

Appendix G: Service Monitoring

Requirements and Findings

This service monitoring report is required once every three years by the Federal Transit Administration (FTA) as part of SacRT’s Title VI Program Update. The monitoring ensures that SacRT provides service that does not discriminate on the basis of race, color, or national origin or to low-income populations.

FTA requires that the Program Update include the results of service monitoring relative to systemwide service standards and service policies. SacRT’s Service Standards were adopted by the SacRT Board on August 26, 2013, and are included as Appendix I. FTA requires quantitative standards for fixed-route modes in six categories:

- Vehicle passenger load
- Vehicle headways
- On-time performance
- Service availability
- Distribution of stop/station amenities, and
- Vehicle assignment.

SacRT’s Service Standards (page 3) recommend including all routes in the evaluation except for contract service, supplemental service², special event service, and demonstration projects. The evaluation identifies potential disparate impacts to minority or disproportionate burdens to low-income populations. If disparate impacts / disproportionate burdens exist, SacRT is required address them. The SacRT Board reviews and approves the evaluation findings as part of the overall Program Update.

Table 22 presents a summary of the findings for the six categories and the time period for which data used in the evaluation was collected.

Table 22: Service Monitoring - Overall Findings

Category	Findings	Time Period
Passenger Loads	No disparate impacts / disproportionate burdens	October 2022
Vehicle Headways	No disparate impacts / disproportionate burdens	October 2022
On-Time Performance	No disparate impacts / disproportionate burdens	CY 2022
Service Availability	No disparate impacts / disproportionate burdens	October 2022
Stop/Station Amenities	No disparate impacts / disproportionate burdens	November 2022

² Supplemental routes are peak-only routes that are designed to accommodate passenger volumes that could otherwise overload SacRT’s regular routes. They usually operate only seasonally and can be adjusted on short notice to respond to changing demand conditions.

Vehicle Assignment	No disparate impacts / disproportionate burdens	October 2022
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Overview

Service Area

SacRT operates in a 434 square mile service area. Weekday fixed-route service includes three light rail lines and 80 bus routes (all-day regular, peak-only, and supplemental bus routes that operate during the school year) – 33 routes (31 bus and two light rail) operate on Saturdays and 30 routes (28 bus and two light rail) operate on Sundays/Holidays. One route, 138-Causeway Connection, travels outside the service area through West Sacramento to Davis, California.

Table 23 lists major trip destinations in the SacRT service area.

Table 23: Major Destinations

Hospitals	University and Colleges	Arena and Stadiums	Shopping Malls and Centers
Mercy San Juan Hospital	California State University, Sacramento	Hughes Stadium	The Promenade
Methodist Hospital of Sacramento	UC Davis	Hornet Stadium	Sunrise Mall (Marketplace at Birdcage)
Mercy General Hospital	University of San Francisco - Sacramento Campus	Beaver Stadium	Park Place 2 Shopping Center
Sutter General Hospital	American River College	Golden 1 Center	Arden Fair
UC Davis Medical Center	American River College Natomas	Sleep Train Arena	Florin Towne Center
Sacramento VA Medical Center	Cosumnes River College		Rancho Cordova Town Center (Zinfandel Plaza)
Kaiser Permanente Rancho Cordova Medical Offices	Sacramento City College		Broadstone Plaza
Kaiser Permanente Sacramento Medical Center	Folsom Lake College		Palladio Parkway & Broadstone Pointe

Kaiser Permanente Point West Medical Offices	Folsom Lake College – Rancho Cordova Center		Natomas Marketplace
Kaiser Permanente South Sacramento Medical Center	California Northstate University		Folsom Premium Outlets
Dignity Health Medical Plaza	Consumnes River College – Elk Grove Center		Folsom Faire Shopping Center
Sutter Medical Plaza			Laguna Crossroads
Kaiser Permanente Elk Grove Medical Center			Elk Grove Shopping Center

Population of the service area based on the ACS five-year estimate is 1,486,811 people, of which 56.7% are minority and 20.0% are low-income households. Figure 14 shows minority areas that exceed the service area’s average of 56.7% minority and Figure 15 shows low-income block groups that exceed the service area’s average of 20.0% low-income.

