



# 2023 Title VI Service Performance Monitoring Report

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# Title VI Service Performance Monitoring Report

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# Title VI Service Performance Monitoring Report

## Executive Summary

The Regional Transportation District (RTD) conducts ongoing performance monitoring across all service modes (i.e., bus, light rail and commuter rail) to comply with Title VI of the Civil Rights Act of 1964 and the Federal Transit Administration’s accompanying Circular 4702.1B, “Title VI Requirements and Guidelines for Federal Transit Administration Recipients” (Title VI Circular) as well as to ensure equitable distribution across RTD’s system. The analysis in this report compared minority access to that of non-minority access as well as low-income access to that of non-low-income access across six service performance metrics: stop amenities, vehicle loads, revenue hours, on-time performance, vehicle assignment and service availability.

The target for RTD’s 2021-2026 Strategic Plan objective is for minority and low-income routes and lines to achieve within 10% or better per service performance metric. A metric above the 10% threshold but within 20% would result in a “marginal” score. A marginal score would flag that metric as a caution and area for improvement. Any composite score that exceeds 20% would indicate “adverse impact” and would result in a system-wide disparate impact<sup>1</sup>/disproportionate burden<sup>2</sup> finding per the Federal Transit Administration (FTA).

Most metrics had no “marginal” or “adverse impact” scores, with many minority and low-income modes receiving equal and/or better service than their non-minority and non-low-income counterparts. Additionally, the analysis identified no adverse impacts or marginal scores in the five metrics of stop amenities, on-time performance, vehicle loads, vehicle assignment and service availability. **However, there was one marginal score identified: revenue hours in light rail.** Specifically, minority census block groups received 15% fewer revenue hours of light rail service compared to non-minority block groups. RTD attributes this marginal score to finalized and ongoing light rail maintenance projects — specifically, the Coping Panels Project<sup>3</sup> and the Downtown Rail Reconstruction Project<sup>4</sup> — and will continue to monitor it as the projects are completed and service is reinstated. Ongoing monitoring of this score will help ensure future service changes intentionally reduce the identified potential disparity in provision of revenue hours between minority and non-minority light rail lines.

This marginal score withstanding, the share of revenue hours in minority census block groups compared to non-minority census block groups increased at the system level from 2022 to 2023, shrinking the disparity between total minority and non-minority revenue hours from 9.54% in 2022 to 8% in 2023.

It is also important to note that the average age of vehicles on some minority routes (i.e., weekday, Saturday and Sunday) are higher than the average age of vehicles on their non-minority counterparts – by 27%, 30%, and 12%, respectively. Technically, **these percentages would meet the adverse impact and marginal thresholds.** RTD attributes the difference in age to the retirement and replacement of most of Transdev Longmont’s (one of the agency’s transportation contractors) fleet with 2023 and 2024 Type 40 vehicles. **However, given that the vehicles are well under their lifespan of 12 years and the difference in actual age is minimal between minority and non-minority routes (less than 1.5 years on average), RTD does not consider these findings to be a Title VI concern.** The Transit Equity Office is working to understand exactly how the agency and its contractors plan vehicle retirement and replacements, and it will educate agency staff on Title VI considerations and requirements in vehicle retirement as needed.

Finally, though RTD’s regional bus vehicle loads were not flagged as an area of improvement as a whole, Skyride falls within the regional category and had some notable disparities. Specifically, Skyride’s low-income peak

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<sup>1</sup> A facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin.

<sup>2</sup> A facially neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations.

<sup>3</sup> To learn more, visit [www.rtd-denver.com/about-rtd/projects/coping-panels-project](http://www.rtd-denver.com/about-rtd/projects/coping-panels-project).

<sup>4</sup> To learn more, visit [www.rtd-denver.com/railproject](http://www.rtd-denver.com/railproject).

