Appendix G: Service Monitoring

2026 SacRT Service Monitoring Report

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 includes 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 recommend including all routes in the evaluation except for contract service, supplemental service[1], 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 to address them. The SacRT Board reviews and approves the evaluation findings as part of the overall Program Update.

Table 1 presents a summary of the findings for the six categories and the period for which data used in the evaluation was collected.

Table 1: Service Monitoring - Overall Findings

Category	Findings	Time Period
Passenger Loads	No disparate impacts / disproportionate burdens	CY 2024
Vehicle Headways	No disparate impacts / disproportionate burdens	CY 2024
On-Time Performance	Disparate impact to minority populations on Saturdays and Sundays due to the percentage of minority routes failing on-time performance benchmark exceeding 15% threshold of non-minority routes failing on-time performance benchmark. Disproportionate burden to low-income populations on Sundays due to the percentage of low-income routes failing on-time	CY 2024

[1] 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.

	performance benchmark exceeding 15% threshold of non low-income routes failing on-time performance benchmark.	
Service Availability	No disparate impacts / disproportionate burdens	CY 2024
Stop/Station Amenities	Disparate impact of bus bench distribution to minority populations due to the percentage of stops with benches in minority block groups is below the 15% threshold of percentage of stops with benches in non-minority block groups. No disproportionate impact to low-income populations.	CY 2024
Vehicle Assignment	No disparate impacts / disproportionate burdens	CY 2024

Overview

Service Area

SacRT operates in a 440 square mile service area. Weekday fixed-route service includes three light rail lines and 79 bus routes (all-day regular, peak-only, and supplemental bus routes that operate during the school year) – 35 routes (33 bus and two light rail) operate on Saturdays, and 31 routes (29 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 2 lists major trip destinations in the SacRT service area.

Table 2: 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	Channel 24	Rancho Cordova Town Center (Zinfandel Plaza)

Kaiser Permanente Rancho Cordova Medical Offices	Sacramento City College	May Lee State Office	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 1,519,200 people, of which 60 percent are minority and 14 percent are low-income households. Figure 1 shows minority areas that exceed the service area's average of 60 percent minority and Figure 2 shows low-income block groups that exceed the service area's average of 14 percent low-income.

