54%	0.50%	0.46%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.51%	0.54%	0.55%	0.46%

Route 520 Brighton				
New Service/Restructure				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	5,304	5,098	8,382	2,020
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.7%	99.5%	99.7%	99.6%
% District Impacted	0.27%	0.48%	0.34%	0.41%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.30%	0.48%	0.37%	0.41%

Route NB1 Nederland / Boulder				
New Service/Restructure				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	4,301	614	2,945	1,971
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.8%	99.9%	99.9%	99.6%
% District Impacted	0.22%	0.06%	0.12%	0.40%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.24%	0.06%	0.13%	0.40%

Route NB2 Nederland / Boulder				
New Service/Restructure				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	4,224	596	2,880	1,940
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
% of District Not Impacted	99.8%	99.9%	99.9%	99.6%
% District Impacted	0.22%	0.06%	0.12%	0.39%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
DI & DB Thresholds Are 110% Non-Equity % District Impacted Population	DI Threshold	Min Pop Impacted	DB Threshold	L-I Pop Impacted
	0.24%	0.06%	0.13%	0.39%

N Line - Union Station to Eastlake & 124th Station				
<i>New Service/Restructure</i>				
	Non-Minority Population	Minority Population	Higher Income Population	Low-Income Population
Route Service Area Impacted	4,560	2,893	6,308	1,145
District	1,949,880	1,069,337	2,475,594	498,433
District Total	3,019,217		2,974,027	
<i>% of District Not Impacted</i>	99.8%	99.7%	99.7%	99.8%
<i>% District Impacted</i>	0.23%	0.27%	0.25%	0.23%
Thresholds	Disparate Impact (DI)		Disproportionate Burden (DB)	
<i>DI & DB Thresholds Are 110% Non-Equity % District Impacted Population</i>	<i>DI Threshold</i>	<i>Min Pop Impacted</i>	<i>DB Threshold</i>	<i>L-I Pop Impacted</i>
	0.26%	0.27%	0.28%	0.23%

Appendix C: Route Service Area Comparative Equity Population Analysis by Service Change Category

An additional analysis was performed on demographics within subsets of routes within the RTD network. This analysis extends beyond RTD's Title VI Program requirements and represents a more granular examination of potential impacts to equity and non-equity groups. This analysis aims to provide greater detail on the overall impacted populations within equity groupings of routes by the related service change impacts. Results from this analysis may be informative when considering future modifications to service for equity populations.

The population within one-quarter mile of route/line stops/stations was totaled for different tiers of routes. Total population, minority population, non-minority population, low-income population, and higher-income populations were totaled within each subset of routes. Each equity population's comprising share of the District equity population was determined for comparison purposes, similar to the route level comparative difference analysis. Routes were categorized by those with major service reductions/eliminations and those with major service additions. Within those two categories, routes were further divided into low-income/higher-income and minority/non-minority routes based on the service area demographics of those routes within the January 2020 network. As with previous analyses presented in this report, demographics are sourced from the 2018 ACS 5-Year Estimates.

Equity and non-equity populations were compared within each subset of routes. For instance, minority and non-minority populations were compared within low-income routes that had major service reductions/eliminations. Similarly, low-income and higher-income populations were compared within minority routes that received major service increases.

The results from the analysis indicate potential adverse effects to subsets of population by route service change category. Low-income routes that received major service reductions/eliminations appear to potentially affect minority populations 14% greater than non-minority populations. When looking at minority routes that had service reductions/eliminations, minority populations were potentially affected up to 53% more than non-minority populations.

Low-income populations living with the service area of low-income routes that received a major service reduction/elimination appear to be potentially affected 40% more than higher-income populations within those route service areas. For low-income populations within minority route service areas that received a service reduction/elimination, their potential impact was 42% greater than higher-income populations.

For routes with service increases, minority and low-income populations appear to be potentially benefiting more than non-equity groups. Service increases for low-income and minority routes appear to potentially benefit minority populations more than non-minority groups; minority route increases potentially benefit both equity groups as well. Interestingly, lower-income populations within higher-income routes with service increases benefited nearly 750% more than higher-income populations.