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service had a higher percentage of trips exceeding the maximum load factor compared to non-low-income peak service (11.58% vs. 0%). Skyride's low-income midday service also had a higher percentage of trips exceeding the maximum load factor compared to non-low-income midday service (6.25% vs. 0.65%). RTD intends to increase frequency on Skyride routes in 2025 (e.g., on the AB1), and it is the agency's hope that this will lead to reduced trips that exceed the maximum load factor moving forward.

## Title VI and Environmental Justice

Equity is a core principle of RTD's functional mission to provide public transit services within the Denver region. 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 the Title VI Circular, the FTA requires that RTD document measures taken to comply with DOT's Title VI regulations by submitting a Title VI Program to the FTA every three years.

## Service Standards and Transit Monitoring Overview

Part of RTD's compliance with the Title VI Circular is ongoing performance monitoring across all service modes (local and regional bus, light rail and commuter rail). The Title VI Circular does not require monitoring for demand response service. Aligned with RTD's 2021-2026 Strategic Plan, staff will conduct an annual review of resource and service distribution. The objective is to ensure there is an equitable distribution across RTD's system. The analysis in this report compared minority access to that of non-minority access as well as low-income access to that of non-low-income access across six service performance metrics for data compiled during calendar year 2022:

- **Stop amenities:** RTD analyzes the distribution of stop amenities in the RTD system (specifically, shelters; seating; lighting; elevators; digital displays; signs, maps and/or schedules; waste receptacles and ticket vending machines) in order to identify any potential disparities.
- **Vehicle loads:** RTD evaluates whether weekday local, regional, SkyRide, Bus Rapid Transit, light and commuter rail vehicles are overcrowded by comparing the load/seat factor for each vehicle type and time period (i.e., peak and midday). RTD used automated passenger counter data to calculate compliance with the maximum load standard. The maximum load factor is the ratio of the total number of passengers on a trip to the total number of vehicle seats on each individual trip. The standard is equal to or greater than 125% of the seats for local (peak), where all other vehicle types and time periods abide by a standard of equal to or greater than 100%. For each route, the count of the trips that exceeded the load

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factor are divided by the total number of sampled trips to determine the percentage of trips that exceeded the load factor. RTD requires that vehicle load standards be met 60% of the time.

- **Revenue hours:** RTD evaluates the amount and distribution of revenue hours of service provided in census block groups. The hours while in service include trip start to finish.
- **On-time performance:** RTD defines “on-time” as no more than one minute early or five minutes late, measured at time points.
- **Vehicle assignment:** The FTA expects that the average age of vehicles on minority and/or low-income lines/routes should be no more than the average age of vehicles on non-minority and/or non-low-income lines/routes.
- **Service availability:** RTD considers persons residing within one-half mile of bus stops and/or rail stations as having service available. Service availability is expressed as number and percentage of District-wide population and is determined by vehicle mode.

## Title VI Service Performance Measure Rating Scale Rubric

The target for RTD’s 2021-2026 Strategic Plan objective is for minority and low-income routes and lines to achieve within 10% or better per service performance metric. This range will guide RTD in establishing a baseline to set targets for subsequent years. A metric above the 10% threshold but within 20% would result in a “marginal” score. A marginal score would flag that metric as a caution and area for improvement. Any composite measure that exceeds 20% would indicate “adverse impact” and would result in a system-wide disparate impact<sup>5</sup>/disproportionate burden<sup>6</sup> finding per the Federal Transit Administration. RTD will work to improve service and access on an on-going basis to ensure RTD’s equity targets are achieved and for compliance with RTD’s Board adopted Title VI Program.

### Legend



<sup>5</sup> A facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin.  
<sup>6</sup> A facially neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations.