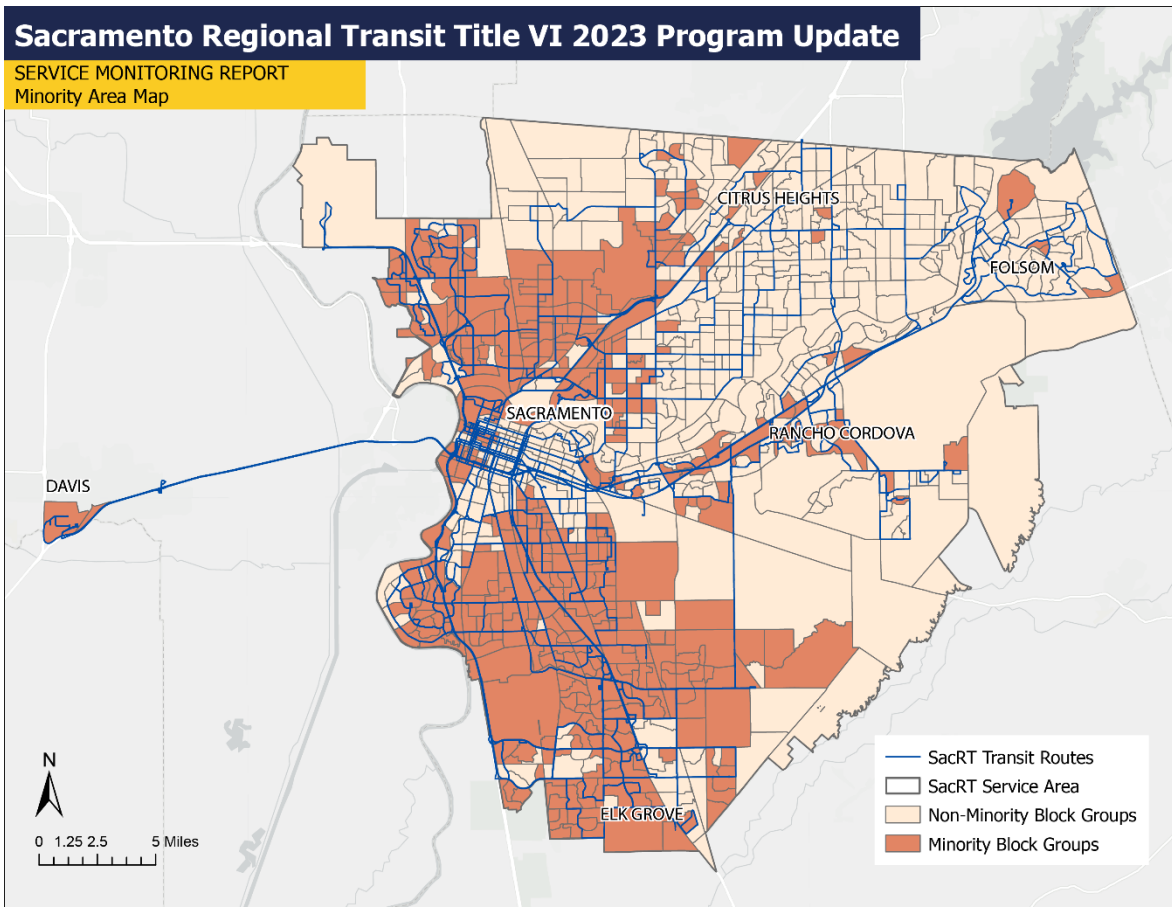


Figure 14: Minority Areas

Sacramento Regional Transit Title VI 2023 Program Update

SERVICE MONITORING REPORT
Low Income Area Map

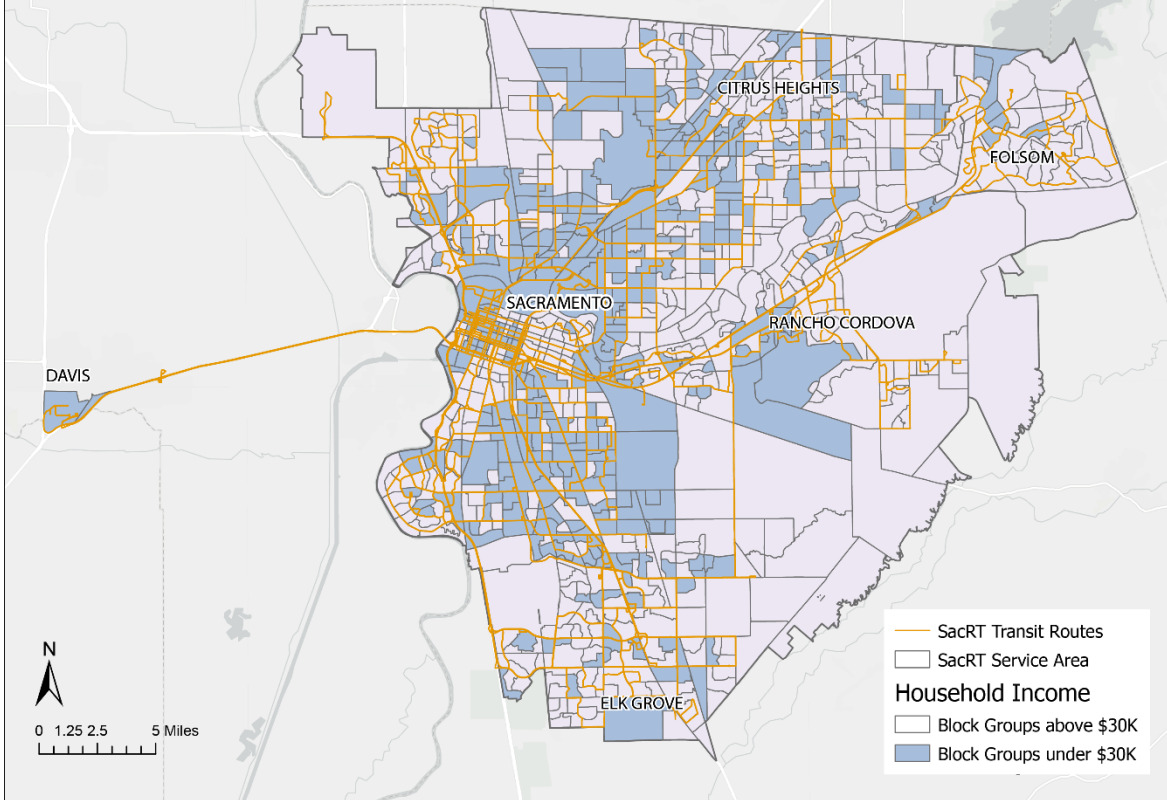


Figure 15: Low-Income Areas

Minority and Low-Income Routes

Minority routes are defined by the FTA as routes that provide at least one-third of their service (measured by route miles) in block groups that are above-average minority population. Non-minority lines are all others. Table 24 shows the number of weekday routes classified as minority and low-income by mode.

Table 24: Route Classifications

	All ROUTES		BUS		LIGHT RAIL	
	Minority	Low-Income	Minority	Low-Income	Minority	Low-Income
Yes	64	72	61	69	3	3
No	19	11	19	11	0	0
Total	83	83	80	80	3	3

Of the 42 all-day weekday routes, 35 are minority routes and 37 are low-income routes, illustrating SacRT’s commitment to serve communities that are most in need of basic mobility.

30 of the 34 routes with Saturday service are classified as low-income and 27 of 34 are classified as minority routes. All 30 routes that operate on Sunday/Holiday are classified as low-income and 25 of 30 as minority routes. The high percentages of minority and low-income routes that operate on weekends indicates SacRT’s commitment to provide service where it is most needed for basic mobility.

Table 25 lists the routes, their classification as minority or low-income, and information on weekday service span and days of service.

Table 25: Route List with Classifications and Service Span

Route	Name	Minority	Low-Income	WEEKDAY			SATURDAY	SUNDAY
				All-Day	Peak	School		
1	GREENBACK	No	Yes					
11	NATOMAS/LAND PARK	Yes	Yes					
13	NATOMAS/ARDEN	Yes	Yes					
15	DEL PASO HEIGHTS	Yes	Yes					
19	RIO LINDA	Yes	Yes					
21	SUNRISE	No	Yes					
23	EL CAMINO	Yes	Yes					
25	MARCONI	No	Yes					
26	FULTON	Yes	Yes					
30	J STREET	Yes	Yes					
33	DOS RIOS	Yes	Yes					
38	TAHOE PARK	No	Yes					
51	STOCKTON/BROADWAY	Yes	Yes					
56	MEADOWVIEW	Yes	Yes					
61	FRUITRIDGE	Yes	Yes					
62	FREEPORT	Yes	Yes					
67	FRANKLIN	Yes	Yes					
68	OAK PARK	Yes	Yes					
72	ROSEMONT	Yes	Yes					
75	MATHER	Yes	Yes					
78	BUTTERFIELD	Yes	Yes					
81	FLORIN	Yes	Yes					
82	NORTHROP/MORSE	Yes	Yes					
84	WATT	Yes	Yes					
86	GRAND	Yes	Yes					
87	HOWE	Yes	Yes					
88	WEST EL CAMINO	Yes	Yes					

93	HILLSDALE	No	Yes					
102	RIVERSIDE COMMUTER	Yes	Yes					
103	RIVERSIDE EXPRESS	Yes	Yes					
105	ELSIE	Yes	Yes					
106	LAND PARK COMMUTER	Yes	Yes					
109	HAZEL EXPRESS	Yes	Yes					
113	NORTH MARKET COMMUTER	Yes	Yes					
124	SUNRISE COMMUTER	No	Yes					
129	ARDEN COMMUTER	No	Yes					
134	McKINLEY COMMUTER	No	No					
138	CAUSEWAY CONNECTION	No	No					
142	AIRPORT	Yes	Yes					
161	BELVEDERE	No	Yes					
175	RANCHO CORDOVAN - SUNRIDGE PARK	Yes	No					
176	RANCHO CORDOVAN - ANATOLIA	No	No					
177	RANCHO CORDOVAN - VILLAGES	No	No					
193	AUBURN COMMUTER	No	Yes					
205	FRUITRIDGE ROAD - FREEPORT	Yes	Yes					
206	12TH AVE - SUTTERVILLE RD	Yes	Yes					
210	LA RIVERA DR	No	Yes					
211	COLLEGE GREENS	No	Yes					
212	14TH AVE - 21ST AVE	Yes	Yes					
213	FRUITRIDGE RD - STOCKTON	Yes	Yes					
214	BROADWAY - STOCKTON BLVD	No	Yes					
215	ROUTE 215 FULL-ISH	Yes	Yes					
226	POCKET RD - RIVERSIDE BLVD	Yes	Yes					
227	SOUTH LAND PK - GREENHAVEN	Yes	Yes					
228	GLORIA DR - RUSH RIVER DR	Yes	Yes					
246	MEADOWVIEW - GREENHAVEN	Yes	Yes					
247	21ST ST - FLORIN RD	Yes	Yes					
248	MEADOWVIEW - RUSH RIVER	Yes	Yes					
252	FREEPORT - FRUITRIDGE - MLK	Yes	Yes					
255	LA RIVIERA - COLLEGE GREENS	Yes	Yes					
F10	HISTORIC FOLSOM - IRON POINT	No	No					
F20	EMPIRE RANCH - VISTA DEL LAGO	No	No					
F30	GLEN LRT - FOLSOM PRISON	No	No					
E10	BIG HORN & CIVIC CENTER	Yes	Yes					
E11	FRANKLIN HIGH RD. & HEWITT WY	Yes	Yes					
E12	BIG HORN & CIVIC CENTER	Yes	Yes					
E13	ELKMONT & IRON ROCK	Yes	Yes					
E14	BIGHORN & BRUCEVILLE	Yes	Yes					
E15	BOND & BRADSHAW	Yes	Yes					
E16	ELK GROVE & CLARKE FARMS	Yes	Yes					

E17	CALVINE & ARMAND GEORGE	Yes	Yes			
E18	LONG LEAF & BIGHORN	Yes	Yes			
E19	LAGUNA & HARBOR POINT	Yes	Yes			
E110	PROMENADE PKWY - CRC	Yes	Yes			
E111	VAUX & LAGUNA MAIN	Yes	No			
E112	VAUX & LAGUNA MAIN - BIG HORN	Yes	No			
E113	VAUX & LAGUNA MAIN - ELKMONT	Yes	Yes			
E114	VAUX & LAGUNA MAIN - CALVINE	Yes	Yes			
E115	CRC - ELK GROVE	Yes	No			
E116	ELK GROVE - CRC	Yes	Yes			
Blue	MEADOWVIEW - WATT / I-80	Yes	Yes			
Gold	DOWNTOWN - FOLSOM	Yes	Yes			
Green	13TH - RICHARDS / TOWNSHIP 9	Yes	Yes			

Service Monitoring Results

This section presents the evaluation results and findings for each of the six topics required under FTA Circular 4702.1B.

Vehicle Passenger Loads

SacRT Service Standards consider a route to be overloaded if 25 percent or more of one-way vehicle trips exceed the total capacity (seated and standing). For example, a route with 32 one-way vehicle trips per day and 8 or more trips that are over capacity is considered to exceed the standard.

Finding: *No disparate impact to minority populations or disproportionate burden to low-income populations because none of the routes has average passenger loads that exceed the service standard.*

Table 26 shows the passenger capacities for each vehicle type operated by SacRT.

Table 26: Passenger Capacities by Vehicle Type

Vehicle Type	Seated	Standing	Total	Load Factor
Low-Floor Bus (New Flyer)	40	35	75	1.9
Low-Floor Bus (Orion)	34	31	65	1.9
Low-Floor Bus (Gillig)	34	31	65	1.9
Proterra Catalyst E2	33	32	65	2.0
Folsom El Dorado Easy Rider II	28	19	47	1.7
Light Rail	100 per light rail vehicle			

Table 27 presents a summary of October 2022 average passenger loading information based on the vehicle capacities.