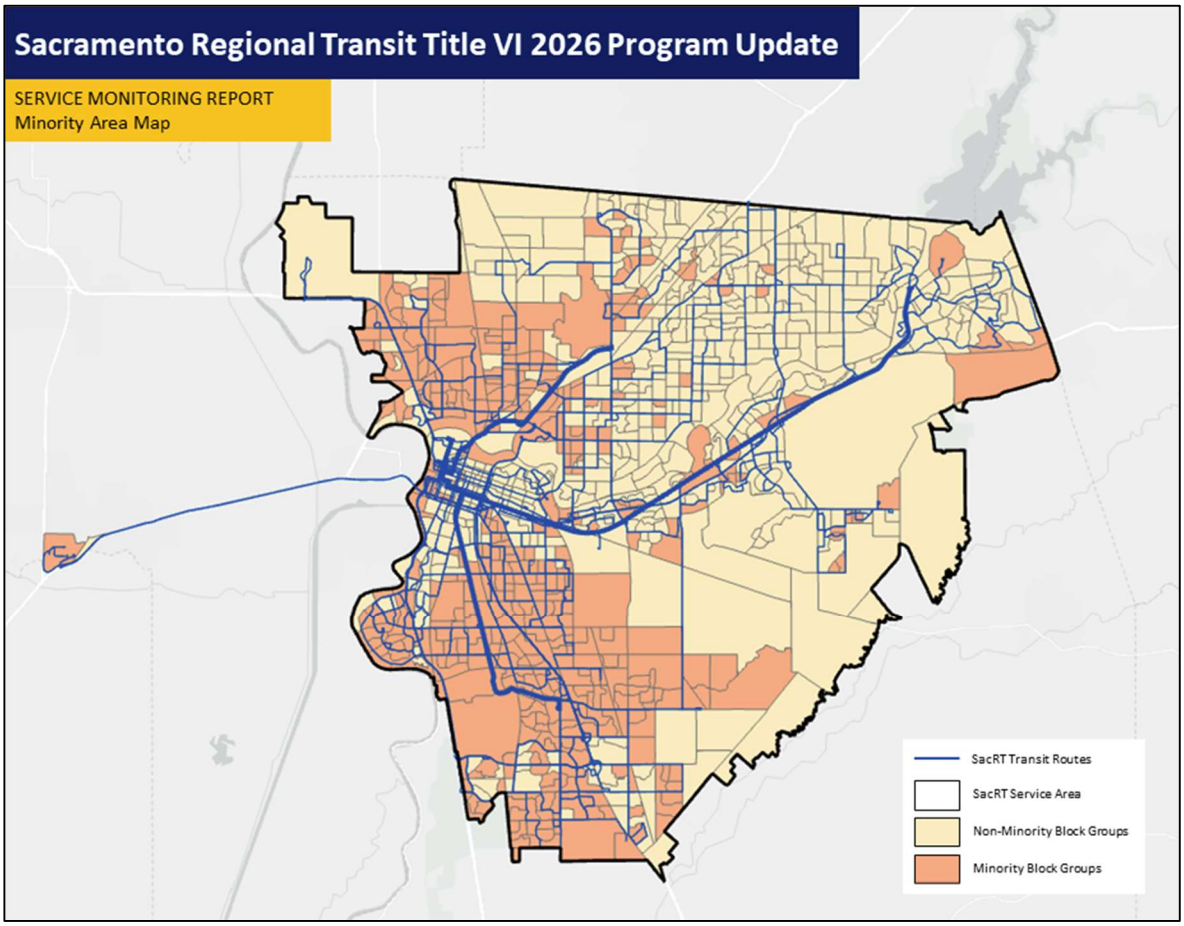


Figure 1: Minority Areas

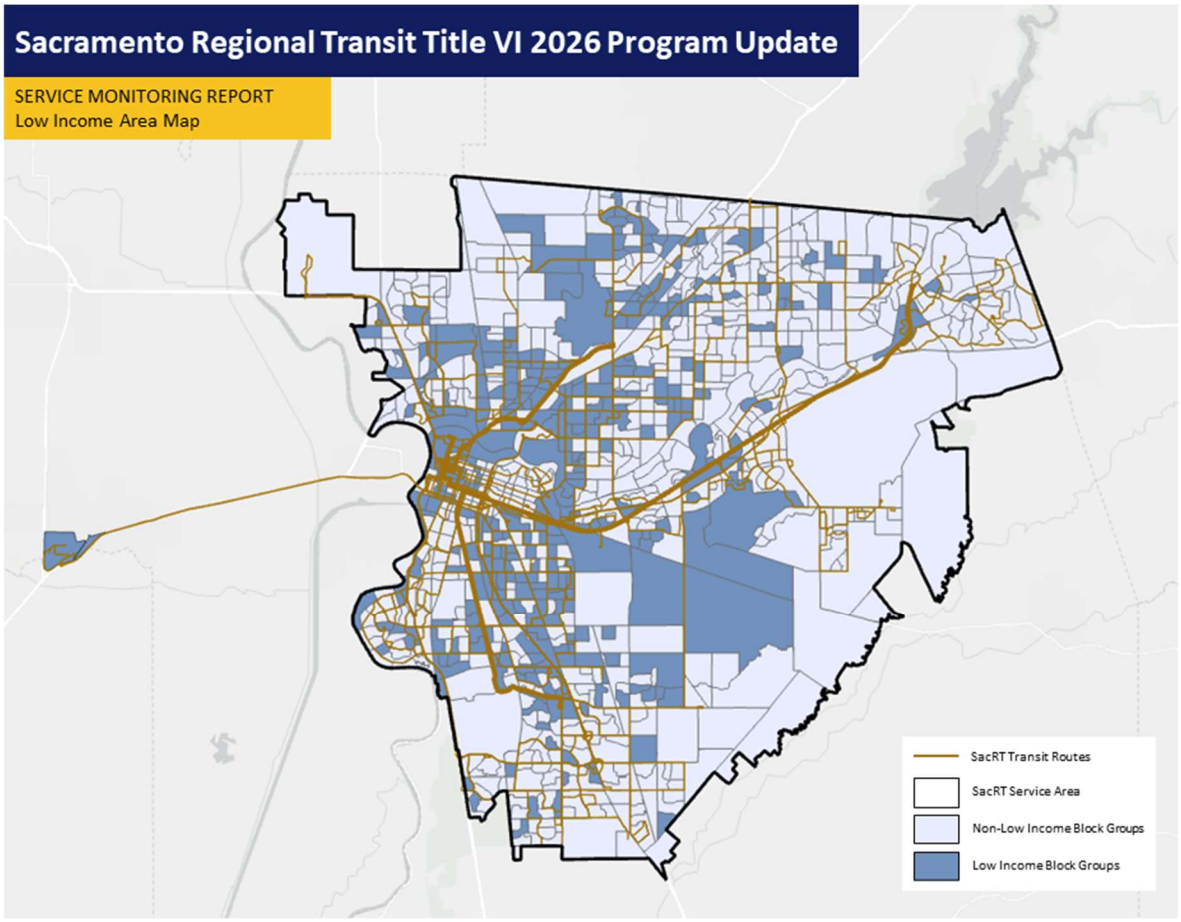


Figure 2: Low-Income Areas

Minority and Low-Income Routes

In previous Title VI Plan Updates, SacRT defined by the FTA standard. This stated that 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.