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## Minority vs. Non-Minority Lines/Routes Performance Results<sup>7</sup>

Summary Table: Distribution of Amenities

Metric % of minority vs. non-minority stops with amenity	≥20% difference	10%-19.99% difference	<10% difference
Seating	✓	✓	✓
Lighting	✓	✓	✓
Elevators	✓	✓	✓
Digital Displays	✓	✓	✓
Shelters	✓	✓	✓
Signs, Maps and/or Schedules	✓	✓	✓
Waste Receptacles	✓	✓	✓
Ticket Vending Machines	✓	✓	✓

Summary Table: Service Standards

Metric Minority and non-minority comparison by mode and for the system as a whole	≥20% difference					10%-19.99% difference					<10% difference				
	Local	Regional	Light Rail	Commuter Rail	System	Local	Regional	Light Rail	Commuter Rail	System	Local	Regional	Light Rail	Commuter Rail	System
Vehicle Loads	✓	✓	✓	N/A	✓	✓	✓	✓	N/A	✓	✓	✓	✓	N/A	✓
Revenue Hours	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	✓	✓
On-Time Performance	✓	✓	✓	N/A	✓	✓	✓	✓	N/A	✓	✓	✓	✓	N/A	✓
Vehicle Assignment	✗	✗	N/A	✓	✓	✗	✗	N/A	✓	✓	✗	✗	N/A	✓	✓
Service Availability	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

<sup>7</sup> A minority line/route is defined by the FTA as having at least one-third of its revenue vehicle hours in census block groups with above-average minority populations.

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## Distribution of Amenities (See Exhibit A for full details)

- The percentage of minority stops containing each amenity on minority lines/routes exceeds the percentage for non-minority lines in digital displays, ticket vending machines, seating, and lighting (by 1.17%, 0.28%, 0.23% and 4.39%, respectively).
- The percentage of minority stops containing signs, maps and/or schedules is 2.16% lower than the percentage of non-minority stops containing signs, maps and/or schedules.
- The percentage of minority stops containing shelters is 3.18% lower than the percentage of non-minority stops containing shelters.
- The percentage of minority stops containing waste receptacles is 0.49% lower than the percentage of non-minority stops containing waste receptacles.
- The percentage of minority stops containing elevators is 0.40% lower than the percentage of non-minority stops containing elevators.

## Vehicle Loads (See Exhibit B for full details)

- The percentage of trips that exceed the maximum load factor range from a low of 0.05% to a high of 13.23%.
- All minority modes of service have a smaller percentage of trips that exceed the maximum load factor than non-minority modes of services except for local peak service (0.53% to 0.49%, respectively) and regional peak service (0.45% to 0.13%, respectively).

## Revenue Hours (See Exhibit C for full details)

- A lower percentage of revenue hours of bus service are provided in minority census block groups than non-minority census block groups (46% vs. 54%, respectively) with a difference in revenue hours of service at 9%.
- A lower percentage of revenue hours of light rail service are provided in minority census block groups than non-minority census block groups (42% vs. 58%, respectively) with a difference in revenue hours of service at 15%.
- A higher percentage of revenue hours of commuter rail service are provided in minority census block groups than non-minority census block groups (67% vs. 33%, respectively) with a difference in revenue hours of service at 33%.
- A lower percentage of revenue hours of all services are provided in minority census block groups than non-minority census block groups (46% vs. 54%, respectively) with a difference in revenue hours of service at 8%.

## On-Time Performance (OTP) (See Exhibit D for full details)

- The average OTP for minority local bus lines is 3.18% lower than OTP for non-minority local bus routes on weekdays. The Saturday average OTP for minority local bus routes is 2.74% lower than OTP for non-minority bus routes. The Sunday average OTP for minority local bus routes is 3.55% lower than OTP for non-minority bus routes.
- The average OTP for minority regional bus lines is 4.68% higher than OTP for non-minority regional bus routes on weekdays. The Saturday average OTP for minority regional bus routes is 1.93% higher than

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OTP for non-minority local bus routes. The Sunday average OTP for minority regional bus routes is 12.17% higher than OTP for non-minority local bus routes.

- The average OTP for minority light rail lines is 0.90% higher than the OTP for non-minority light rail lines for Monday-Thursday. The Friday average OTP for minority light rail lines is 0.70% higher than the OTP for non-minority light rail lines. The Saturday average OTP for minority light rail lines is 1.28% higher than the OTP for non-minority light rail lines. The Sunday average OTP for minority light rail lines is 0.28% lower than the OTP for non-minority light rail lines.
- All commuter rail lines are classified as minority lines. Therefore, there is no comparison to be drawn between minority lines and non-minority lines.