Table 27: Routes Meeting Passenger Load Standard

	Weekday All-Day	Weekday Peak	Saturday	Sunday
Number of Bus Routes Operating	38	25	32	28
Number Meeting Standard	38	23*	32	28
Number of LRT Routes Operating	3		2	2
Number Meeting Standard	3		2	2

**Note: no data for routes F20 and F30*

Tables 28 through 31 show each of four route categories (weekday all-day, weekday peak-only, Saturday and Sunday), route number / name, number of scheduled bus trips that were sampled, and whether the passenger loading standard is met or not.

Table 28: Passenger Loads - Weekday All-Day Routes

Route	Name	Weekday Bus Trips Sampled	Standard Met?	Minority	Low-Income
1	GREENBACK	124	Yes	No	Yes
11	NATOMAS/LAND PARK	48	Yes	Yes	Yes
13	NATOMAS/ARDEN	40	Yes	Yes	Yes
15	DEL PASO HEIGHTS	56	Yes	Yes	Yes
19	RIO LINDA	29	Yes	Yes	Yes
21	SUNRISE	67	Yes	No	Yes
23	EL CAMINO	68	Yes	Yes	Yes
25	MARCONI	60	Yes	No	Yes
26	FULTON	63	Yes	Yes	Yes
30	J STREET	69	Yes	Yes	Yes
33	DOS RIOS	--	--	Yes	Yes
38	TAHOE PARK	59	Yes	No	Yes
51	STOCKTON/BROADWAY	124	Yes	Yes	Yes
56	MEADOWVIEW	66	Yes	Yes	Yes
61	FRUITRIDGE	58	Yes	Yes	Yes
62	FREEPORT	60	Yes	Yes	Yes
67	FRANKLIN	66	Yes	Yes	Yes
68	OAK PARK	66	Yes	Yes	Yes
72	ROSEMONT	62	Yes	Yes	Yes
75	MATHER	54	Yes	Yes	Yes
78	BUTTERFIELD	54	Yes	Yes	Yes
81	FLORIN	88	Yes	Yes	Yes
82	NORTHROP/MORSE	68	Yes	Yes	Yes
84	WATT	62	Yes	Yes	Yes
86	GRAND	63	Yes	Yes	Yes
87	HOWE	61	Yes	Yes	Yes
88	WEST EL CAMINO	58	Yes	Yes	Yes
93	HILLSDALE	55	Yes	No	Yes
142	AIRPORT	36	Yes	Yes	Yes
177	RANCHO CORDOVAN - VILLAGES	22	Yes	No	No
F10	FOLSOM	11	Yes	No	No
E110	ELK GROVE	56	Yes	Yes	Yes
E111	ELK GROVE	23	Yes	Yes	No
E112	ELK GROVE	26	Yes	Yes	No
E113	ELK GROVE	27	Yes	Yes	Yes

E114	ELK GROVE	27	Yes	Yes	Yes
E115	ELK GROVE	27	Yes	Yes	No
E116	ELK GROVE	28	Yes	Yes	Yes

Table 29: Passenger Loads - Weekday Peak-Only Routes

Route	Name	Weekday Bus Trips Sampled	Standard Met?	Minority	Low-Income
102	RIVERSIDE COMMUTER	11	Yes	Yes	Yes
103	RIVERSIDE EXPRESS	8	Yes	Yes	Yes
105	ELSIE	2	Yes	Yes	Yes
106	LAND PARK COMMUTER	6	Yes	Yes	Yes
109	HAZEL EXPRESS	4	Yes	Yes	Yes
113	NORTH MARKET COMMUTER	7	Yes	Yes	Yes
124	SUNRISE COMMUTER	10	Yes	No	Yes
129	ARDEN COMMUTER	4	Yes	No	Yes
134	McKINLEY COMMUTER	2	Yes	No	No
138	CAUSEWAY CONNECTION	16	Yes	No	No
161	BELVEDERE	2	Yes	No	Yes
175	RANCHO CORDOVAN - SUNRIDGE	7	Yes	Yes	No
176	RANCHO CORDOVAN - ANATOLIA	5	Yes	No	No
F20	EMPIRE RANCH - VISTA DEL LAGO	--	--	No	No
F30	GLEN LRT - FOLSOM PRISON	--	--	No	No
E10	BIG HORN & CIVIC CENTER	4	Yes	Yes	Yes
E11	FRANKLIN HIGH RD. & HEWITT WY	6	Yes	Yes	Yes
E12	BIG HORN & CIVIC CENTER	4	Yes	Yes	Yes
E13	ELKMONT & IRON ROCK	4	Yes	Yes	Yes
E14	BIGHORN & BRUCEVILLE	4	Yes	Yes	Yes
E15	BOND & BRADSHAW	4	Yes	Yes	Yes
E16	ELK GROVE & CLARKE FARMS	4	Yes	Yes	Yes
E17	CALVINE & ARMAND GEORGE	4	Yes	Yes	Yes
E18	LONG LEAF & BIGHORN	2	Yes	Yes	Yes
E19	LAGUNA & HARBOR POINT	8	Yes	Yes	Yes

Table 30: Passenger Loads - Saturday Routes

Route	Name	Saturday Bus Trips Sampled	Standard Met?	Minority	Low-Income
1	GREENBACK	63	Yes	No	Yes
11	NATOMAS/LAND PARK	35	Yes	Yes	Yes
13	NATOMAS/ARDEN	37	Yes	Yes	Yes
15	DEL PASO HEIGHTS	52	Yes	Yes	Yes
19	RIO LINDA	23	Yes	Yes	Yes
21	SUNRISE	39	Yes	No	Yes
23	EL CAMINO	54	Yes	Yes	Yes
25	MARCONI	36	Yes	No	Yes
26	FULTON	48	Yes	Yes	Yes
30	J STREET	58	Yes	Yes	Yes
38	TAHOE PARK	29	Yes	No	Yes
51	STOCKTON/BROADWAY	73	Yes	Yes	Yes
56	MEADOWVIEW	54	Yes	Yes	Yes
61	FRUITRIDGE	34	Yes	Yes	Yes
62	FREEPORT	29	Yes	Yes	Yes
67	FRANKLIN	49	Yes	Yes	Yes
68	OAK PARK	51	Yes	Yes	Yes
72	ROSEMONT	27	Yes	Yes	Yes
75	MATHER	26	Yes	Yes	Yes
78	BUTTERFIELD	26	Yes	Yes	Yes
81	FLORIN	60	Yes	Yes	Yes
82	NORTHROP/MORSE	38	Yes	Yes	Yes
84	WATT	51	Yes	Yes	Yes
86	GRAND	38	Yes	Yes	Yes
87	HOWE	38	Yes	Yes	Yes
88	WEST EL CAMINO	40	Yes	Yes	Yes
93	HILLSDALE	35	Yes	No	Yes
142	AIRPORT	36	Yes	Yes	Yes
E110	ELK GROVE	22	Yes	Yes	Yes
E113	ELK GROVE	15	Yes	Yes	Yes
E114	ELK GROVE	15	Yes	Yes	Yes
E116	ELK GROVE	4	Yes	Yes	Yes

Table 31: Passenger Loads - Sunday Routes

Route	Name	Sunday Bus Trips Sampled	Standard Met?	Minority	Low-Income
1	GREENBACK	59	Yes	No	Yes
11	NATOMAS/LAND PARK	35	Yes	Yes	Yes
13	NATOMAS/ARDEN	31	Yes	Yes	Yes
15	DEL PASO HEIGHTS	32	Yes	Yes	Yes
19	RIO LINDA	24	Yes	Yes	Yes
21	SUNRISE	28	Yes	No	Yes
23	EL CAMINO	35	Yes	Yes	Yes
25	MARCONI	23	Yes	No	Yes
26	FULTON	25	Yes	Yes	Yes
30	J STREET	30	Yes	Yes	Yes
38	TAHOE PARK	29	Yes	No	Yes
51	STOCKTON/BROADWAY	66	Yes	Yes	Yes
56	MEADOWVIEW	35	Yes	Yes	Yes
61	FRUITRIDGE	32	Yes	Yes	Yes
62	FREEPORT	29	Yes	Yes	Yes
67	FRANKLIN	29	Yes	Yes	Yes
68	OAK PARK	29	Yes	Yes	Yes
72	ROSEMONT	26	Yes	Yes	Yes
75	MATHER	26	Yes	Yes	Yes
78	BUTTERFIELD	26	Yes	Yes	Yes
81	FLORIN	49	Yes	Yes	Yes
82	NORTHROP/MORSE	34	Yes	Yes	Yes
84	WATT	27	Yes	Yes	Yes
86	GRAND	33	Yes	Yes	Yes
87	HOWE	36	Yes	Yes	Yes
88	WEST EL CAMINO	35	Yes	Yes	Yes
93	HILLSDALE	24	Yes	No	Yes
142	AIRPORT	36	Yes	Yes	Yes

Vehicle Headways

SacRT bases bus and light rail headways on both policy and productivity.

