

A Comparison Between RTD and Peer Transit Agencies

HB24-1447

The following is a comparison of ridership statistics between RTD and peer transit agencies. The following list of peer agencies used in this analysis is the same list used in the [2021 RTD Accountability Report](#):

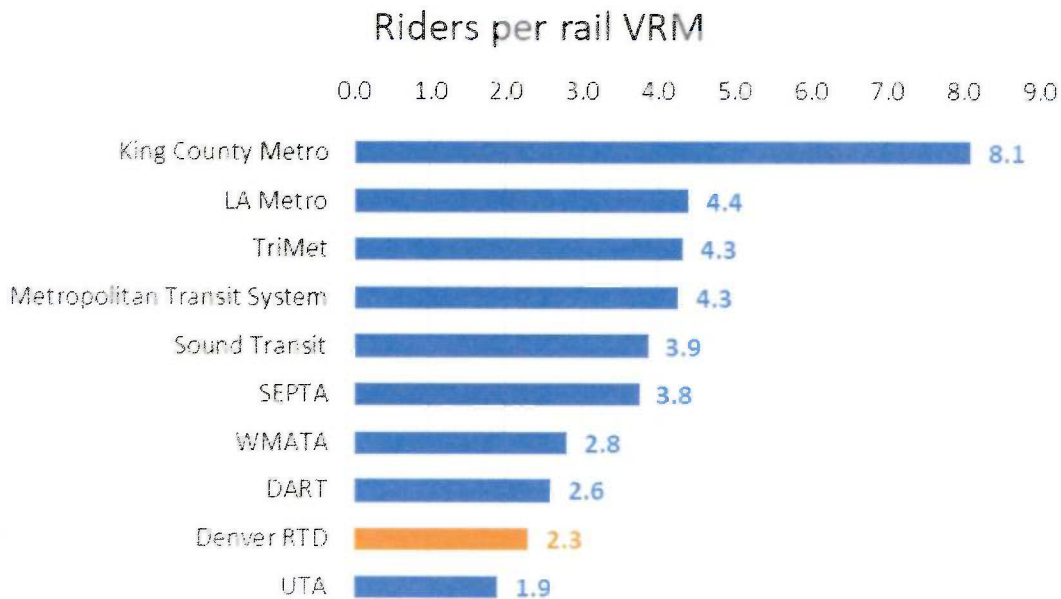
- Utah Transit Authority (Salt Lake City)
- Dallas Area Rapid Transit (Dallas)
- Portland Tri-Met (Portland)
- San Diego Metro (San Diego)
- SEPTA (Philly)
- King County Metro (Seattle)
- VIA Metropolitan Transit (San Antonio)
- WMATA (DC)
- Sound Transit (Seattle)
- LA Metro (LA)

Performance comparisons

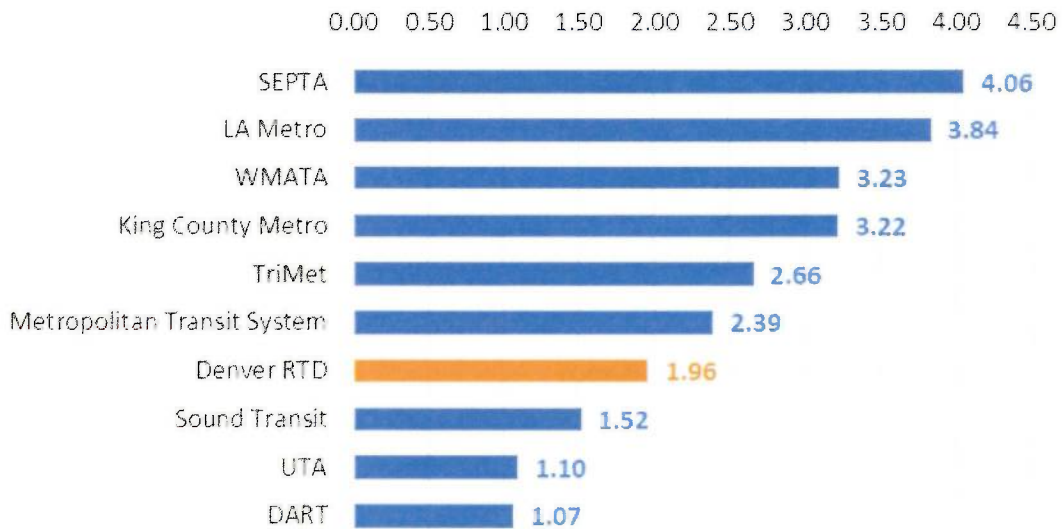
The standard metric for these comparisons is **vehicle revenue miles (VRM)**, which are defined by the Federal Transit Administration (FTA) as - *The miles that vehicles are scheduled to or actually travel while in revenue service, including layover and recovery time.*

Ridership

Pre-COVID: RTD ranks at the bottom of its peers in terms of ridership productivity (rides per vehicle revenue mile in 2018) for rail, and near the bottom of its peers in terms of ridership productivity for bus. Data from <https://insights.transitcenter.org/>