## Vehicle Assignment (See Exhibit E for full details)

- The average age of vehicles on minority weekday bus routes (6.29 years) is about 27% more than the average age of vehicles on non-minority weekday bus routes (4.96 years).
- The average age of vehicles on minority Saturday bus routes (5.88 years) is about 30% more than the average age of vehicles on non-minority Saturday bus routes (4.52 years).
- The average age of vehicles on minority Sunday bus routes (5.92 years) is about 12% more than the average age of vehicles on non-minority Sunday bus routes (5.29 years).
- Light rail vehicles are randomly assigned to all lines daily. Thus, there is no difference in the average age of light rail vehicles between minority lines and non-minority lines.
- All 66 RTD commuter rail vehicles were purchased in 2014. Thus, there is no difference in the average age of commuter rail vehicles between minority lines and non-minority lines.

## Service Availability (See Exhibit F for full details)

- A higher percentage of the RTD district's minority population lives within ¼ mile of local bus compared to the district's non-minority population (58% vs. 44.8%, respectively).
- A higher percentage of the RTD district's minority population lives within ½ mile of local limited bus compared to the district's non-minority population (18.7% vs. 13.1%, respectively).
- A lower percentage of the RTD district's minority population lives within ½ mile of regional bus compared to the district's non-minority population (8.8% vs. 12.3%, respectively).
- A higher percentage of the RTD district's minority population lives within ½ mile of light rail compared to the district's non-minority population (8.8% vs. 6.8%, respectively).



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## Low-Income vs. Non-Low-Income Lines/Routes Performance Results

Summary Table: Distribution of Amenities

Summary Table: Distribution of Amenities			
Metric % of low-income vs. non-low-income stops with amenity	≥20% difference	10%-19.99% difference	<10% difference
Seating	✓	✓	✓
Lighting	✓	✓	✓
Elevators	✓	✓	✓
Digital Displays	✓	✓	✓
Shelters	✓	✓	✓
Signs, Maps and/or Schedules	✓	✓	✓
Waste Receptacles	✓	✓	✓
Ticket Vending Machines	✓	✓	✓

Summary Table: Service Standards

Summary Table: Service Standards															
Metric Low-income and non-low-income comparison by mode and for the system as a whole	≥20% difference					10%-19.99% difference					<10% difference				
	Local	Regional	Light Rail	Commuter Rail	System	Local	Regional	Light Rail	Commuter Rail	System	Local	Regional	Light Rail	Commuter Rail	System
Vehicle Loads	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Revenue Hours	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
On-Time Performance	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Vehicle Assignment	✓	✓	N/A	✓	✓	✓	✓	N/A	✓	✓	✓	✓	N/A	✓	✓
Service Availability	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

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## Distribution of Amenities (See Exhibit A for full details)

- The percentage of stops containing each amenity on low-income lines/routes exceeds the percentage for non-low-income lines/routes in seating; lighting; digital displays; shelters; signs, maps and/or schedules; waste receptacles and ticket vending machines (by 4.14%, 3.95%, 0.15%, 1.43%, 0.89%, 3.97% and 0.25%, respectively).
- The percentage of low-income stops containing elevators is 0.46% lower than the percentage of non-low-income stops containing elevators.

## Vehicle Loads (See Exhibit B for full details)

- The percentage of trips that exceed the maximum load factor range from a low of 0.04% to a high of 11.58%.
- Local low-income peak service has a slightly higher percentage of trips that exceed the maximum load factor than local non-low-income peak service (0.56% to 0.47%, respectively).
- Local low-income midday service has a slightly higher percentage of trips that exceed the maximum load factor than local non-low-income midday service (0.83% to 0.48%, respectively).
- Skyride low-income peak service has a higher percentage of trips that exceed the maximum load factor than Skyride non-low-income peak service (11.58% to 0%, respectively).
- Skyride low-income midday service has a higher percentage of trips that exceed the maximum load factor than Skyride non-low-income midday service (6.25% to 0.65%, respectively).
- Commuter rail low-income midday service has a slightly higher percentage of trips that exceed the maximum load factor than commuter rail non-low-income midday service (0.15% to 0.10%, respectively).