For the 2026 Title VI Plan Update, SacRT has updated the methodology to determine Minority and Low-Income Routes. Via's Remix software can create a quarter-mile catchment around any bus route and intersect the catchment with American Community Survey data. Through this, Remix can determine the minority and low-income percentage of a route. SacRT has used this methodology to compute that routes that have an equal to or greater minority percentage than 60 percent are classified as Minority routes, and routes that have an equal to or greater percentage than 14 percent are classified as Low-Income Routes. Both thresholds are calculated for every Title VI Plan update by determining the Minority and Low Incomes percentages of the population residing within SacRT's Service Area.

Table 3 shows the number of weekday routes classified as minority and low-income by mode.

Table 3: Route Classifications

	All ROUTES		BUS		LIGHT RAIL	
	Minority	Low-Income	Minority	Low-Income	Minority	Low-Income
Yes	37	47	36	44	1	3
No	45	35	43	35	2	0
Total	82	82	79	79	3	3

Of the 42 all-day weekday routes, 22are minority routes and 29 are low-income routes, illustrating SacRT's commitment to serve communities that are most in need of basic mobility.

26 of the 35 routes with Saturday service are classified as low-income and 19 of 35 are classified as minority routes. 26 of the 31 routes that operate on Sunday/Holiday are classified as low-income and 16 of 31 are classified 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.

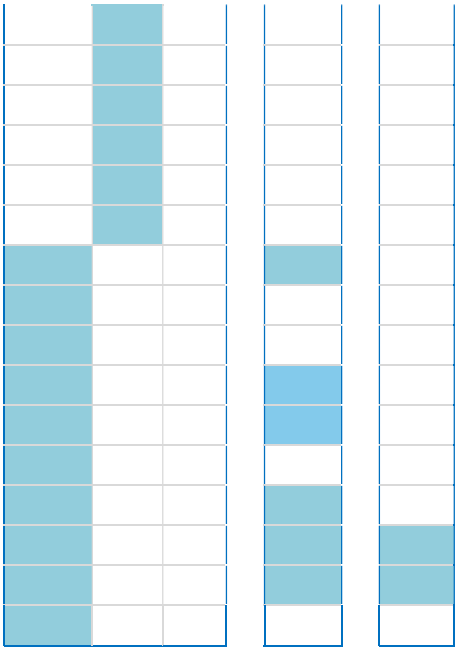
Table 4 lists the routes, their classification as minority or low-income, and information on weekday service span and days of service.

Table 4: 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	No					
13	NATOMAS/ARDEN	Yes	Yes					
15	DEL PASO HEIGHTS	Yes	Yes					
19	RIO LINDA	Yes	Yes					
21	SUNRISE	No	No					
23	EL CAMINO	No	Yes					
25	MARCONI	No	Yes					
26	FULTON	No	Yes					
30	J STREET	No	Yes					
33	DOS RIOS	No	Yes					
38	TAHOE PARK	No	Yes					
51	STOCKTON/BROADWAY	Yes	Yes					
56	MEADOWVIEW	Yes	Yes					
61	FRUITRIDGE	Yes	Yes					
62	FREEPORT	No	No					
67	FRANKLIN	Yes	Yes					
68	OAK PARK	Yes	Yes					
72	ROSEMONT	No	Yes					

75	MATHER	Yes	No					
78	BUTTERFIELD	No	Yes					
81	FLORIN	Yes	Yes					
82	NORTHROP/MORSE	No	Yes					
84	WATT	No	Yes					
86	GRAND	Yes	Yes					
87	HOWE	Yes	Yes					
88	WEST EL CAMINO	Yes	Yes					
93	HILLSDALE	No	Yes					
102	RIVERSIDE COMMUTER	Yes	No					
103	RIVERSIDE EXPRESS	Yes	No					
105	ELSIE	Yes	Yes					
106	LAND PARK COMMUTER	No	No					
109	HAZEL EXPRESS	No	Yes					
113	NORTH MARKET COMMUTER	Yes	Yes					
124	SUNRISE COMMUTER	No	No					
129	ARDEN COMMUTER	No	Yes					
134	McKINLEY COMMUTER	No	No					
137	UCDMC	Yes	Yes					
138	CAUSEWAY CONNECTION	No	Yes					
142	AIRPORT	Yes	Yes					
161	BELVEDERE	No	Yes					
175	RANCHO CORDOVAN - SUNRIDGE PARK	No	No					
176	RANCHO CORDOVAN - ANATOLIA	No	No					
177	RANCHO CORDOVAN - VILLAGES	No	No					
205	FRUITRIDGE ROAD - FREEPORT	Yes	Yes					
206	12TH AVE - SUTTERVILLE RD	No	Yes					
210	LA RIVERA DR	No	No					
211	COLLEGE GREENS	No	No					
212	14TH AVE - 21ST AVE	No	Yes					
213	FRUITRIDGE RD - STOCKTON	No	No					
214	BROADWAY - STOCKTON BLVD	No	No					
215	ROUTE 215 FULL-ISH	Yes	Yes					
226	POCKET RD - RIVERSIDE BLVD	Yes	No					
227	SOUTH LAND PK - GREENHAVEN	Yes	No					
228	GLORIA DR - RUSH RIVER DR	Yes	No					
246	MEADOWVIEW - GREENHAVEN	Yes	No					
247	21ST ST - FLORIN RD	Yes	Yes					
248	MEADOWVIEW - RUSH RIVER	Yes	No					
252	FREEPORT - FRUITRIDGE - MLK	Yes	Yes					
255	LA RIVIERA - COLLEGE GREENS	No	Yes					
F10	HISTORIC FOLSOM - IRON POINT	No	No					
F20	EMPIRE RANCH - VISTA DEL LAGO	No	No					
E10	BIG HORN & CIVIC CENTER	No	Yes					
E11	FRANKLIN HIGH RD. & HEWITT WY	No	Yes					
E12	BIG HORN & CIVIC CENTER	No	No					
E13	ELKMONT & IRON ROCK	No	No					