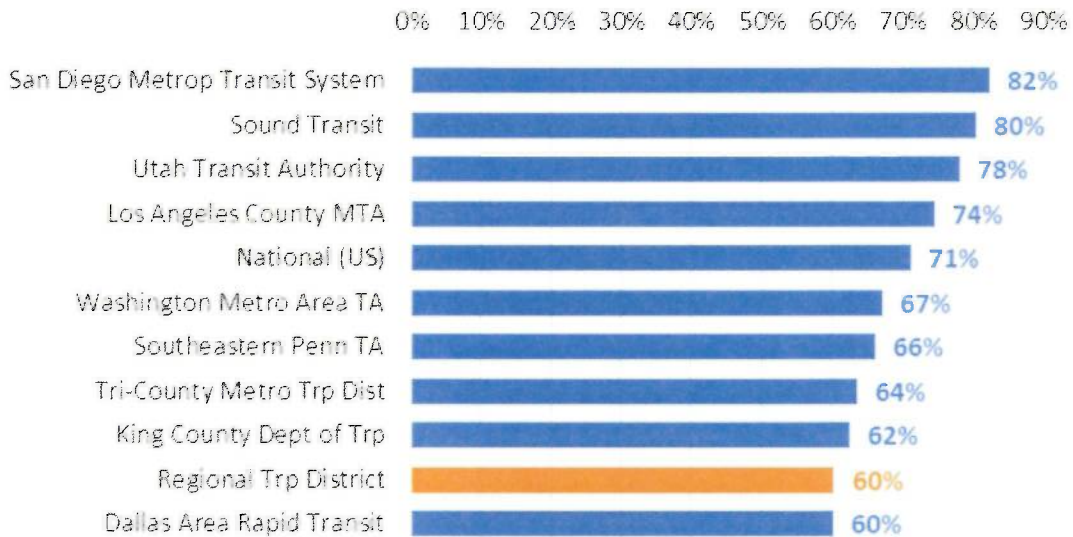
Riders per bus VRM



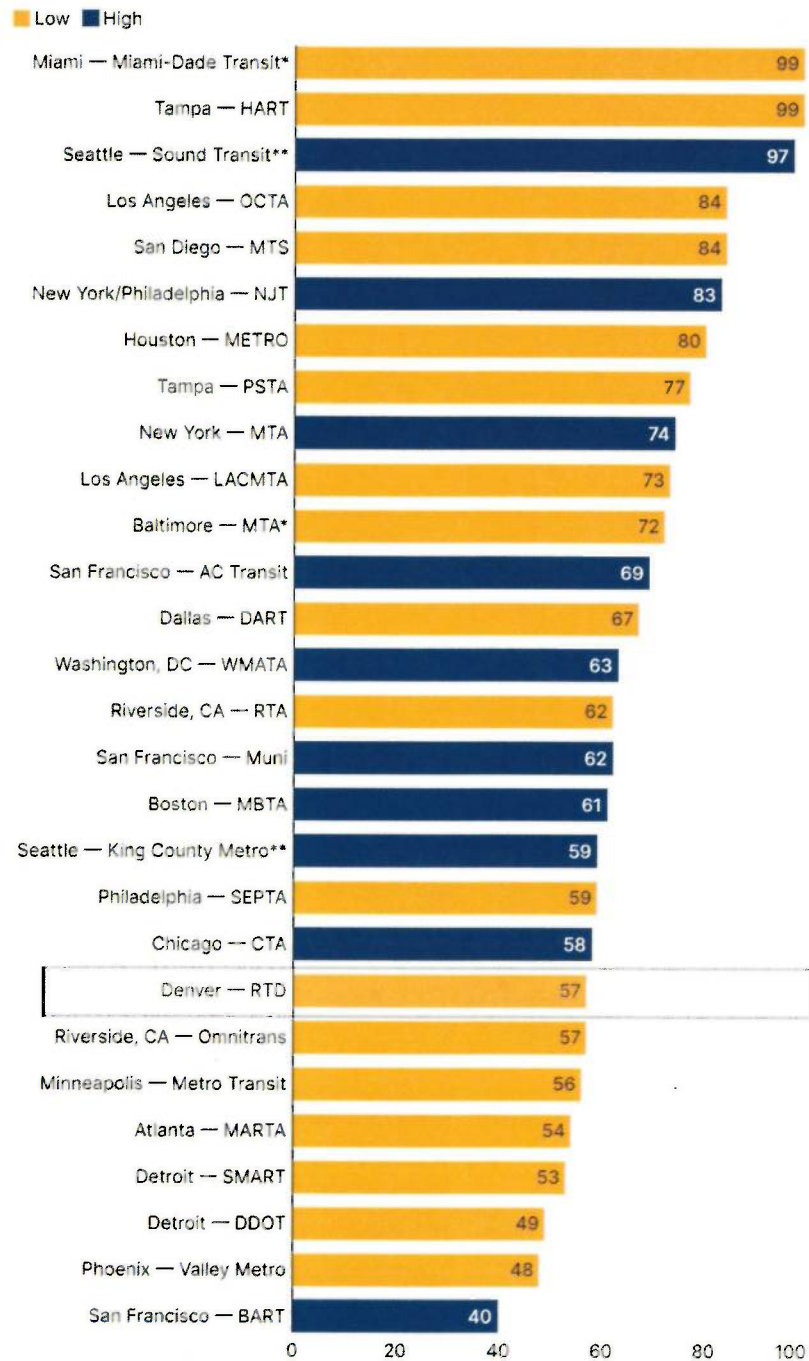
Ridership Recovery:

Post-COVID: RTD ranks towards the bottom of its peers in terms of post-COVID ridership recovery. Data from [American Public Transportation Association Dashboard](#)

2023 ridership as a percent of 2019



- **Nationally, we also rank poorly in ridership recovery**, data from [Ensuring the intertwined post-pandemic recoveries of downtowns and transit systems | Brookings](#)
 - “Low” means a traditionally low ridership agency. “High” is a traditionally high ridership agency.



On-time performance:

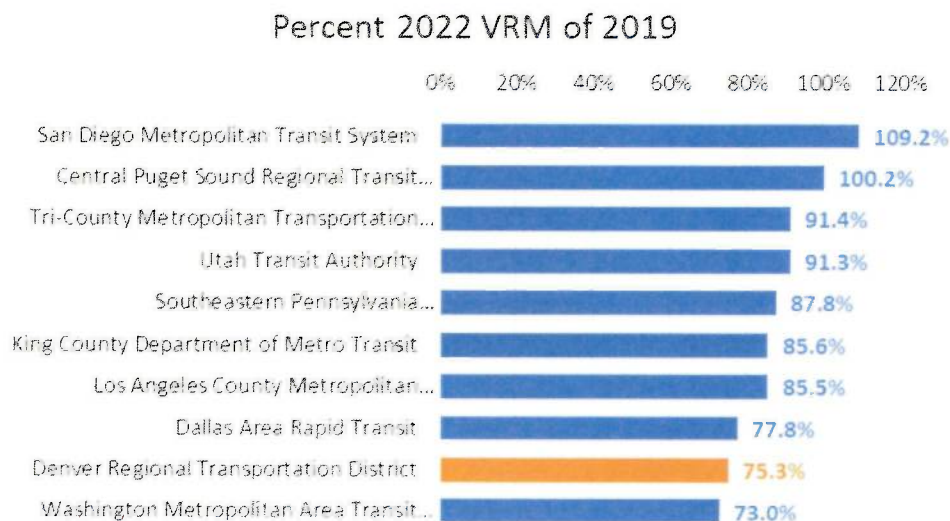
Your Bus Is On Time. What Does That Even Mean? - TransitCenter

On time = arrived less than 1 minute early or less than 4 minutes late

Rank	Agency	Weekday on time performance for January 1-July 1, 2018	Late	Early
1	Tri-County Metropolitan Transportation District of Oregon	75%	16%	9%
2	Port Authority of Allegheny County (Pittsburgh)	74%	19%	7%
3	Minneapolis Metro Transit	73%	19%	8%
4	Denver RTD	71%	19%	10%
5	Regional Transportation Commission of Southern Nevada	68%	23%	9%
6	Metropolitan Atlanta Rapid Transit Authority	66%	27%	7%
7	Los Angeles Metro	64%	12%	22%
8	Chicago Transit Authority	62%	15%	23%
9	King County Metro (Seattle)	60%	29%	11%
10	Houston METRO	60%	32%	9%
11	The Bus (Honolulu)	59%	28%	13%
12	AC Transit	59%	30%	11%
13	Southeastern Pennsylvania Transportation Authority (Philadelphia)	58%	26%	15%
14	San Francisco Muni	56%	20%	24%
15	MTA Bus Company (New York City)	45%	37%	19%
16	Massachusetts Bay Transportation Authority (Boston)	44%	38%	14%
17	MTA New York City Transit	48%	30%	22%
18	Maryland Transit Administration (Baltimore)	44%	39%	17%
19	Miami-Dade Transit	No Data	No Data	No Data
20	Washington Metropolitan Area Transit Authority	No Data	No Data	No Data

Post-covid service restoration

Service restoration is measured as the percentage of pre-COVID VRMs that are back in service: Data from National Transit Database, aggregated from [FTIS](#)



Governance Comparisons

Size

- According to the [American Public Transportation Association \(APTA\)](#), the majority of transit board sizes range from 7-10 with an average of nine members.
- Transit boards for the vast majority of major cities are entirely appointed, especially among those of comparable or larger size to RTD

Elected/Appointed

- Among RTD peer agencies identified by the RTD Accountability Report, RTD is the only Board that is publicly elected.
- Most large boards that exist in other major cities are appointed, making RTD an outlier.