## Revenue Hours (See Exhibit C for full details)

- The same percentage of revenue hours of bus service are provided in low-income census block groups as non-low-income census block groups (50% vs. 50%).
- A lower percentage of revenue hours of light rail service are provided in low-income census block groups than non-low-income census block groups (47% vs. 53%, respectively), with a difference in revenue hours of service at 5%.
- A lower percentage of revenue hours of commuter rail service are provided in low-income census block groups than non-low-income census block groups (48% vs. 52%, respectively) with a difference in revenue hours of service at 4%.
- The same percentage of revenue hours of all services are provided in low-income census block groups as non-low-income census block groups (50% vs. 50%, respectively).

## On-Time Performance (OTP) (See Exhibit D for full details)

- Average OTP for low-income local bus routes is 0.51% lower than OTP for non-low-income local bus routes on weekdays. The Saturday average OTP for low-income local bus routes is 1.16% lower than OTP for non-low-income local bus routes. The Sunday average OTP for low-income local bus routes is 1.01% lower than OTP for the non-low-income local bus routes.

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- Average OTP for low-income regional bus routes is 1.13% higher than OTP for non-low-income regional bus routes on weekdays. The Saturday average OTP for low-income regional bus routes is 3.42% lower than OTP for non-low-income local bus routes. The Sunday average OTP for low-income regional bus routes is 3.15% lower than OTP for the non-low-income regional bus routes.
- The average OTP for low-income light rail lines is 2.73% higher than OTP for the non-low-income light rail lines for Monday-Thursday. The average Friday OTP for low-income light rail lines is 2.37% higher than the OTP for the non-low-income light rail lines. The average Saturday OTP for low-income light rail lines is 2.60% higher than the OTP for the non-low-income light rail lines. The average Sunday OTP for low-income light rail lines is 1.00% lower than the OTP for the non-low-income light rail lines.
- The average OTP for low-income commuter rail line is 2.90% higher for Monday-Thursday compared to the non-low-income commuter rail lines. The average Friday OTP for low-income commuter rail lines is 2.40% higher than the OTP for the non-low-income commuter rail lines. The average Saturday OTP for low-income light rail lines is 1.20% higher than the OTP for the non-low-income commuter rail lines. The average Sunday OTP for low-income commuter rail lines is 2.05% higher than the OTP for the non-low-income commuter rail lines.

## Vehicle Assignment (See Exhibit E for full details)

- The average age of vehicles on low-income weekday bus routes (5.5 years) is about 7% less than the average age of vehicles on non-low-income weekday bus routes (5.89 years).
- The average age of vehicles on low-income Saturday bus routes (5 years) is about 12% less than the average age of vehicles on non-low-income Saturday bus routes (5.67 years).
- The average age of vehicles on low-income Sunday bus routes (5.41 years) is about 8% less than the average age of vehicles on non-low-income Sunday bus routes (5.87 years).
- Light rail vehicles are randomly assigned to all lines daily. Thus, there is no difference in the average age of light rail vehicles between low-income lines and non-low-income lines.
- All 66 commuter rail vehicles were purchased in 2014. Thus, there is no difference in the average age of commuter rail vehicles between low-income lines and non-low-income lines.

## Service Availability (See Exhibit F for full details)

- A higher percentage of the RTD district's low-income population lives within ¼ mile of local bus compared to the district's non-low-income population (65% vs. 46.9%, respectively).
- A higher percentage of the RTD district's low-income population lives within ½ mile of local limited bus compared to the district's non-low-income population (18.8% vs. 14.7%, respectively).
- A higher percentage of the RTD district's low-income population lives within ½ mile of regional bus compared to the district's non-low-income population (13.4% vs. 10.2%, respectively).
- A higher percentage of the RTD district's low-income population lives within ½ mile of light rail compared to the district's non-low-income population (11% vs. 6.9%, respectively).