E14	BIGHORN & BRUCEVILLE	No	No
E15	BOND & BRADSHAW	No	No
E16	ELK GROVE & CLARKE FARMS	No	Yes
E17	CALVINE & ARMAND GEORGE	No	Yes
E18	LONG LEAF & BIGHORN	No	Yes
E19	LAGUNA & HARBOR POINT	Yes	No
E110	PROMENADE PKWY - CRC	Yes	No
E111	VAUX & LAGUNA MAIN	Yes	No
E112	VAUX & LAGUNA MAIN - BIG HORN	Yes	No
E113	VAUX & LAGUNA MAIN - ELKMONT	No	No
E114	VAUX & LAGUNA MAIN - CALVINE	Yes	No
E115	CRC - ELK GROVE	Yes	No
E116	ELK GROVE - CRC	Yes	No
Blue	MEADOWVIEW - WATT / I-80	Yes	Yes
Gold	DOWNTOWN - FOLSOM	No	Yes
Green	13TH - RICHARDS / TOWNSHIP 9	No	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 5 shows the passenger capacities for each vehicle type operated by SacRT.

Table 5: 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

High-Floor Train (CAF)	100 per light rail vehicle
High-Floor Train (Siemens)	100 per light rail vehicle
Low-Floor Train (Siemens)	100 per light rail vehicle

Table 6 presents a summary of CY 2024 average passenger loading information based on the vehicle capacities.

Table 6: Routes Meeting Passenger Load Standard

	Weekday All-Day	Weekday Peak	Saturday	Sunday
Number of Bus Routes Operating	39	24	33	29
Number Meeting Standard	39	24	33	29
Number of LRT Routes Operating	3		2	2
Number Meeting Standard	3		2	2

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 7: Passenger Loads - Weekday All-Day Routes

Route	Name	Weekday Bus Trips Sampled	Standard Met?	Minority	Low-Income
1	GREENBACK	1,364	Yes	No	Yes
11	NATOMAS/LAND PARK	528	Yes	Yes	Yes
13	NATOMAS/ARDEN	440	Yes	Yes	Yes
15	DEL PASO HEIGHTS	599	Yes	Yes	Yes
19	RIO LINDA	319	Yes	Yes	Yes
21	SUNRISE	737	Yes	No	No
23	EL CAMINO	746	Yes	No	Yes
25	MARCONI	660	Yes	No	Yes
26	FULTON	584	Yes	No	Yes
30	J STREET	735	Yes	No	Yes
33	DOS RIOS	367	Yes	No	Yes
38	TAHOE PARK	545	Yes	No	Yes
51	STOCKTON/BROADWAY	1,362	Yes	Yes	Yes
56	MEADOWVIEW	726	Yes	Yes	Yes
61	FRUITRIDGE	637	Yes	Yes	Yes
62	FREEPORT	651	Yes	No	No
67	FRANKLIN	726	Yes	Yes	Yes
68	OAK PARK	725	Yes	Yes	Yes
72	ROSEMONT	676	Yes	No	Yes
75	MATHER	594	Yes	Yes	No
78	BUTTERFIELD	594	Yes	No	Yes
81	FLORIN	830	Yes	Yes	Yes
82	NORTHROP/MORSE	624	Yes	No	Yes
84	WATT	681	Yes	No	Yes
86	GRAND	692	Yes	Yes	Yes
87	HOWE	559	Yes	Yes	Yes
88	WEST EL CAMINO	638	Yes	Yes	Yes
93	HILLSDALE	605	Yes	No	Yes
138	CAUSEWAY CONNECTION	176	Yes	No	Yes
142	AIRPORT	383	Yes	Yes	Yes
177	RANCHO CORDOVAN - VILLAGES	76	Yes	No	No
F10	FOLSOM	249	Yes	No	No
E110	ELK GROVE	56	Yes	Yes	No
E111	ELK GROVE	15	Yes	Yes	No
E112	ELK GROVE	26	Yes	Yes	No
E113	ELK GROVE	10	Yes	No	No
E114	ELK GROVE	9	Yes	Yes	No
E115	ELK GROVE	28	Yes	Yes	No

