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2024 Title VI Service Performance Monitoring Report

September 2025

Regional Transportation District
1660 Blake Street, Denver CO 80202

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Executive Summary

The Regional Transportation District (RTD) conducts ongoing performance monitoring across all service modes (bus, light rail, and commuter rail) to comply with Title VI of the Civil Rights Act of 1964 and the Federal Transit Administration's (FTA) 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 (hereafter referred to as Black, Indigenous, or People of Color; or BIPOC) access to that of non-BIPOC 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 BIPOC 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% for BIPOC populations would indicate "adverse impact" and would result in a system-wide disparate impact finding per the FTA. A disparate impact[1] finding on BIPOC populations requires RTD to take steps to reduce the potential effects. Any composite score that exceeds 20% for low-income populations would result in a system-wide disproportionate burden[2] finding. Since low-income populations are not a protected class under Title VI, RTD will consider opportunities to reduce the potential effects where practicable.

Most metrics had no marginal or adverse impact scores, with many BIPOC and low-income modes receiving equal or better service than their non-BIPOC and non-low-income counterparts. The analysis identified no adverse impacts across stop amenities, on-time performance, vehicle loads, vehicle assignment, and service availability. One adverse impact was identified for revenue hours of Light Rail service. Some marginal scores were also identified, including on-time performance for Light Rail and vehicle assignments for bus service. Specifically, BIPOC census block groups received 21.77% fewer revenue hours of Light Rail service compared to non-BIPOC block groups. These findings are the result of planned service adjustments tied to the Downtown Rail Reconstruction (DRR) Project, which began in May 2024. This multi-phased project, the first of its kind in RTD's history, is focused on replacing and modernizing RTD's oldest light rail infrastructure in the downtown corridor. More than 300 trains operate daily on this section of track, making it critically important that RTD preserve this asset for the next 30 years. The service adjustments are temporary and necessary to ensure the safety, reliability, and long-term viability of the light rail network. RTD will continue to monitor service performance and service impacts as the project progresses.

For on-time performance, four marginal scores were identified for Light Rail, all at the lower end of the range. These occurred on weekday, Friday, Saturday, and Sunday service, again linked to the planned

[1]A facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin.

[2]A facially neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations.

service adjustments required by the DRR Project. Low-income analysis showed similar marginal scores for Light Rail on-time performance throughout the week.

The average age of vehicles on BIPOC routes also remains slightly higher than on non-BIPOC routes. For weekday service, buses on BIPOC routes were 0.95 years older on average (7.15 vs. 6.20 years), a 15% difference. For Saturday service, the difference was 0.78 years (6.79 vs. 6.01 years), a 12.98% difference. While these percentages fall within the marginal range, the differences are less than one year and well within the FTA's 12-year service life for heavy-duty buses. RTD does not consider these findings a Title VI concern. The Transit Equity Office continues to work with Service and Maintenance divisions to ensure vehicle retirement and replacement planning reflects Title VI considerations. Low-income analysis showed a similar marginal score for Saturday vehicle assignments, with a 12.98% difference or 0.57 years.

Title VI

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.

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."

The FTA's Circular 4702.1B provides its recipients of FTA financial assistance with instructions for achieving compliance with Title VI. 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 Monitoring Overview

Part of RTD's compliance with the Title VI Circular is ongoing performance monitoring across all service modes (i.e., 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 BIPOC access to that of non-BIPOC access as well as low-income access to that of non-low-income access across six service performance metrics for date compiled during calendar year 2022:

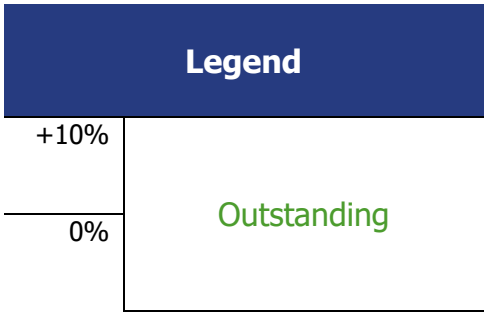
- **Stop amenities**: RTD analyzes the distribution of stop amenities in the RTD system (specifically, shelters; seating; lighting; elevators; digital displays; signs, maps, and/or

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 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 BIPOC and/or low-income lines/routes should be no more than the average age of vehicles on non-BIPOC 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 Rating Scale

The target for RTD's 2021-2026 Strategic Plan objective is for BIPOC 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/disproportionate burden finding per the FTA. 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.