Headway policies are:

- Light rail runs at 15- or 30-minute headways
- Regular bus routes connecting with light rail usually run at multiples of 15-minute headways to facilitate transferring
- Regular headways should not exceed 60 minutes on any trunk or branch line, and
- Headways on peak-only routes are based on passenger loads and are adjusted to match school bell times, shift changes, etc., except for light rail feeders, which should be timed around the light rail schedule

Table 32: Weekday Productivity Standards

Service Type	Productivity Standards			
	Minimum		Maximum	
Regular Weekday Bus Service	20	boardings per hour	40	boardings per hour
Saturday Bus Service	15	boardings per hour	35	boardings per hour
Sunday/Holiday Bus Service	15	boardings per hour	35	boardings per hour
Commuter Bus Service	15	boardings per hour	30	boardings per hour
Peak-Only Light Rail Feeder	15	boardings per trip	34	boardings per trip
Peak-Only Downtown Express	25	boardings per trip	34	boardings per trip
Supplemental Service	25	boardings per trip	62	maximum load
Light Rail – Weekdays	85	boardings per train hour	400	maximum load
Light Rail – Weekends	65	boardings per train hour	400	maximum load

Headway adjustments are based primarily upon productivity. Bus routes exceeding SacRT’s maximum productivity standards are recommended for service increases while corrective action could be recommended for routes that fail to meet minimum productivity standards

Finding: *No disparate impact to minority populations or disproportionate burden to low-income populations because all routes are below maximum productivity threshold.*

The standard for regular weekday service is 20 - 40 boardings per revenue hour. The purpose of the Title VI analysis is to ensure that minority and low-income routes do not have too little service frequency compared to their ridership effectiveness. Table 33 through Table 36 show boarding rides per revenue hour for each route by service type and day.

Table 33: Productivity - Weekday All-Day Routes

Route	Name	Boardings/ Hour	Standard Met?	Minority	Low-Income
1	GREENBACK	12.6	Yes	No	Yes
11	NATOMAS/LAND PARK	12.0	Yes	Yes	Yes
13	NATOMAS/ARDEN	17.2	Yes	Yes	Yes
15	DEL PASO HEIGHTS	24.6	Yes	Yes	Yes
19	RIO LINDA	14.5	Yes	Yes	Yes
21	SUNRISE	16.4	Yes	No	Yes
23	EL CAMINO	16.3	Yes	Yes	Yes
25	MARCONI	13.4	Yes	No	Yes
26	FULTON	15.5	Yes	Yes	Yes
30	J STREET	22.0	Yes	Yes	Yes
33	DOS RIOS	8.1	Yes	Yes	Yes
38	TAHOE PARK	10.0	Yes	No	Yes
51	STOCKTON/BROADWAY	18.4	Yes	Yes	Yes
56	MEADOWVIEW	13.9	Yes	Yes	Yes
61	FRUITRIDGE	14.1	Yes	Yes	Yes
62	FREEPORT	9.9	Yes	Yes	Yes
67	FRANKLIN	13.8	Yes	Yes	Yes
68	OAK PARK	15.5	Yes	Yes	Yes
72	ROSEMONT	24.4	Yes	Yes	Yes
75	MATHER	20.3	Yes	Yes	Yes
78	BUTTERFIELD	6.0	Yes	Yes	Yes
81	FLORIN	24.9	Yes	Yes	Yes
82	NORTHROP/MORSE	15.5	Yes	Yes	Yes
84	WATT	14.0	Yes	Yes	Yes
86	GRAND	15.1	Yes	Yes	Yes
87	HOWE	16.7	Yes	Yes	Yes
88	WEST EL CAMINO	11.1	Yes	Yes	Yes
93	HILLSDALE	19.0	Yes	No	Yes
142	AIRPORT	6.1	Yes	Yes	Yes
177	RANCHO CORDOVAN - VILLAGES	6.4	Yes	No	No
F10	FOLSOM	7.3	Yes	No	No

110	ELK GROVE	16.2	Yes	Yes	Yes
111	ELK GROVE	18.2	Yes	Yes	No
112	ELK GROVE	5.1	Yes	Yes	No
113	ELK GROVE	11.2	Yes	Yes	Yes
114	ELK GROVE	17.0	Yes	Yes	Yes
115	ELK GROVE	15.2	Yes	Yes	No
116	ELK GROVE	14.5	Yes	Yes	Yes

Table 34: Productivity - Weekday Peak-Only Routes

Route	Name	Boardings/ Hour	Standard Met?	Minority	Low-Income
102	RIVERSIDE COMMUTER	9.9	Yes	Yes	Yes
103	RIVERSIDE EXPRESS	6.9	Yes	Yes	Yes
105	ELSIE	27.7	Yes	Yes	Yes
106	LAND PARK COMMUTER	10.9	Yes	Yes	Yes
109	HAZEL EXPRESS	6.0	Yes	Yes	Yes
113	NORTH MARKET COMMUTER	6.3	Yes	Yes	Yes
124	SUNRISE COMMUTER	3.0	Yes	No	Yes
129	ARDEN COMMUTER	9.2	Yes	No	Yes
134	McKINLEY COMMUTER	30.3	Yes	No	No
138	CAUSEWAY CONNECTION	16.2	Yes	No	No
161	BELVEDERE	14.3	Yes	No	Yes
175	RANCHO CORDOVAN - SUNRIDGE PARK	4.0	Yes	Yes	No
176	RANCHO CORDOVAN - ANATOLIA	1.7	Yes	No	No
F20	FOLSOM	13.3	Yes	No	No
F30	FOLSOM	--	--	No	No
E10	BIG HORN & CIVIC CENTER	5.5	Yes	Yes	Yes
E11	FRANKLIN HIGH RD. & HEWITT WY	9.2	Yes	Yes	Yes
E12	BIG HORN & CIVIC CENTER	6.4	Yes	Yes	Yes
E13	ELKMONT & IRON ROCK	9.6	Yes	Yes	Yes
E14	BIGHORN & BRUCEVILLE	7.8	Yes	Yes	Yes
E15	BOND & BRADSHAW	8.0	Yes	Yes	Yes
E16	ELK GROVE & CLARKE FARMS	6.1	Yes	Yes	Yes
E17	CALVINE & ARMAND GEORGE	12.0	Yes	Yes	Yes
E18	LONG LEAF & BIGHORN	4.7	Yes	Yes	Yes
E19	LAGUNA & HARBOR POINT	6.3	Yes	Yes	Yes

Table 35: Productivity - Saturday Routes

Route	Name	Boardings/ Hour	Standard Met?	Minority	Low-Income
1	GREENBACK	12.7	Yes	No	Yes
11	NATOMAS/LAND PARK	10.3	Yes	Yes	Yes
13	NATOMAS/ARDEN	11.8	Yes	Yes	Yes
15	DEL PASO HEIGHTS	11.8	Yes	Yes	Yes
19	RIO LINDA	7.1	Yes	Yes	Yes
21	SUNRISE	10.7	Yes	No	Yes
23	EL CAMINO	13.4	Yes	Yes	Yes
25	MARCONI	11.4	Yes	No	Yes
26	FULTON	9.0	Yes	Yes	Yes
30	J STREET	10.1	Yes	Yes	Yes
38	TAHOE PARK	7.9	Yes	No	Yes
51	STOCKTON/BROADWAY	18.5	Yes	Yes	Yes
56	MEADOWVIEW	8.4	Yes	Yes	Yes
61	FRUITRIDGE	9.3	Yes	Yes	Yes
62	FREEPORT	8.0	Yes	Yes	Yes
67	FRANKLIN	11.4	Yes	Yes	Yes
68	OAK PARK	11.0	Yes	Yes	Yes
72	ROSEMONT	14.3	Yes	Yes	Yes
75	MATHER	20.2	Yes	Yes	Yes
78	BUTTERFIELD	2.4	Yes	Yes	Yes
81	FLORIN	14.7	Yes	Yes	Yes
82	NORTHROP/MORSE	8.4	Yes	Yes	Yes
84	WATT	9.6	Yes	Yes	Yes
86	GRAND	10.9	Yes	Yes	Yes
87	HOWE	12.8	Yes	Yes	Yes
88	WEST EL CAMINO	8.6	Yes	Yes	Yes
93	HILLSDALE	9.0	Yes	No	Yes
142	AIRPORT	4.9	Yes	Yes	Yes
110	ELK GROVE	10.2	Yes	Yes	Yes
113	ELK GROVE	--	--	Yes	Yes
114	ELK GROVE	7.9	Yes	Yes	Yes
116	ELK GROVE	2.8	Yes	Yes	Yes