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## Exhibit A: Stop Amenities

### Stop Amenities: Minority and Non-Minority

Category of Amenity	% of Stops on Minority Lines/Routes	% of Stops on Non-Minority Lines/Routes	Difference; Minority to Non-Minority +/(-)
Seating	45.95%	45.71%	0.23%
Lighting	27.75%	23.35%	4.39%
Elevators	2.14%	2.55%	(0.40%)
Digital Displays	5.21%	4.04%	1.17%
Shelters	6.54%	9.71%	(3.18%)
Signs, Maps and/or Schedules	4.07%	6.23%	(2.16%)
Waste Receptacles	10.77%	11.26%	(0.49%)
Ticket Vending Machines	5.26%	4.98%	0.28%

### Stop Amenities: Low-Income and Non-Low-Income

Category of Amenity	% of Stops on Low-Income/Routes	% of Stops on Non-Low-Income Lines/Routes	Difference; Low-Income to Non-Low-Income +/ (-)
Seating	47.64%	43.50%	4.14%
Lighting	27.30%	23.35%	3.95%
Elevators	2.14%	2.60%	(0.46%)
Digital Displays	4.70%	4.54%	0.15%
Shelters	8.73%	7.30%	1.43%
Signs, Maps and/or Schedules	5.52%	4.64%	0.89%
Waste Receptacles	12.75%	8.77%	3.97%
Ticket Vending Machines	5.23%	4.98%	0.25%

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## Exhibit B: Vehicle Loads

Vehicle Loads Table: Minority and Non-Minority

Mode of Service	Time Period	Minority	Non-Minority	Difference; Minority to Non-Minority +/-
Local	Peak (125%)	0.53%	0.49%	0.04%
	Midday (100%)	0.62%	0.81%	(0.19%)
Bus Rapid Transit	Peak (100%)	1.08%	3.42%	(2.34%)
	Midday (100%)	0%	0.07%	(0.07%)
Regional	Peak (100%)	0.45%	0.13%	0.32%
	Midday (100%)	0%	0.05%	(0.05%)
Skyride <sup>8</sup>	Peak (100%)	N/A	6.45%	N/A
	Midday (100%)	N/A	2.73%	N/A
Commuter Rail <sup>9</sup>	Peak (100%)	0.26%	N/A	N/A
	Midday (100%)	0.12%	N/A	N/A
Light Rail	Peak (100%)	2.45%	13.23%	(10.78%)
	Midday (100%)	0.16%	0.91%	(0.75%)

Vehicle Loads Table: Low-Income and Non-Low-Income

Mode of Service	Time Period	Low-Income	Non-Low-Income	Difference; Low-Income to Non-Low-Income +/-
Local	Peak (125%)	0.56%	0.47%	0.09%
	Midday (100%)	0.83%	0.48%	0.35%
Bus Rapid Transit <sup>10</sup>	Peak (100%)	2.99%	N/A	N/A
	Midday (100%)	0.07%	N/A	N/A
Regional	Peak (100%)	0.27%	0.28%	(0.01%)

<sup>8</sup> Among the Skyride bus services, the ATA is considered a minority route. However, it does not provide midday or peak service. Therefore, the minority fields are marked as Not Applicable (N/A) and a difference is not calculated.

<sup>9</sup> All commuter rail lines were considered minority lines in 2023. Therefore, all non-minority fields are marked as N/A and a difference is not calculated.

<sup>10</sup> Among the Bus Rapid Transit routes, the route FF3 is considered non-low-income. However, it only runs on Sundays and Holidays. Therefore, the non-low-income fields are marked as N/A and a difference is not calculated.