-10%	Marginal
-20%	Adverse Impact

BIPOC vs. Non-BIPOC Performance Results[3]

Summary Table: Distribution of Amenities

Amenity	% Difference BIPOC vs. non-BIPOC stops with amenity +/(-)
Seating	0.99%
Lighting	4.05%
Elevators	(0.06%)
Digital Displays	0.54%
Shelters	(3.64%)
Signs, Maps, and/or Schedules	(2.34%)
Waste Receptacles	(1.58%)
Ticket Vending Machines	(0.21%)

Summary Table: Service Standards

Metric BIPOC and non-BIPOC % difference by mode and system	% Difference

[3]A BIPOC 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 BIPOC populations.

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		Local	Regional	Light Rail	Commuter Rail	System
Vehicle Loads	Peak	0.19%	0.04%	5.38%	N/A	N/A
	Midday	0.00%	0.36%	0.45%	N/A	N/A
Revenue Hours		(8.02%)		(22.03%)	31.04%	(8.02%)
On-Time Performance	Mon- Thurs	(2.41%)	11.82%	(10.23%)	N/A	N/A
	Friday			(12.84%)	N/A	N/A
	Saturday	0.34%	16.03%	(10.91%)	N/A	N/A
	Sunday	(2.2%)	17.11%	(10.42%)	N/A	N/A
Vehicle Assignment	Weekday	(15.32%)		N/A	N/A	N/A
	Saturday	(12.98%)		N/A	N/A	N/A
	Sunday	(3.96%)		N/A	N/A	N/A
Service Availability		5.83%	(3.33%)	1.81%	14.60%	N/A

Distribution of Amenities

- The percentage of stops and stations with seating and lighting and digital displays is higher at BIPOC stops and stations compared to non-BIPOC stops and stations, by 0.99%, 4.05%, and 0.54% respectively.
- The percentage of BIPOC stops and stations with elevators, shelters, signs, maps and schedules, waste receptacles, and ticket vending machines is lower compared to non-BIPOC stops and stations but within the on-target range of 10%.

Category of Amenity	% of Stops on BIPOC Lines/Routes	% of Stops on Non-BIPOC Lines/Routes	% Difference BIPOC to Non-BIPOC +/(-)
Seating	46.11%	45.12%	0.99%
Lighting	27.55%	23.50%	4.05%
Elevators	2.32%	2.37%	(0.06%)
Digital Displays	4.89%	4.34%	0.54%
Shelters	6.24%	9.88%	(3.64%)

Signs, Maps, and/or Schedules	3.95%	6.29%	(2.34%)
Waste Receptacles	10.19%	11.76%	(1.58%)
Ticket Vending Machines	5.00%	5.21%	(0.21%)

Vehicle Loads

- Local BIPOC peak service has a lower percentage of trips that exceed the maximum load factor than local non-BIPOC peak service (0.58% to 0.77%, respectively).
- During the midday period, the percentage of local trips exceeding the maximum load factor is the same for both BIPOC and non-BIPOC areas (0.79% each).
- Bus Rapid Transit BIPOC peak service has a lower percentage of trips that exceed the maximum load factor than local non-BIPOC peak service (2.15% to 4.54%, respectively).
- Light rail BIPOC peak service has a lower percentage of trips that exceed the maximum load factor than light rail non-BIPOC peak service (1.92% to 7.30%, respectively).
- Light rail BIPOC midday service has a lower percentage of trips that exceed the maximum load factor than light rail non-BIPOC midday service (0.34% to 0.79%, respectively).

Mode of Service	Time Period	BIPOC	Non-BIPOC	% Difference BIPOC to Non-BIPOC +/(-)
Local	Peak (125%)	0.58%	0.77%	0.19%
	Midday (100%)	0.79%	0.79%	0.00%
Bus Rapid Transit	Peak (100%)	2.15%	4.54%	2.39%
	Midday (100%)	0%	0.11%	0.11%
Regional	Peak (100%)	0.34%	0.38%	0.04%
	Midday (100%)	0%	0.36%	0.36%
Skyride[4]	Peak (100%)	N/A	11.04%	N/A
	Midday (100%)	N/A	9.70%	N/A
Commuter Rail[5]	Peak (100%)	0.05%	N/A	N/A
	Midday (100%)	0%	N/A	N/A

[4]Among the Skyride bus services, the ATA is considered a BIPOC route. However, it does not provide midday or peak service. Therefore, the BIPOC fields are marked as Not Applicable (N/A), and a difference is not calculated.
[5]All commuter rail lines are classified as BIPOC lines. Therefore, there is no comparison to be drawn between BIPOC and non-BIPOC lines.