Table C-1. Demographic Summary of Route Service Area Minority Populations within Service Change Categories

Route Type	Total Pop (Minority)	Minority Population	Min % of District Pop.	Non-Min Population	Non-Min % of District Pop.	DI Thresh	Delta
All Routes in the January 2020 network							
<i>Population within...</i>							
...all routes	1,727,440	708,030	66.2%	1,019,410	52.3%	57.5%	--
... low-income routes	1,427,053	631,045	59.0%	796,008	40.8%	44.9%	--
...higher-income routes	545,071	157,671	14.7%	387,400	19.9%	21.9%	--
... Minority routes	1,162,360	575,215	53.8%	587,145	30.1%	33.1%	--
...non-Minority routes	953,901	268,483	25.1%	685,418	35.2%	38.7%	--
Routes with Major Service Reductions and Eliminations - 103 Routes in the Jan 2020 Network							
<i>Population within...</i>							
...all routes	1,236,852	453,335	42.4%	783,517	40.2%	44.2%	-4.1%
Pop. within low-income routes	909,768	370,916	34.7%	538,852	27.6%	30.4%	14.1%
Pop. within higher-income routes	474,543	130,188	12.2%	344,355	17.7%	19.4%	-37.3%
Pop. within Minority routes	637,792	305,711	28.6%	332,081	17.0%	18.7%	52.6%
Pop. within non-Minority routes	764,038	202,929	19.0%	561,109	28.8%	31.7%	-40.0%
Routes with Major Service Increases - 10 routes in the Mar 2021 Network							
<i>Population within...</i>							
...all routes	99,809	46,059	4.3%	53,750	2.8%	3.0%	42.0%
Pop. within low-income routes	56,533	28,191	2.6%	28,342	1.5%	1.6%	64.9%
Pop. within higher-income routes	48,466	20,584	1.9%	27,882	1.4%	1.6%	22.4%
Pop. within Minority routes	84,154	42,364	4.0%	41,790	2.1%	2.4%	68.0%
Pop. within non-Minority routes	17,342	4,404	0.4%	12,938	0.7%	0.7%	-43.6%

Table C-1. Demographic Summary of Route Service Area Low-Income Populations within Service Change Categories

Route Type	Total Pop (Low-Income)	Low-Income Population	L-I % of District Pop	Higher-Income Population	H-I % of District Pop	DB Thresh	Delta
All Routes in the January 2020 network							
<i>Population within...</i>							
...all routes	1,696,878	354,826	71.2%	1,342,052	54.2%	59.6%	--
... low-income routes	1,399,695	326,983	65.6%	1,072,712	43.3%	47.7%	--
...higher-income routes	538,372	67,056	13.5%	471,316	19.0%	20.9%	--
... Minority routes	1,147,552	272,192	54.6%	875,360	35.4%	38.9%	--
...non-Minority routes	930,715	159,425	32.0%	771,290	31.2%	34.3%	--
Routes with Major Service Reductions and Eliminations - 103 Routes in the Jan 2020 Network							
<i>Population within...</i>							
...all routes	1,212,113	240,004	48.2%	972,109	39.3%	43.2%	11.5%
Pop. within low-income routes	881,187	208,494	41.8%	672,693	27.2%	29.9%	39.9%
Pop. within higher-income routes	469,825	56,374	11.3%	413,451	16.7%	18.4%	-38.4%
Pop. within Minority routes	630,245	150,500	30.2%	479,745	19.4%	21.3%	41.6%
Pop. within non-Minority routes	744,180	122,050	24.5%	622,130	25.1%	27.6%	-11.4%
Routes with Major Service Increases - 10 routes in the Mar 2021 Network							
<i>Population within...</i>							
...all routes	98,950	20,995	4.2%	77,955	3.1%	3.5%	21.6%
Pop. within low-income routes	55,964	14,607	2.9%	41,357	1.7%	1.8%	59.5%
Pop. within higher-income routes	116,685	76,156	15.3%	40,529	1.6%	1.8%	748.4%
Pop. within Minority routes	83,382	16,898	3.4%	66,484	2.7%	3.0%	14.8%
Pop. within non-Minority routes	17,251	4,410	0.9%	12,841	0.5%	0.6%	55.1%