Table 36: Productivity - Sunday Routes

Route	Name	Boardings/ Hour	Standard Met?	Minority	Low-Income
1	GREENBACK	10.9	Yes	No	Yes
11	NATOMAS/LAND PARK	8.0	Yes	Yes	Yes
13	NATOMAS/ARDEN	11.2	Yes	Yes	Yes
15	DEL PASO HEIGHTS	7.7	Yes	Yes	Yes
19	RIO LINDA	5.7	Yes	Yes	Yes
21	SUNRISE	10.4	Yes	No	Yes
23	EL CAMINO	13.5	Yes	Yes	Yes
25	MARCONI	9.8	Yes	No	Yes
26	FULTON	10.1	Yes	Yes	Yes
30	J STREET	9.9	Yes	Yes	Yes
38	TAHOE PARK	7.3	Yes	No	Yes
51	STOCKTON/BROADWAY	15.9	Yes	Yes	Yes
56	MEADOWVIEW	10.6	Yes	Yes	Yes
61	FRUITRIDGE	8.1	Yes	Yes	Yes
62	FREEPORT	5.0	Yes	Yes	Yes
67	FRANKLIN	11.3	Yes	Yes	Yes
68	OAK PARK	11.6	Yes	Yes	Yes
72	ROSEMONT	9.0	Yes	Yes	Yes
75	MATHER	12.0	Yes	Yes	Yes
78	BUTTERFIELD	2.3	Yes	Yes	Yes
81	FLORIN	12.5	Yes	Yes	Yes
82	NORTHROP/MORSE	7.2	Yes	Yes	Yes
84	WATT	9.7	Yes	Yes	Yes
86	GRAND	10.3	Yes	Yes	Yes
87	HOWE	10.1	Yes	Yes	Yes
88	WEST EL CAMINO	7.7	Yes	Yes	Yes
93	HILLSDALE	11.5	Yes	No	Yes
142	AIRPORT	4.4	Yes	Yes	Yes

On-Time Performance - Bus

On-time performance for SacRT’s bus system is measured at time points. A bus is considered on-time if it leaves its time point between 0 and 5 minutes late. SacRT’s target is for the bus system to be 85 percent on-time or better. For Title VI purposes, routes outside of one standard deviation of the systemwide average are investigated for potential disparate impacts when the difference in minority/low-

income routes compared to non-minority/non-low-income routes exceeds a 15% threshold, as stated in the Service and Fare Change policy (Appendix K).

On-time performance for SacRT’s light rail system is measured at the starting point of each trip. Trains are considered on-time if they depart 0 to 5 minutes late. SacRT’s target is for the light rail system to be 97 percent on-time or better. Individual light rail routes are also expected to be 97 percent on-time or better.

Finding: *No disparate impact to minority populations or disproportionate burden to low-income populations.*

Table 37: On-Time Performance Summary - Weekday All-Day Routes

	Meet Benchmark	Fail Benchmark	Total	Percent Fail
Minority	28	3	31	10%
Non-Minority	7	1	8	13%
Low-Income	31	2	33	6%
Non-Low Income	4	2	6	33%

Table 38: On-Time Performance by Route - Weekday All-Day Routes

Route	Name	On-Time (Weekday)	Benchmark Met?	Minority	Low-Income	Weekday Service Span
1	GREENBACK	88%	Yes	No	Yes	All-day
11	NATOMAS/LAND PARK	75%	NO	Yes	Yes	All-day
13	NATOMAS/ARDEN	78%	Yes	Yes	Yes	All-day
15	DEL PASO HEIGHTS	91%	Yes	Yes	Yes	All-day
19	RIO LINDA	82%	Yes	Yes	Yes	All-day
21	SUNRISE	84%	Yes	No	Yes	All-day
23	EL CAMINO	80%	Yes	Yes	Yes	All-day
25	MARCONI	81%	Yes	No	Yes	All-day
26	FULTON	81%	Yes	Yes	Yes	All-day
30	J STREET	87%	Yes	Yes	Yes	All-day
33	DOS RIOS	85%	Yes	Yes	Yes	All-day
38	TAHOE PARK	86%	Yes	No	Yes	All-day
51	STOCKTON/BROADWAY	83%	Yes	Yes	Yes	All-day
56	MEADOWVIEW	86%	Yes	Yes	Yes	All-day
61	FRUITRIDGE	83%	Yes	Yes	Yes	All-day
62	FREEMONT	80%	Yes	Yes	Yes	All-day
67	FRANKLIN	83%	Yes	Yes	Yes	All-day
68	OAK PARK	78%	Yes	Yes	Yes	All-day
72	ROSEMONT	91%	Yes	Yes	Yes	All-day
75	MATHER	91%	Yes	Yes	Yes	All-day
78	BUTTERFIELD	88%	Yes	Yes	Yes	All-day
81	FLORIN	82%	Yes	Yes	Yes	All-day

82	NORTHROP/MORSE	85%	Yes	Yes	Yes	All-day
84	WATT	83%	Yes	Yes	Yes	All-day
86	GRAND	80%	Yes	Yes	Yes	All-day
87	HOWE	88%	Yes	Yes	Yes	All-day
88	WEST EL CAMINO	83%	Yes	Yes	Yes	All-day
93	HILLSDALE	80%	Yes	No	Yes	All-day
138	CAUSEWAY CONNECTION	82%	Yes	No	No	All-day
142	AIRPORT	85%	Yes	Yes	Yes	All-day
177	RANCHO CORDOVAN - VILLAGES	94%	Yes	No	No	All-day
F10	FOLSOM	77%	NO	No	No	All-day
E110	ELK GROVE	79%	Yes	Yes	Yes	All-day
E111	ELK GROVE	74%	NO	Yes	No	All-day
E112	ELK GROVE	79%	Yes	Yes	No	All-day
E113	ELK GROVE	81%	Yes	Yes	Yes	All-day
E114	ELK GROVE	71%	NO	Yes	Yes	All-day
E115	ELK GROVE	82%	Yes	Yes	No	All-day
E116	ELK GROVE	82%	Yes	Yes	Yes	All-day

Number of routes evaluated:	39
Weekday all-day bus system average:	83%
Title VI goal is to equal or exceed:	78%
Number of routes below standard:	4

Table 39: On-Time Performance Summary - Weekday Peak-Only Routes

	Meet Benchmark	Fail Benchmark	Total	Percent Fail
Minority	16	1	17	6%
Non-Minority	5	1	6	17%
Low-Income	18	1	19	5%
Non-Low Income	3	1	4	25%

Notes: On-Time measurement for express routes includes trips arriving early because express routes are designed to drop off passengers at the outer end of their trips as quickly as practical. No data for Route F30.

Table 40: On-Time Performance by Route - Weekday Peak-Only Routes

Route	Name	On-Time (Weekday Peak)	Benchmark Met?	Minority	Low-Income
102	RIVERSIDE COMMUTER	86%	Yes	Yes	Yes
103	RIVERSIDE EXPRESS	88%	Yes	Yes	Yes
105	ELSIE	74%	NO	Yes	Yes
106	LAND PARK COMMUTER	86%	Yes	Yes	Yes
109	HAZEL EXPRESS	87%	Yes	Yes	Yes
113	NORTH MARKET COMMUTER	85%	Yes	Yes	Yes
124	SUNRISE COMMUTER	87%	Yes	No	Yes
129	ARDEN COMMUTER	84%	Yes	No	Yes
134	McKINLEY COMMUTER	85%	Yes	No	No
161	BELVEDERE	92%	Yes	No	Yes
175	RANCHO CORDOVAN - SUNRIDGE PARK	92%	Yes	Yes	No
176	RANCHO CORDOVAN - ANATOLIA	90%	Yes	No	No
F20	EMPIRE RANCH - VISTA DEL LAGO HIGH	56%	NO	No	No
F30	GLEN LIGHT RAIL - FOLSOM PRISON	95%	N.D.	No	No
E10	BIG HORN & CIVIC CENTER	96%	Yes	Yes	Yes
E11	FRANKLIN HIGH RD. & HEWITT WY	98%	Yes	Yes	Yes
E12	BIG HORN & CIVIC CENTER	89%	Yes	Yes	Yes
E13	ELKMONT & IRON ROCK	96%	Yes	Yes	Yes
E14	BIGHORN & BRUCEVILLE	94%	Yes	Yes	Yes
E15	BOND & BRADSHAW	97%	Yes	Yes	Yes
E16	ELK GROVE & CLARKE FARMS	95%	Yes	Yes	Yes
E17	CALVINE & ARMAND GEORGE	95%	Yes	Yes	Yes
E18	LONG LEAF & BIGHORN	93%	Yes	Yes	Yes
E19	LAGUNA & HARBOR POINT	87%	Yes	Yes	Yes

Number of routes evaluated:

23

Weekday Peak bus system average:

87%

Title VI goal is to equal or exceed:

78%

Number of routes below standard:

2

Table 41: On-Time Performance Summary - Saturday Routes

	Meet Benchmark	Fail Benchmark	Total	Percent Fail
Minority	23	4	27	15%
Non-Minority	5	0	5	0%
Low-Income	28	4	32	13%
Non-Low Income	0	0	0	0%

27 of the 32 lines that operate on Saturday are classified as minority routes. Four of them do not meet the on-time performance benchmark of 74%. Three are close to the benchmark: 11 Natomas / Land Park (71%), 51- Stockton / Broadway (71%), 86 Grand (73%), and Elk Grove Route 116 (61%). Data for the Elk Grove route was not complete, but based on available data, the route appears to need additional running time.

All routes that operate on Saturday are low-income.