E116	ELK GROVE	28	Yes	Yes	No

Table 8: Passenger Loads - Weekday Peak-Only Routes

Route	Name	Weekday Bus Trips Sampled	Standard Met?	Minority	Low-Income
102	RIVERSIDE COMMUTER	121	Yes	Yes	No
103	RIVERSIDE EXPRESS	81	Yes	Yes	No
105	ELSIE	22	Yes	Yes	Yes
106	LAND PARK COMMUTER	62	Yes	No	No
109	HAZEL EXPRESS	44	Yes	No	Yes
113	NORTH MARKET COMMUTER	77	Yes	Yes	Yes
124	SUNRISE COMMUTER	105	Yes	No	No
129	ARDEN COMMUTER	43	Yes	No	Yes
134	McKINLEY COMMUTER	18	Yes	No	No
137	UCDMC	147	Yes	Yes	Yes
161	BELVEDERE	22	Yes	No	Yes
175	RANCHO CORDOVAN - SUNRIDGE	20	Yes	No	No
176	RANCHO CORDOVAN - ANATOLIA	16	Yes	No	No
F20	EMPIRE RANCH - VISTA DEL LAGO	22	Yes	No	No
E10	BIG HORN & CIVIC CENTER	4	Yes	No	Yes
E11	FRANKLIN HIGH RD. & HEWITT WY	4	Yes	No	Yes
E12	BIG HORN & CIVIC CENTER	3	Yes	No	No
E13	ELKMONT & IRON ROCK	3	Yes	No	No
E14	BIGHORN & BRUCEVILLE	4	Yes	No	No
E15	BOND & BRADSHAW	4	Yes	No	No
E16	ELK GROVE & CLARKE FARMS	3	Yes	No	Yes
E17	CALVINE & ARMAND GEORGE	4	Yes	No	Yes
E18	LONG LEAF & BIGHORN	2	Yes	No	Yes
E19	LAGUNA & HARBOR POINT	8	Yes	Yes	No

Table 9: Passenger Loads - Saturday Routes

Route	Name	Saturday Bus Trips Sampled	Standard Met?	Minority	Low-Income
1	GREENBACK	616	Yes	No	Yes
11	NATOMAS/LAND PARK	350	Yes	Yes	No
13	NATOMAS/ARDEN	368	Yes	Yes	Yes
15	DEL PASO HEIGHTS	470	Yes	Yes	Yes
19	RIO LINDA	238	Yes	Yes	Yes
21	SUNRISE	382	Yes	No	No
23	EL CAMINO	526	Yes	No	Yes
25	MARCONI	357	Yes	No	Yes
26	FULTON	382	Yes	No	Yes
30	J STREET	546	Yes	No	Yes
38	TAHOE PARK	217	Yes	No	Yes
51	STOCKTON/BROADWAY	708	Yes	Yes	Yes
56	MEADOWVIEW	539	Yes	Yes	Yes
61	FRUITRIDGE	321	Yes	Yes	Yes
62	FREEPORT	279	Yes	No	No
67	FRANKLIN	484	Yes	Yes	Yes
68	OAK PARK	505	Yes	Yes	Yes
72	ROSEMONT	241	Yes	No	Yes
75	MATHER	241	Yes	Yes	No
78	BUTTERFIELD	242	Yes	No	Yes
81	FLORIN	465	Yes	Yes	Yes
82	NORTHROP/MORSE	270	Yes	No	Yes
84	WATT	505	Yes	No	Yes
86	GRAND	342	Yes	Yes	Yes
87	HOWE	279	Yes	Yes	Yes
88	WEST EL CAMINO	393	Yes	Yes	Yes
93	HILLSDALE	334	Yes	No	Yes
142	AIRPORT	282	Yes	Yes	Yes
F10	HISTORIC FOLSOM – IRON POINT	74	Yes	No	No
E110	ELK GROVE	353	Yes	Yes	No
E113	ELK GROVE	205	Yes	No	No
E114	ELK GROVE	203	Yes	Yes	No
E116	ELK GROVE	35	Yes	Yes	No