Light Rail	Peak (100%)	1.92%	7.30%	5.38%
	Midday (100%)	0.34%	0.79%	0.45%

Revenue Hours

- A lower percentage of revenue hours of bus service (including Local and Regional) are provided in BIPOC census block groups than non-BIPOC census block groups (45.94% vs. 54.06%, respectively) with a difference in revenue hours of service at –8.13%.
- A lower percentage of revenue hours of light rail service are provided in BIPOC census block groups than non-BIPOC census block groups (39.11% vs. 60.89%, respectively) with a difference in revenue hours of service at –22.77%.
- A higher percentage of revenue hours of commuter rail service are provided in BIPOC census block groups than non-BIPOC census block groups (65.41% vs. 34.59%, respectively) with a difference in revenue hours of service at 30.89%.
- A lower percentage of revenue hours of all services are provided in BIPOC census block groups than non-BIPOC census block groups (46.05% vs. 53.95%, respectively) with a difference in revenue hours of service at –7.79%.

Mode of Service	BIPOC Hours	Non-BIPOC Hours	% Difference BIPOC to Non-BIPOC +/(-)
Bus	45.94%	54.06%	(8.13%)
Light Rail	39.11%	60.89%	(22.77%)
Commuter Rail	65.41%	34.59%	30.82%
System	46.05%	53.95%	(7.79%)

On-Time Performance (OTP)

- The average OTP for BIPOC local bus lines is 2.40% lower than OTP for non-BIPOC local bus routes on weekdays. The Saturday average OTP for BIPOC local bus routes is 0.30% higher than OTP for non-BIPOC bus routes. The Sunday average OTP for BIPOC local bus routes is 2.20% lower than OTP for non-BIPOC bus routes.
- The average OTP for BIPOC regional bus lines is 11.80% higher than OTP for non-BIPOC regional bus routes on weekdays. The Saturday average OTP for BIPOC regional bus routes is 16.00% higher than OTP for non-BIPOC local bus routes. The Sunday average OTP for BIPOC regional bus routes is 17.10% higher than OTP for non-BIPOC local bus routes.

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- The average OTP for BIPOC light rail lines is 10.20% lower than the OTP for non-BIPOC light rail lines for Monday-Thursday. The Friday average OTP for BIPOC light rail lines is 12.80% lower than the OTP for non-BIPOC light rail lines. The Saturday average OTP for BIPOC light rail lines is 10.90% lower than the OTP for non-BIPOC light rail lines. The Sunday average OTP for BIPOC light rail lines is 10.40% lower than the OTP for non- BIPOC light rail lines.
- All commuter rail lines are classified as BIPOC lines. Therefore, there is no comparison to be drawn between BIPOC lines and non-BIPOC lines.

		Avg. % On-Time (weighted)		
Mode of Service	**Day**	**BIPOC Routes/Lines**	**Non-BIPOC Routes/Lines**	**% Difference** BIPOC to Non-BIPOC +/(-)
Local Bus	**Weekday**	81.80%	84.20%	(2.40%)
	Saturday	83.30%	83.00%	0.30%
	Sunday	83.70%	85.90%	(2.20%)
Regional Bus	**Weekday**	92.00%	90.20%	11.80%
	Saturday	96.80%	80.80%	16.00%
	Sunday	98.10%	81.00%	17.10%
Light Rail	**Mon-Thurs**	74.00%	84.20%	(10.20%)
	Friday	71.20%	84.00%	(12.80%)
	Saturday	69.80%	80.70%	(10.90%)
	Sunday	69.50%	79.90%	(10.40%)
Commuter Rail	**Mon-Thurs**	92.90%	N/A	N/A
	Friday	92.80%	N/A	N/A
	Saturday	92.80%	N/A	N/A

	Sunday	92.10%	N/A	N/A

Vehicle Assignment

In the past, RTD has been unable to examine vehicle assignments consistently or accurately. This is because bus vehicle assignments are put together in blocks that typically consist of operations on multiple routes (referred to as interlining or through lining), making it impossible to assign buses on a specific route and therefore rendering an analysis of vehicle assignment difficult.

However, in 2022, RTD produced a methodology to pursue the vehicle assignment analysis. The analysis utilizes service "recap" data and relies on making key assumptions. It includes *typical* vehicle type and garage assignments by route; service equity classification (i.e., low-income or non-low-income and BIPOC or non-BIPOC) of routes based on in-service hours as well as geographic demographic data; and vehicle age data, by vehicle type and assigned garage.