Table 42 lists the routes, percent of trips that are on-time, whether the benchmark is met and classification as minority or low-income.

Table 42: On-Time Performance by Route - Saturday

Route	Name	On-Time (Saturday)	Benchmark Met?	Minority	Low-Income
1	GREENBACK	84%	Yes	No	Yes
11	NATOMAS/LAND PARK	71%	NO	Yes	Yes
13	NATOMAS/ARDEN	78%	Yes	Yes	Yes
15	DEL PASO HEIGHTS	91%	Yes	Yes	Yes
19	RIO LINDA	80%	Yes	Yes	Yes
21	SUNRISE	80%	Yes	No	Yes
23	EL CAMINO	81%	Yes	Yes	Yes
25	MARCONI	82%	Yes	No	Yes
26	FULTON	84%	Yes	Yes	Yes
30	J STREET	83%	Yes	Yes	Yes
38	TAHOE PARK	84%	Yes	No	Yes
51	STOCKTON/BROADWAY	71%	NO	Yes	Yes
56	MEADOWVIEW	85%	Yes	Yes	Yes
61	FRUITRIDGE	79%	Yes	Yes	Yes
62	FREEPORT	87%	Yes	Yes	Yes
67	FRANKLIN	78%	Yes	Yes	Yes
68	OAK PARK	77%	Yes	Yes	Yes
72	ROSEMONT	91%	Yes	Yes	Yes
75	MATHER	95%	Yes	Yes	Yes
78	BUTTERFIELD	89%	Yes	Yes	Yes
81	FLORIN	83%	Yes	Yes	Yes

82	NORTHROP/MORSE	85%	Yes	Yes	Yes
84	WATT	84%	Yes	Yes	Yes
86	GRAND	73%	NO	Yes	Yes
87	HOWE	83%	Yes	Yes	Yes
88	WEST EL CAMINO	80%	Yes	Yes	Yes
93	HILLSDALE	76%	Yes	No	Yes
142	AIRPORT	88%	Yes	Yes	Yes
E110	ELK GROVE	88%	Yes	Yes	Yes
E113	ELK GROVE	83%	Yes	Yes	Yes
E114	ELK GROVE	81%	Yes	Yes	Yes
E116	ELK GROVE	61%	NO	Yes	Yes

Number of routes evaluated:	32
Saturday bus system average:	81%
Title VI goal is to equal or exceed:	74%
Number of routes below standard:	4

Table 43: On-Time Performance Summary - Sunday Routes

	Meet Benchmark	Fail Benchmark	Total	Percent Fail
Minority	21	2	23	9%
Non-Minority	5	0	5	0%
Low-Income	26	2	28	7%
Non-Low Income	0	0	0	0%

23 of the 28 lines that operate on Sunday are classified as minority routes. Two of them do not meet the on-time performance benchmark of 76%: 11-Natomas / Land Park (72%) and 56-Meadowview. (65%). All routes that operate on Sunday are low-income.

Table 44 lists the routes, percent of trips that are on-time, whether the benchmark is met and classification as minority or low-income.

Table 44: On-Time Performance by Route – Sunday

Route	Name	On-Time (Sunday)	Benchmark Met?	Minority	Low-Income
1	GREENBACK	88%	Yes	No	Yes
11	NATOMAS/LAND PARK	72%	NO	Yes	Yes
13	NATOMAS/ARDEN	81%	Yes	Yes	Yes
15	DEL PASO HEIGHTS	91%	Yes	Yes	Yes
19	RIO LINDA	83%	Yes	Yes	Yes
21	SUNRISE	85%	Yes	No	Yes
23	EL CAMINO	83%	Yes	Yes	Yes

25	MARCONI	84%	Yes	No	Yes
26	FULTON	85%	Yes	Yes	Yes
30	J STREET	86%	Yes	Yes	Yes
38	TAHOE PARK	87%	Yes	No	Yes
51	STOCKTON/BROADWAY	77%	Yes	Yes	Yes
56	MEADOWVIEW	65%	NO	Yes	Yes
61	FRUITRIDGE	77%	Yes	Yes	Yes
62	FREEPORT	84%	Yes	Yes	Yes
67	FRANKLIN	77%	Yes	Yes	Yes
68	OAK PARK	77%	Yes	Yes	Yes
72	ROSEMONT	89%	Yes	Yes	Yes
75	MATHER	93%	Yes	Yes	Yes
78	BUTTERFIELD	87%	Yes	Yes	Yes
81	FLORIN	87%	Yes	Yes	Yes
82	NORTHROP/MORSE	87%	Yes	Yes	Yes
84	WATT	85%	Yes	Yes	Yes
86	GRAND	80%	Yes	Yes	Yes
87	HOWE	82%	Yes	Yes	Yes
88	WEST EL CAMINO	80%	Yes	Yes	Yes
93	HILLSDALE	81%	Yes	No	Yes
142	AIRPORT	87%	Yes	Yes	Yes

Number of routes evaluated:	28
Sunday bus system average:	82%
Title VI goal is to equal or exceed:	76%
Number of routes below standard:	2

On-Time Performance - Light Rail - All Days

On-time performance for SacRT’s light rail system is measured at the starting point of each trip. Trains are considered on-time if they depart 0 to 5 minutes late. SacRT’s target is for the light rail system to be 97 percent on-time or better. Individual light rail routes are also expected to be 97 percent on-time or better. Light rail data is averaged for all days of the week by month.

Finding: *No disparate impact to minority populations or disproportionate burden to low-income populations because all light rail lines are minority and low-income routes.*

Table 45 shows monthly on-time departures for each light rail line and for the overall light rail system. The system average exceeds the 97% benchmark, as do the Blue and Gold lines. The Green line, which only operates weekdays with one train, is very close to the benchmark of 97% on-time.

Table 45: On-Time Performance - Light Rail (Percent On-Time)

2019	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Monthly Average
Blue	98.2	98.5	98.2	98.1	99.4	98.6	99.0	99.4	96.7	98.6	98.1	98.6	98.5
Gold	98.5	99.1	98.9	97.4	98.3	98.4	98.4	98.5	96.1	98.9	98.4	98.9	98.3
Green	94.1	98.2	98.3	96.6	97.3	97.7	97.3	96.8	91.2	96.4	95.6	96.4	96.3
System (Weighted)	97.7	98.7	98.4	98.4	98.4	98.4	98.4	98.4	98.4	98.4	97.9	98.4	98.3

Service Availability

Service coverage is assessed relative to the following buffers for basic local routes that operate all-day on weekdays and for frequent service that operates with 15-minute or better headways (Blue and Gold lines, routes 1, 51, 177):

- 3/4-mile from a bus route or light rail station; and
- 1/4-mile from a bus route and 1/2-mile from a light rail station.

SacRT’s goals are for:

- 85% of the population to be within three-quarters mile of basic local (all-day) bus service and 20% within three-quarter mile of frequent service; and
- 50% of the population to be within a quarter mile of basic local bus service and half-mile of a light rail station.

For Title VI purposes, the weekday coverage within each buffer for minority/low-income areas should not be less than 15% of the coverage in non-minority/non-low-income areas.

Finding: *No disparate impact to minority populations or disproportionate burden to low-income populations.*

Table 46 presents the results of the service coverage analysis, and Figure 16 on page 110 shows a service coverage map. Minority and low-income areas have higher coverage percentages than non-minority/non-low-income areas for all buffers and measured by both basic local service and frequent service.

Table 46: Service Coverage

Service Area Total (434 square miles)						
	Total Population	Minority	Non-Minority	Total Households	Low-Income	Non-Low-Income
Total	1,488,811	843,684	643,127	530,499	106,234	424,265
Percent of Total	100%	57%	43%	100%	20%	80%
3/4 Mile Basic Coverage (268 square miles)						
	Total Population	Minority	Non-Minority	Total Households	Low-Income	Non-Low-Income

Total	1,288,840	747,385	541,456	463,672	98,841	364,830
Percent within 3/4 Mile	87%	89%	84%	87%	93%	86%
3/4 Mile Frequent Coverage (84 square miles)						
	Total Population	Minority	Non-Minority	Total Households	Low-Income	Non-Low-Income
Total	413,219	242,075	171,144	156,528	40,260	116,267
Percent within 3/4 Mile	28%	29%	27%	30%	38%	27%
1/4 Mile Basic Coverage (159 square miles)						
	Total Population	Minority	Non-Minority	Total Households	Low-Income	Non-Low-Income
Total Population	843,269	507,770	335,500	308,906	72,337	236,570
Percent within 1/4 Mile	57%	60%	52%	58%	68%	56%
1/4 Mile Frequent Coverage (49 square miles)						
	Total Population	Minority	Non-Minority	Total Households	Low-Income	Non-Low-Income
Total Population	227,702	133,357	94,346	89,268	24,365	64,903
Percent within 1/4 Mile	15%	16%	15%	17%	23%	15%

Sacramento Regional Transit Title VI 2023 Program Update

SERVICE MONITORING REPORT

Service Area Coverage Map (excl. Supplemental Services, CBS and Peak-Only Services)