Table 10: Passenger Loads - Sunday Routes

Route	Name	Sunday Bus Trips Sampled	Standard Met?	Minority	Low-Income
1	GREENBACK	560	Yes	No	Yes
11	NATOMAS/LAND PARK	337	Yes	Yes	No
13	NATOMAS/ARDEN	309	Yes	Yes	Yes
15	DEL PASO HEIGHTS	288	Yes	Yes	Yes
19	RIO LINDA	233	Yes	Yes	Yes
21	SUNRISE	279	Yes	No	No
23	EL CAMINO	342	Yes	No	Yes
25	MARCONI	221	Yes	No	Yes
26	FULTON	200	Yes	No	Yes
30	J STREET	268	Yes	No	Yes
38	TAHOE PARK	228	Yes	No	Yes
51	STOCKTON/BROADWAY	645	Yes	Yes	Yes
56	MEADOWVIEW	338	Yes	Yes	Yes
61	FRUITRIDGE	319	Yes	Yes	Yes
62	FREEPORT	283	Yes	No	No
67	FRANKLIN	287	Yes	Yes	Yes
68	OAK PARK	290	Yes	Yes	Yes
72	ROSEMONT	242	Yes	No	Yes
75	MATHER	238	Yes	Yes	No
78	BUTTERFIELD	242	Yes	No	Yes
81	FLORIN	382	Yes	Yes	Yes
82	NORTHROP/MORSE	253	Yes	No	Yes
84	WATT	270	Yes	No	Yes
86	GRAND	322	Yes	Yes	Yes
87	HOWE	270	Yes	Yes	Yes
88	WEST EL CAMINO	340	Yes	Yes	Yes
93	HILLSDALE	228	Yes	No	Yes
142	AIRPORT	332	Yes	Yes	Yes
F10	HISTORIC FOLSOM – IRON POINT	74	Yes	No	No

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 11: 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 15 show boarding rides per revenue hour for each route by service type and day.

Table 12: Productivity - Weekday All-Day Routes

Route	Name	Boardings/ Hour	Standard Met?	Minority	Low-Income
1	GREENBACK	13.8	Yes	No	Yes
11	NATOMAS/LAND PARK	12.7	Yes	Yes	Yes
13	NATOMAS/ARDEN	19.0	Yes	Yes	Yes
15	DEL PASO HEIGHTS	22.9	Yes	Yes	Yes
19	RIO LINDA	14.0	Yes	Yes	Yes
21	SUNRISE	16.9	Yes	No	No
23	EL CAMINO	17.8	Yes	No	Yes
25	MARCONI	17.1	Yes	No	Yes
26	FULTON	16.0	Yes	No	Yes
30	J STREET	15.7	Yes	No	Yes
33	DOS RIOS	10.3	Yes	No	Yes
38	TAHOE PARK	9.7	Yes	No	Yes
51	STOCKTON/BROADWAY	10.5	Yes	Yes	Yes
56	MEADOWVIEW	15.5	Yes	Yes	Yes
61	FRUITRIDGE	14.9	Yes	Yes	Yes
62	FREEPORT	10.3	Yes	No	No
67	FRANKLIN	13.9	Yes	Yes	Yes
68	OAK PARK	15.8	Yes	Yes	Yes
72	ROSEMONT	22.6	Yes	No	Yes
75	MATHER	20.0	Yes	Yes	No
78	BUTTERFIELD	11.1	Yes	No	Yes
81	FLORIN	17.9	Yes	Yes	Yes
82	NORTHROP/MORSE	13.1	Yes	No	Yes
84	WATT	16.1	Yes	No	Yes
86	GRAND	16.8	Yes	Yes	Yes
87	HOWE	15.7	Yes	Yes	Yes
88	WEST EL CAMINO	13.2	Yes	Yes	Yes
93	HILLSDALE	20.7	Yes	No	Yes
138	CAUSEWAY CONNECTION	14.1	Yes	No	Yes
142	AIRPORT	6.1	Yes	Yes	Yes
177	RANCHO CORDOVAN - VILLAGES	2.4	Yes	No	No
F10	FOLSOM	7.6	Yes	No	No
110	ELK GROVE	11.3	Yes	Yes	No
111	ELK GROVE	4.5	Yes	Yes	No

112	ELK GROVE	3.4	Yes	Yes	No
113	ELK GROVE	2.6	Yes	No	No
114	ELK GROVE	4.5	Yes	Yes	No
115	ELK GROVE	6.5	Yes	Yes	No
116	ELK GROVE	11.7	Yes	Yes	No