Equity and non-equity routes are first identified by their *typically*-assigned garage, then with known *typically*-assigned vehicles, the average age of vehicles is assigned. The overall average vehicle ages are then compared between equity and non-equity routes to ensure equity routes are within an acceptable threshold range of difference.

For light rail and commuter rail, there is no specific alignment for a certain model or year. Additionally, all 66 commuter rail vehicles were purchased in 2014, leaving no difference in the average age of commuter rail vehicles between equity and non-equity routes.

- The average age of vehicles on BIPOC weekday bus routes (7.15 years) is about 15% more than the average age of vehicles on non-BIPOC weekday bus routes (6.20 years).
- The average age of vehicles on BIPOC Saturday bus routes (6.79 years) is about 13% more than the average age of vehicles on non-BIPOC Saturday bus routes (6.01 years).
- The average age of vehicles on BIPOC Sunday bus routes (6.82 years) is about 4% more than the average age of vehicles on non-BIPOC Sunday bus routes (6.56 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 BIPOC lines and non-BIPOC 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 BIPOC lines and non-BIPOC lines.
- Although the average age of vehicles for Weekday and Saturday service result in the "Caution" zone, the difference is very minimal (0.95% or less than 1 year) and well within vehicle lifespans.

Avg. Vehicle Age (Years)

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Mode of Service	Day	BIPOC Routes	Non-BIPOC Routes	% Difference BIPOC to Non-BIPOC +/(-)
Bus (Local and Regional)	Weekday	7.15	6.20	(15.32%)
	Saturday	6.79	6.01	(12.98%)
	Sunday	6.82	6.56	(3.96%)
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 BIPOC lines and non-BIPOC 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 BIPOC lines and non-BIPOC lines.			

Service Availability

See Exhibit A for full details.

- A higher percentage of the RTD district's BIPOC population lives within ½ mile of local bus compared to the district's non-BIPOC population (18.88% vs. 13.11%, respectively).
- A lower percentage of the RTD district's BIPOC population lives within ½ mile of regional bus compared to the district's non-BIPOC population (8.85% vs. 12.10%, respectively).
- A higher percentage of the RTD district's BIPOC population lives within ½ mile of rail compared to the district's non-BIPOC population (8.74% vs. 6.92%, respectively).

Low-Income vs. Non-Low-Income Performance Results

Summary Table: Distribution of Amenities

Amenity	% Difference Low-income vs. non-low-income stops with amenity +/(-)
Seating	2.16%

Lighting	2.82%
Elevators	0.57%
Digital Displays	1.50%
Shelters	0.71%
Signs, Maps, and/or Schedules	0.16%
Waste Receptacles	2.57%
Ticket Vending Machines	1.50%

Summary Table: Service Standards

Metric Low-Income and non-Low-Income % difference by mode and system		**% Difference**				
		Local	Regional	Light Rail	Commuter Rail	System
Vehicle Loads	Peak	0.13%	0.38%	5.17%	0.07%	N/A
	Midday	(0.23%)	0.78%	0.41%	0.00%	N/A
Revenue Hours		4.00%		(3%)	2.00%	4.03%
On-Time Performance	Mon-Thurs	(2.10%)	8.72%	10.52%	2.11%	N/A
	Friday			10.03%	3.02%	N/A
	Saturday	(0.41%)	4.24%	11.24%	3.73%	N/A
	Sunday	(1.52%)	(1.33%)	13.9%	2.72%	N/A
Vehicle Assignment	Weekday	7.29%		N/A	N/A	N/A
	Saturday	12.50%		N/A	N/A	N/A
	Sunday	8.12%		N/A	N/A	N/A
Service Availability		3.42%	3.63%	3.64%	8.24%	N/A

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Distribution of Amenities

- All evaluated amenities are equally or slightly more present at low-income stops and stations compared to non-low-income stops and stations.