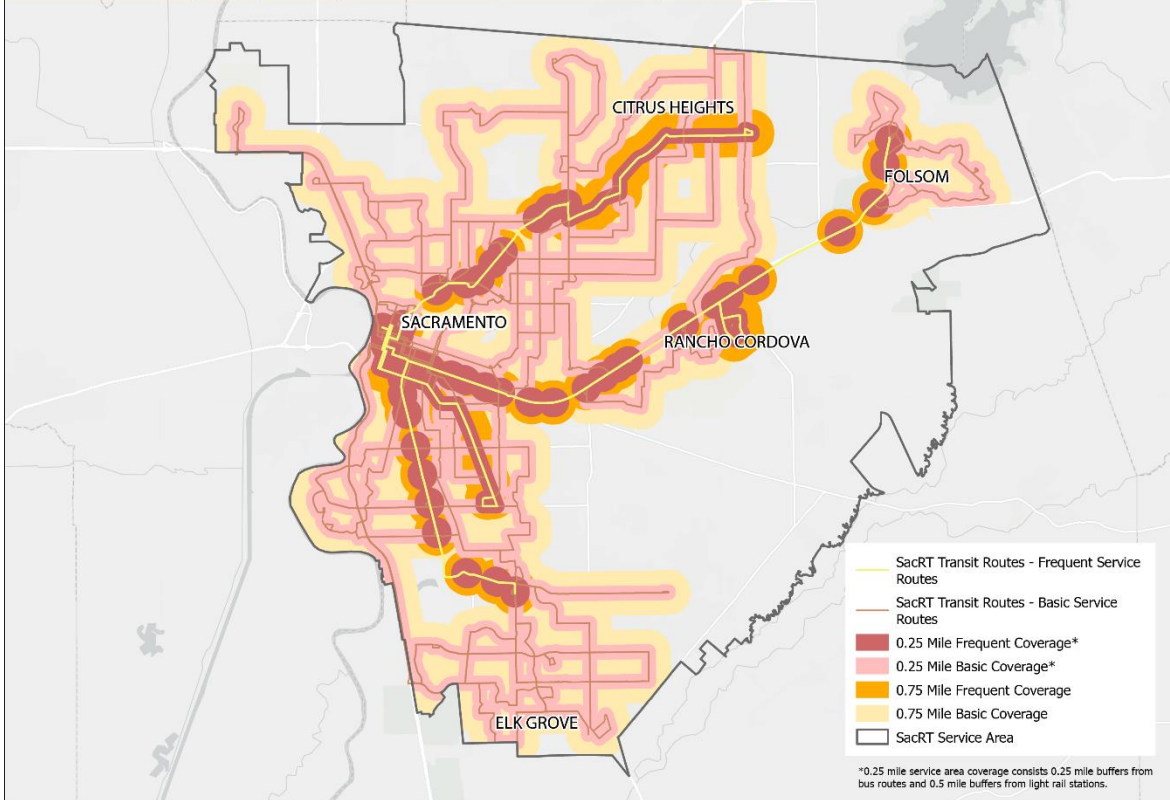


Figure 16: Service Area Coverage Map

Stop/Station Amenities

SacRT's Title VI goal is for the percentage of bus stops equipped with benches or shelters in minority / low-income block groups to be no more than 15% lower than the percentage of bus stops in non-minority/non-low-income block groups. For example, if 50% of bus stops in non-minority/non-low-income block groups are equipped with benches, then at least 42.5% of bus stops in minority / low-income block groups must have benches to meet the Title VI Goal.

Finding: *No disparate impact to minority populations or disproportionate burden to low-income populations.*

Table 47 shows that the percentage of minority stops with benches is within the 15% threshold while the percentage of low-income stops with benches is higher than non-low-income stops.

Figure 17 and Figure 18 display the distribution of the benches in minority and low-income block groups.

Table 47: Distribution of Benches

	Total Stops	Stops with Benches	Percent with Benches
Minority	1,507	256	17.0%
Non-Minority	1,658	321	19.4%
Total	3,165	577	18.2%