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	Midday (100%)	0%	0.11%	(0.11%)
<b>Skyride</b>	Peak (100%)	11.58%	0%	11.58%
	Midday (100%)	6.25%	0.65%	5.60%
<b>Commuter Rail</b>	Peak (100%)	0.10%	0.33%	(0.23%)
	Midday (100%)	0.15%	0.10%	0.05%
<b>Light Rail</b>	Peak (100%)	0.30%	7.70%	(7.40%)
	Midday (100%)	0.04%	0.49%	(0.45%)

## Exhibit C: Revenue Hours

Revenue Hours Table: Minority and Non-Minority

Mode of Service	Minority Hours	Non-Minority Hours	Difference; Minority to Non-Minority +/-
<b>Bus</b>	46%	54%	(9%)
<b>Light Rail</b>	42%	58%	(15%)
<b>Commuter Rail</b>	67%	33%	33%
<b>System</b>	46%	54%	(8%)

Revenue Hours Table: Low-Income and Non-Low-Income

Mode of Service	Low-Income Hours	Non-Low-Income Hours	Difference; Low Income to Non-Low-Income +/-
<b>Bus</b>	50%	50%	0%
<b>Light Rail</b>	47%	53%	(5%)
<b>Commuter Rail</b>	48%	52%	(4%)
<b>System</b>	50%	50%	0%

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## Exhibit D: On-Time Performance

On-Time Performance Table: Minority and Non-Minority

Mode of Service	Day	Avg. % On-Time (weighted)		Difference; Minority to Non-Minority +/-
		Minority Lines	Non-Minority Lines	
Local Bus	Weekday	83.14%	86.32%	(3.18%)
	Saturday	83.53%	86.27%	(2.74%)
	Sunday	84.81%	88.36%	(3.55%)
Regional Bus	Weekday	88.33%	83.65%	4.68%
	Saturday	93.63%	91.70%	1.93%
	Sunday	99.53%	87.36%	12.17%
Light Rail	Mon-Thurs	82.90%	82.00%	0.90%
	Friday	82.20%	81.50%	0.70%
	Saturday	86.08%	84.80%	1.28%
	Sunday	85.32%	85.60%	(0.28%)
Commuter Rail <sup>11</sup>	Mon-Thurs	93.45%	N/A	N/A
	Friday	93.15%	N/A	N/A
	Saturday	93.05%	N/A	N/A
	Sunday	93.53%	N/A	N/A

<sup>11</sup> All commuter rail lines are considered minority lines. Therefore, all non-minority fields are marked as N/A and a difference is not calculated.

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On-Time Performance Table: Low-Income and Non-Low-Income

Mode of Service	Day	Avg. % On-Time (weighted)		Difference; Low Income to Non-Low-Income +/-
		Low-Income Lines	Non-Low-Income Lines	
Local Bus	Weekday	84.08%	84.59%	(0.51%)
	Saturday	83.94%	85.10%	(1.16%)
	Sunday	85.56%	86.57%	(1.01%)
Regional Bus	Weekday	85.97%	84.84%	1.13%
	Saturday	88.28%	91.70%	(3.42%)
	Sunday	90.35%	93.50%	(3.15%)
Light Rail	Mon-Thurs	84.13%	81.40%	2.73%
	Friday	83.27%	80.90%	2.37%
	Saturday	87.17%	84.57%	2.60%
	Sunday	84.87%	85.87%	(1.00%)
Commuter Rail	Mon-Thurs	94.90%	92.00%	2.90%
	Friday	94.35%	91.95%	2.40%
	Saturday	93.65%	92.45%	1.20%
	Sunday	94.55%	92.50%	2.05%



# Title VI Service Performance Monitoring Report

## Exhibit E: Vehicle Assignment

Vehicle Assignment Table: Minority and Non-Minority

Mode of Service	Day	Avg. Vehicle Age (Years)		Difference; Minority to Non-Minority +/-
		Minority Routes and Lines	Non-Minority Routes and Lines	
Bus (Local and Regional)	Weekday	6.29	4.96	1.33
	Saturday	5.88	4.52	1.36
	Sunday	5.92	5.29	0.63
Light Rail	Light rail vehicles are randomly assigned to all lines daily. Thus, there is no difference in the average age of light rail vehicles between minority lines and non-minority lines.			
Commuter Rail	All 66 commuter rail vehicles were purchased in 2014. Thus, there is no difference in the average age of commuter rail vehicles between minority lines and non-minority lines.			