Category of Amenity	% of Stops on Low-Income Routes/Lines	% of Stops on Non-Low-Income Routes/Lines	% Difference Low-Income to Non-Low-Income +/(-)
Seating	46.56%	44.41%	2.16%
Lighting	26.76%	23.94%	2.82%
Elevators	2.60%	2.03%	0.57%
Digital Displays	5.28%	3.78%	1.50%
Shelters	8.39%	7.68%	0.71%
Signs, Maps, and/or Schedules	5.20%	5.04%	0.16%
Waste Receptacles	12.13%	9.56%	2.57%
Ticket Vending Machines	5.77%	4.27%	1.50%

Vehicle Loads

- Local low-income peak service has a lower percentage of trips that exceed the maximum load factor than local non-low-income peak service (0.60% to 0.73%, respectively).
- Local low-income midday service has a higher percentage of trips that exceed the maximum load factor than local non-low-income midday service (0.87% to 0.64%, 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 (19.16% 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 (20.92% to 1.57%, respectively).
- Commuter rail low-income peak service has a lower percentage of trips that exceed the maximum load factor than commuter rail non-low-income peak service (0% to 0.07%, respectively).
- No low-income or non-low-income commuter rail midday service exceeds the maximum load factor. Therefore, a comparison cannot be made.
- Light rail low-income peak service has a lower percentage of trips that exceed the maximum load factor than commuter rail non-low-income peak service (1.62% to 6.79%, respectively).

- Light rail low-income midday service has a lower percentage of trips that exceed the maximum load factor than commuter rail non-low-income midday service (0.33% to 0.74%, respectively).

Mode of Service	Time Period	Low-Income	Non-Low-Income	**Difference** Low-Income to Non-Low-Income +/(-)
Local	Peak (125%)	0.60%	0.73%	0.13%
	Midday (100%)	0.87%	0.64%	(0.23%)
Bus Rapid Transit	Peak (100%)	4.10%	N/A	N/A
	Midday (100%)	0.11%	N/A	N/A
Regional	Peak (100%)	0.23%	0.61%	0.38%
	Midday (100%)	0.00%	0.78%	0.78%
Skyride	Peak (100%)	19.16%	0.00%	(19.16%)
	Midday (100%)	20.92%	1.57%	(19.35%)
Commuter Rail	Peak (100%)	0.00%	0.07%	0.07%
	Midday (100%)	0.00%	0.00%	0.00%
Light Rail	Peak (100%)	1.62%	6.79%	5.17%
	Midday (100%)	0.33%	0.74%	0.41%

Revenue Hours

- A higher percentage of revenue hours of bus service (including Local and Regional) are provided in low-income census block groups than non-low-income census block groups (52.20% vs. 47.80%, respectively) with a difference in revenue hours of service at 4.40%.
- 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 (48.36% vs. 51.64%, respectively) with a difference in revenue hours of service at –3.28%.
- A higher percentage of revenue hours of commuter rail service are provided in low-income census block groups than non-low-income census block groups (50.76% vs. 49.24%, respectively) with a difference in revenue hours of service at 1.52%.
- A higher percentage of revenue hours of all services are provided in low-income census block groups than non-low-income census block groups (51.86% vs. 48.14%, respectively) with a difference in revenue hours of service at 3.71%.

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Mode of Service	Low-Income Hours	Non-Low-Income Hours	% Difference Low-Income to Non-Low-Income +/(-)
Bus	52.20%	47.80%	4.40%
Light Rail	48.36%	51.64%	(3.28%)
Commuter Rail	50.76%	49.24%	1.52%
System	51.86%	48.14%	3.71%

On-Time Performance (OTP)

- Average OTP for low-income local bus routes is 2.10% lower than OTP for non-low-income local bus routes on weekdays. The Saturday average OTP for low-income local bus routes is 0.40% lower than OTP for non-low-income local bus routes. The Sunday average OTP for low-income local bus routes is 1.50% lower than OTP for non-low-income local bus routes.
- Average OTP for low-income regional bus routes is 8.70% higher than OTP for non-low-income regional bus routes on weekdays. The Saturday average OTP for low-income regional bus routes is 4.20% higher than OTP for non-low-income local bus routes. The Sunday average OTP for low-income regional bus routes is 1.30% lower than OTP for non-low-income regional bus routes.
- The average OTP for low-income light rail lines is 10.50% higher than OTP for non-low-income light lines for Monday-Thursday. The average Friday OTP for low-income light rail lines is 10% higher than the OTP for the non-low-income light rail lines. The average Saturday OTP for low-income light rail lines is 11.20% higher than the OTP for the non-low-income light rail lines. The average Sunday OTP for low-income light rail lines is 13.90% higher than the OTP for the non-low-income light rail lines.
- The average OTP for low-income commuter rail line is 2.10% higher for Monday-Thursday compared to non-low-income commuter rail lines. The average Friday OTP for low-income commuter rail lines is 3.00% higher than the OTP for the non-low-income commuter rail lines. The average Saturday OTP for low-income light rail lines is 3.70% higher than the OTP for the non-low-income commuter rail lines. The average Sunday OTP for low-income commuter rail lines is 2.70% higher than the OTP for the non-low-income commuter rail lines.