Table 13: Productivity - Weekday Peak-Only Routes

Route	Name	Boardings/ Hour	Standard Met?	Minority	Low-Income
102	RIVERSIDE COMMUTER	10.3	Yes	Yes	No
103	RIVERSIDE EXPRESS	6.7	Yes	Yes	No
105	ELSIE	20.1	Yes	Yes	Yes
106	LAND PARK COMMUTER	14.2	Yes	No	No
109	HAZEL EXPRESS	5.6	Yes	No	Yes
113	NORTH MARKET COMMUTER	7.1	Yes	Yes	Yes
124	SUNRISE COMMUTER	4.1	Yes	No	No
129	ARDEN COMMUTER	9.4	Yes	No	Yes
134	McKINLEY COMMUTER	20.4	Yes	No	No
137	UCDMC	10.5	Yes	Yes	Yes
161	BELVEDERE	7.5	Yes	No	Yes
175	RANCHO CORDOVAN - SUNRIDGE PARK	1.2	Yes	No	No
176	RANCHO CORDOVAN - ANATOLIA	0.6	Yes	No	No
F20	FOLSOM	7.4	Yes	No	No
E10	BIG HORN & CIVIC CENTER	6.0	Yes	No	Yes
E11	FRANKLIN HIGH RD. & HEWITT WY	9.4	Yes	No	Yes
E12	BIG HORN & CIVIC CENTER	8.0	Yes	No	No
E13	ELKMONT & IRON ROCK	4.9	Yes	No	No
E14	BIGHORN & BRUCEVILLE	12.5	Yes	No	No
E15	BOND & BRADSHAW	11.0	Yes	No	No
E16	ELK GROVE & CLARKE FARMS	6.5	Yes	No	Yes
E17	CALVINE & ARMAND GEORGE	18.3	Yes	No	Yes
E18	LONG LEAF & BIGHORN	2.7	Yes	No	Yes
E19	LAGUNA & HARBOR POINT	4.6	Yes	Yes	No

Table 14: Productivity - Saturday Routes

Route	Name	Boardings/ Hour	Standard Met?	Minority	Low-Income
1	GREENBACK	14.5	Yes	No	Yes
11	NATOMAS/LAND PARK	11.5	Yes	Yes	No
13	NATOMAS/ARDEN	13.2	Yes	Yes	Yes
15	DEL PASO HEIGHTS	11.5	Yes	Yes	Yes

19	RIO LINDA	7.7	Yes	Yes	Yes
21	SUNRISE	12.1	Yes	No	No
23	EL CAMINO	13.8	Yes	No	Yes
25	MARCONI	13.5	Yes	No	Yes
26	FULTON	11.2	Yes	No	Yes
30	J STREET	8.8	Yes	No	Yes
38	TAHOE PARK	8.2	Yes	No	Yes
51	STOCKTON/BROADWAY	18.4	Yes	Yes	Yes
56	MEADOWVIEW	9.4	Yes	Yes	Yes
61	FRUITRIDGE	10.1	Yes	Yes	Yes
62	FREEPORT	8.0	Yes	No	No
67	FRANKLIN	11.1	Yes	Yes	Yes
68	OAK PARK	11.4	Yes	Yes	Yes
72	ROSEMONT	12.1	Yes	No	Yes
75	MATHER	19.7	Yes	Yes	No
78	BUTTERFIELD	3.7	Yes	No	Yes
81	FLORIN	13.4	Yes	Yes	Yes
82	NORTHROP/MORSE	7.5	Yes	No	Yes
84	WATT	11.1	Yes	No	Yes
86	GRAND	11.4	Yes	Yes	Yes
87	HOWE	12.4	Yes	Yes	Yes
88	WEST EL CAMINO	11.1	Yes	Yes	Yes
93	HILLSDALE	11.2	Yes	No	Yes
142	AIRPORT	4.4	Yes	Yes	Yes
F10	HISTORIC FOLSOM – IRON POINT	4.6	Yes	No	No
110	ELK GROVE	9.6	Yes	Yes	No
113	ELK GROVE	7.1	Yes	No	No
114	ELK GROVE	10.2	Yes	Yes	No
116	ELK GROVE	1.5	Yes	Yes	No

Table 15: Productivity - Sunday Routes

Route	Name	Boardings/ Hour	Standard Met?	Minority	Low-Income
1	GREENBACK	11.5	Yes	No	Yes
11	NATOMAS/LAND PARK	9.7	Yes	Yes	No
13	NATOMAS/ARDEN	13.1	Yes	Yes	Yes
15	DEL PASO HEIGHTS	9.0	Yes	Yes	Yes
19	RIO LINDA	6.7	Yes	Yes	Yes
21	SUNRISE	11.4	Yes	No	No
23	EL CAMINO	15.5	Yes	No	Yes
25	MARCONI	10.2	Yes	No	Yes
26	FULTON	12.8	Yes	No	Yes
30	J STREET	10.1	Yes	No	Yes
38	TAHOE PARK	8.5	Yes	No	Yes
51	STOCKTON/BROADWAY	15.3	Yes	Yes	Yes
56	MEADOWVIEW	11.9	Yes	Yes	Yes
61	FRUITRIDGE	9.1	Yes	Yes	Yes
62	FREEPORT	6.1	Yes	No	No
67	FRANKLIN	12.7	Yes	Yes	Yes
68	OAK PARK	13.4	Yes	Yes	Yes
72	ROSEMONT	9.1	Yes	No	Yes
75	MATHER	17.5	Yes	Yes	No
78	BUTTERFIELD	3.8	Yes	No	Yes
81	FLORIN	12.9	Yes	Yes	Yes
82	NORTHROP/MORSE	7.0	Yes	No	Yes
84	WATT	12.2	Yes	No	Yes
86	GRAND	11.2	Yes	Yes	Yes
87	HOWE	10.7	Yes	Yes	Yes
88	WEST EL CAMINO	10.5	Yes	Yes	Yes
93	HILLSDALE	11.8	Yes	No	Yes
142	AIRPORT	5.3	Yes	Yes	Yes
F10	HISTORIC FOLSOM – IRON POINT	3.1	Yes	No	No

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 percent 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.