Vehicle Assignment Table: Low-Income and Non-Low-Income

Mode of Service	Day	Avg. Vehicle Age (Years)		Difference; Low-Income to Non-Low-Income +/-
		Low-Income Routes and Lines	Non-Low-Income Routes and Lines	
Bus (Local and Regional)	Weekday	5.50	5.89	(0.39)
	Saturday	5.00	5.67	(0.67)
	Sunday	5.41	5.87	(0.46)
Light Rail	Light rail vehicles are randomly assigned to all lines daily. Thus, there is no difference in the average age of light rail vehicles between low-income lines and non-low-income lines.			
Commuter Rail	All 66 commuter rail vehicles were purchased in 2014. Thus, there is no difference in the average age of commuter rail vehicles between low-income lines and non-low-income lines.			

# Title VI Service Performance Monitoring Report

## Exhibit F: Service Availability Table

Demographic Analysis of Proximity to RTD Service (Percent)		RTD District	RTD District	% within 1/2* Mile			% within 1/4 Mile	% within 3 Miles	Frequent All Day Service within 1/2 Mile		Frequent Peak and/or Midday Service within 1/2 Mile	
		Totals	Merged Buffers	Limited	Regional	Rail	Local Bus	Commuter Rail	Bus	Bus & Rail***	Bus	Bus & Rail***
<b>Population</b>	Total (ACS 5-year estimate, 2018-2022)**	3,064,222	61.5%	15.2%	10.9%	7.6%	49.7%	30.6%	25.2%	26.0%	27.7%	28.4%
Minority	All Minorities	1,148,873	69.8%	18.7%	8.8%	8.8%	58.0%	40.3%	29.7%	30.7%	31.5%	32.3%
Non-Minority	White (Non-Hispanic)	1,915,350	56.6%	13.1%	12.3%	6.8%	44.8%	24.8%	22.4%	23.2%	25.4%	26.1%
<b>Population</b>	Total population with known income (ACS 5-year estimate, 2018-2022)**	3,020,954	61.3%	15.3%	10.6%	7.5%	49.5%	30.7%	24.8%	25.7%	27.4%	28.1%
Low-Income	Below 150% of Poverty Level	430,356	75.3%	18.8%	13.4%	11.0%	65.0%	38.8%	35.7%	37.0%	37.4%	38.7%
Non-Low-Income	Above 150% of Poverty Level	2,590,598	59.0%	14.7%	10.2%	6.9%	46.9%	29.3%	23.0%	23.8%	25.7%	26.4%

**Sources:** RTD GTFS GIS, US Census American Community Survey Tables: 2018-2022 (5-Year Estimates), Table B03002. Hispanic or Latino Origin by Race and Table C17002. Ratio Of Income to Poverty Level in The Past 12 Months (Block Group Level Data) USDOT National Address Database (NAD)

To adjust for the fact that some census block groups are only partially within the District, the fraction of each block group's population within the transit district was calculated by using the percentage of address points within the district and each block group. This address fraction was the factor used to proportion Census counts resulting in demographics within buffers for each service and PnR. Address points come from the USDOT National Address Database.

\* All Minorities include Black (non-Hispanic), Hispanic, Asian (non-Hispanic), Native American (non-Hispanic), Hawaiian Native and Pacific Islander (non-Hispanic) and Other (including Mixed Race, non-Hispanic).

\*\* Population totals for the RTD district vary between statistics for race and income/poverty in part since the Census is a full count, and the ACS is an extrapolation based on a sample, and in part because the ACS total excludes those whom poverty status is not determined.

\*\*\* In prior analyses, all rail was included in these sections. However, rail lines that saw reduced frequency due to maintenance in 2023 were excluded from these sections for the purposes of this report.