		Avg. % On-Time (weighted)		
Mode of Service	**Day**	**Low-Income Routes/Lines**	**Non-Low-Income Routes/Lines**	**% Difference** Low-Income to Non-Low-Income +/(-)

Local Bus	**Weekday**	81.80%	83.90%	(2.10%)
	Saturday	83.00%	83.40%	(0.40%)
	Sunday	83.80%	85.30%	(1.50%)
Regional Bus	**Weekday**	89.00%	80.30%	8.70%
	Saturday	88.40%	84.20%	4.20%
	Sunday	87.80%	89.10%	(1.30%)
Light Rail	**Mon-Thurs**	82.60%	72.10%	10.50%
	Friday	80.40%	70.40%	10.00%
	Saturday	79.00%	67.80%	11.20%
	Sunday	79.90%	66.00%	13.90%
Commuter Rail	**Mon-Thurs**	94.00%	91.90%	2.10%
	Friday	94.30%	91.30%	3.00%
	Saturday	94.60%	90.90%	3.70%
	Sunday	93.50%	90.80%	2.70%

Vehicle Assignment

- The average age of vehicles on low-income weekday bus routes (6.49 years) is about 7.29% less than the average age of vehicles on non-low-income weekday bus routes (7 years).
- The average age of vehicles on low-income Saturday bus routes (6.09 years) is about 12.98% less than the average age of vehicles on non-low-income Saturday bus routes (6.96 years).
- The average age of vehicles on low-income Sunday bus routes (6.45 years) is about 8.12% less than the average age of vehicles on non-low-income Sunday bus routes (7.02 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.

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Mode of Service	Day	Avg. Vehicle Age (Years) Low-Income Routes	Non-Low-Income Routes	% Difference Low-Income to Non-Low-Income +/(-)
Bus (Local and Regional)	Weekday	6.49	7.00	7.29%
	Saturday	6.09	6.96	12.50%
	Sunday	6.45	7.02	8.12%
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.			

Service Availability

See Exhibit A for full details.

- A higher percentage of the RTD district's low-income population lives within ½ mile of local bus compared to the district's non-low-income population (18.51% vs. 14.90%, 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 (12.67% vs. 10.01%, respectively).
- A higher percentage of the RTD district's low-income population lives within ½ mile of rail compared to the district's non-low-income population (10.12% vs. 6.90%, respectively).

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Exhibit A: Service Availability Table

Demographic Analysis of Proximity to RTD Service (Percent)		RTD Service Area		% within ½ Mile			% within 3 Miles	% within ¼ Mile	Frequent All Day Service within ½ Mile		Frequent Peak and/or Midday Service within ½ Mile	
		Totals	Merged Buffers[6]	Limited	Regional	Rail	CRT	Local Bus	Bus	Bus & Rail	Bus	Bus & Rail
Population	Total (ACS 5-year estimate, 2019-2023)	3,080,147	61.30%	15.31%	10.86%	7.62%	30.39%	49.49%	23.61%	26.94%	26.32%	29.42%
BIPOC	All BIPOC[7]	1,173,838	69.36%	18.88%	8.85%	8.74%	39.40%	57.35%	27.99%	31.77%	30.21%	33.80%
Non-BIPOC	White (Non-Hispanic)	1,906,309	56.34%	13.11%	12.10%	6.92%	24.84%	44.66%	20.91%	23.97%	23.93%	26.72%
Population	Total population with known income (ACS 5-year estimate, 2019-2023)[8]	3,037,190	61.06%	15.38%	10.55%	7.55%	30.45%	49.27%	23.28%	26.58%	25.99%	29.06%
Low-Income	Below 200% of Poverty Level	427,622	74.14%	18.51%	12.67%	10.12%	38.27%	63.27%	32.94%	36.93%	35.17%	38.95%
Non-Low-Income	Above 200% of Poverty Level	2,609,568	57.74%	14.59%	10.01%	6.90%	28.46%	45.72%	20.83%	23.95%	23.66%	26.56%

[6]All demographics within merged buffers (i.e., 1/4-mile for local bus service, 1/2-mile for all other services, merged together).
[7]All BIPOC 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).
[8]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.

***Sources**: RTD GTFS GIS, US Census American Community Survey Tables: 2019-2023 (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 RTD service area, 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.