Low-Income	1,467	309	21.1%
Non-Low-Income	1,698	268	15.8%
Total	3,165	577	18.2%

Sacramento Regional Transit Title VI 2023 Program Update

SERVICE MONITORING REPORT
Minority Block Groups - Bus Benches

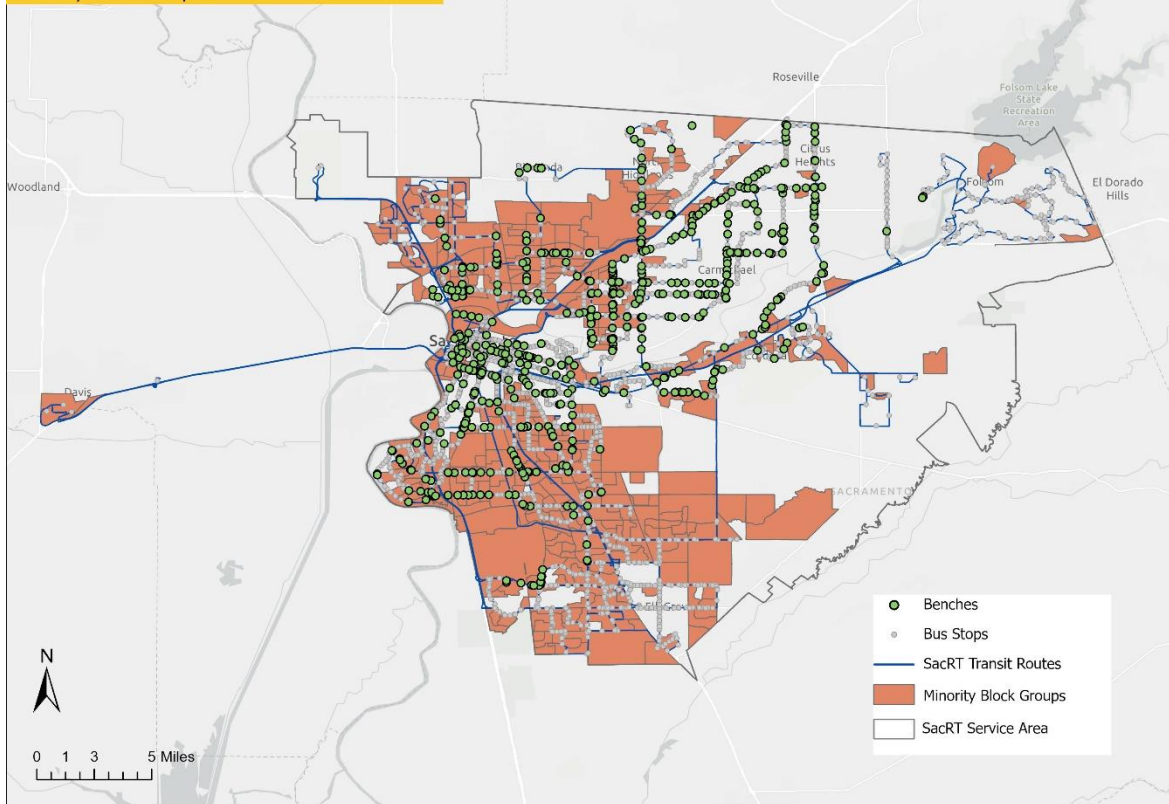


Figure 17: Distribution of Benches in Minority Block Groups

Sacramento Regional Transit Title VI 2023 Program Update

SERVICE MONITORING REPORT Low-Income Block Groups - Bus Benches

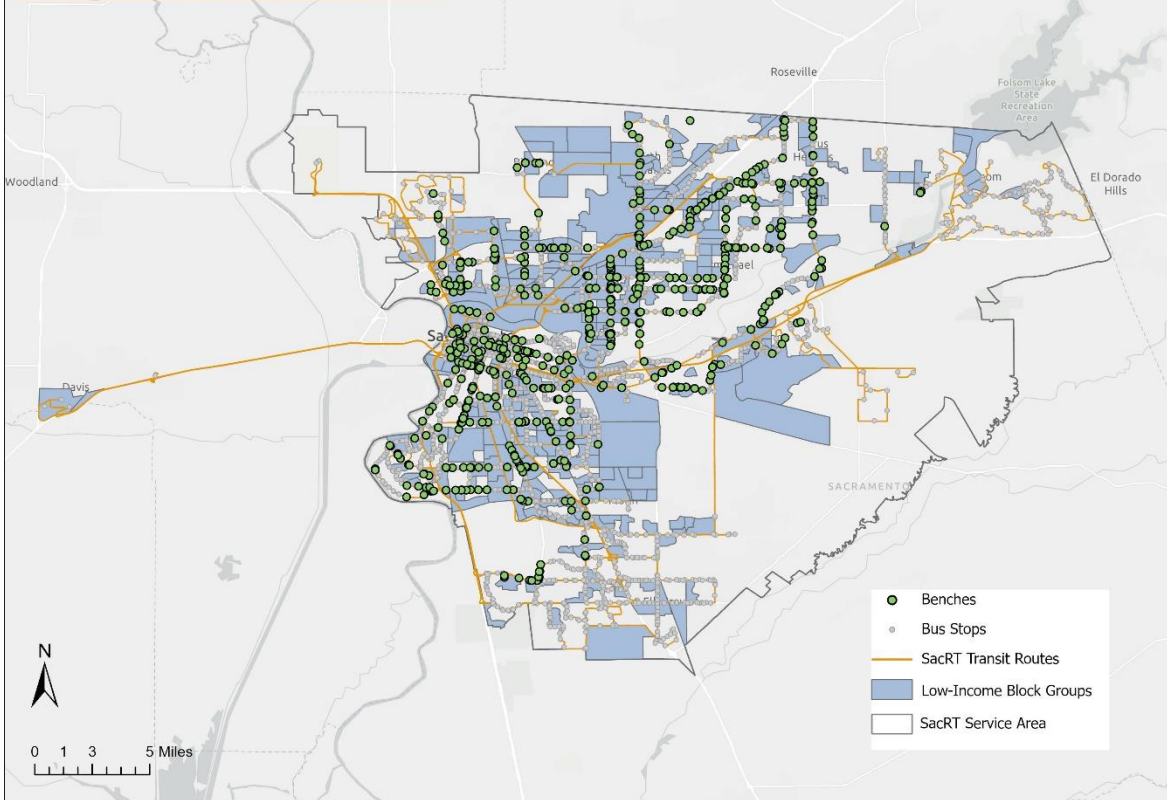


Figure 18: Distribution of Benches in Low-Income Block Groups

Table 48 shows that the percentage of minority and low-income stops with shelters is larger than the percentage of non-minority and non-low-income stops. Figure 19 and Figure 20 display the distribution of shelters in minority and low-income block groups.

Table 48: Distribution of Shelters

	Total Stops	Stops with Shelters	Percent with Shelters
Minority	1,507	174	11.5%
Non-Minority	1,658	171	10.3%
Total	3,165	345	10.9%

Low-Income	1,467	211	14.4%
Non-Low-Income	1,698	134	7.9%
Total	3,165	345	10.9%

Sacramento Regional Transit Title VI 2023 Program Update

SERVICE MONITORING REPORT
Minority Block Groups - Bus Benches

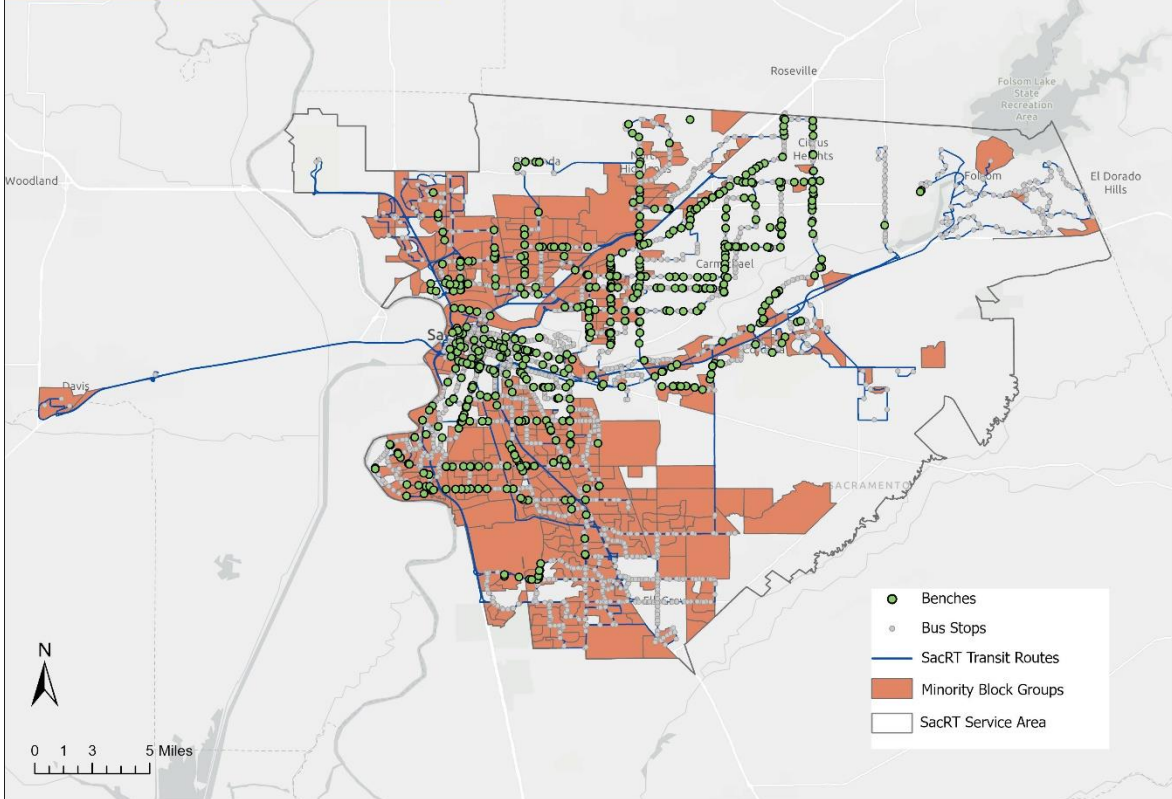


Figure 19: Distribution of Shelters in Minority Block Groups

Sacramento Regional Transit Title VI 2023 Program Update

SERVICE MONITORING REPORT
Low-Income Block Groups - Bus Shelters

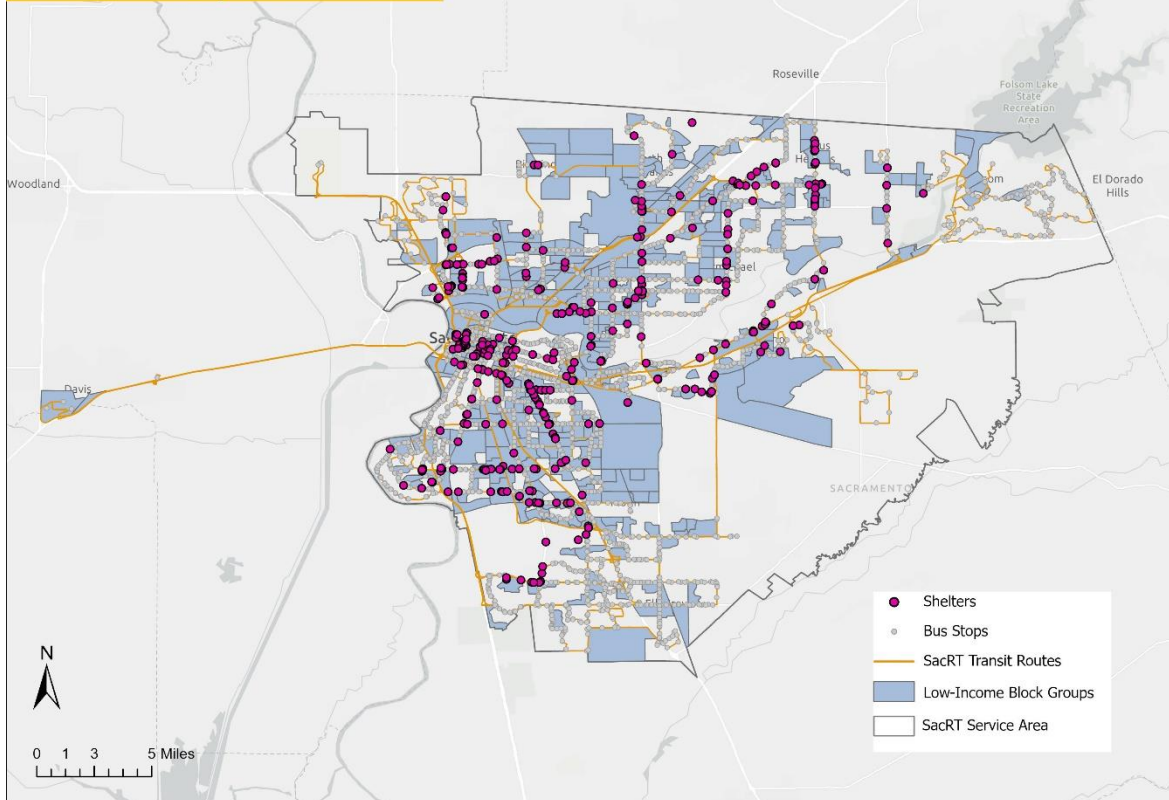


Figure 20: Distribution of Shelters in Low-Income Block Groups

Vehicle Assignment

The 250 buses in SacRT's fleet are rotated between routes throughout the system and service area. Vehicle conditions are tracked in SacRT's Transit Asset Management Plan. Rolling stock that exceeds its useful life is documented and replaced as resources are available.

Finding: *No disparate impact to minority populations or disproportionate burden to low-income.*

Two routes have assigned fleets: Route 142-Airport (3 buses) and 138-Causeway Connection (six buses). Route 142 has extra storage space for luggage because it serves Sacramento International Airport. Line 138 is jointly operated by SacRT and the Yolo County Transportation District and received grant funds (Electrify America) for a fleet of electric buses.