Disparate impact to minority populations on Saturdays and Sundays due to the percentage of minority routes failing on-time performance benchmark exceeding 15 percent threshold of non-minority routes failing on-time performance benchmark. Disproportionate burden to low-income populations on Sundays due to the percentage of low-income routes failing on-time performance benchmark exceeding 15 percent threshold of non-low-income routes failing on-time performance benchmark.

Table 16: On-Time Performance Summary - Weekday All-Day Routes

	Meet Benchmark	Fail Benchmark	Total	Percent Fail
Minority	17	4	21	19%
Non-Minority	17	1	18	6%
Low-Income	23	3	26	12%
Non-Low Income	11	2	13	15%

21 of the 39 all-day lines operated on weekdays are classified as minority routes. Four of them do not meet the on-time performance benchmark of 69 percent: 11 Natomas / Land Park (67 percent), 13 Natomas / Arden (60 percent), 81 Florin (68 percent), 138 Causeway Connection (65 percent), and E114 Vaux & Laguna Main – Calvine (60 percent).

Table 17: On-Time Performance by Route - Weekday All-Day Routes

Route	Name	On-Time (Weekday)	Benchmark Met?	Minority	Low-Income	Weekday Service Span
1	GREENBACK	82%	Yes	No	Yes	All-day
11	NATOMAS/LAND PARK	67%	NO	Yes	No	All-day
13	NATOMAS/ARDEN	60%	NO	Yes	Yes	All-day
15	DEL PASO HEIGHTS	87%	Yes	Yes	Yes	All-day
19	RIO LINDA	76%	Yes	Yes	Yes	All-day
21	SUNRISE	73%	Yes	No	No	All-day
23	EL CAMINO	76%	Yes	No	Yes	All-day
25	MARCONI	72%	Yes	No	Yes	All-day
26	FULTON	73%	Yes	No	Yes	All-day
30	J STREET	87%	Yes	No	Yes	All-day
33	DOS RIOS	83%	Yes	No	Yes	All-day
38	TAHOE PARK	83%	Yes	No	Yes	All-day
51	STOCKTON/BROADWAY	75%	Yes	Yes	Yes	All-day
56	MEADOWVIEW	81%	Yes	Yes	Yes	All-day
61	FRUITRIDGE	77%	Yes	Yes	Yes	All-day
62	FREEPORT	82%	Yes	No	No	All-day

67	FRANKLIN	77%	Yes	Yes	Yes	All-day
68	OAK PARK	73%	Yes	Yes	Yes	All-day
72	ROSEMONT	89%	Yes	No	Yes	All-day
75	MATHER	91%	Yes	Yes	No	All-day
78	BUTTERFIELD	86%	Yes	No	Yes	All-day
81	FLORIN	68%	NO	Yes	Yes	All-day
82	NORTHROP/MORSE	83%	Yes	No	Yes	All-day
84	WATT	76%	Yes	No	Yes	All-day
86	GRAND	73%	Yes	Yes	Yes	All-day
87	HOWE	81%	Yes	Yes	Yes	All-day
88	WEST EL CAMINO	77%	Yes	Yes	Yes	All-day
93	HILLSDALE	73%	Yes	No	Yes	All-day
138	CAUSEWAY CONNECTION	65%	Yes	No	Yes	All-day
142	AIRPORT	75%	Yes	Yes	Yes	All-day
177	RANCHO CORDOVAN - VILLAGES	92%	Yes	No	No	All-day
F10	FOLSOM	75%	Yes	No	No	All-day
E110	ELK GROVE	72%	Yes	Yes	No	All-day
E111	ELK GROVE	71%	Yes	Yes	No	All-day
E112	ELK GROVE	77%	Yes	Yes	No	All-day
E113	ELK GROVE	71%	Yes	No	No	All-day
E114	ELK GROVE	60%	NOYes	Yes	No	All-day
E115	ELK GROVE	80%	Yes	Yes	No	All-day
E116	ELK GROVE	77%	Yes	Yes	No	All-day

Number of routes evaluated:	39
Weekday all-day bus system average:	77%
Title VI goal is to equal or exceed:	69%
Number of routes below standard:	5

Table 18: On-Time Performance Summary - Weekday Peak-Only Routes

	Meet Benchmark	Fail Benchmark	Total	Percent Fail
Minority	5	1	6	17%
Non-Minority	14	4	18	22%
Low-Income	8	3	11	27%
Non-Low Income	11	2	13	15%

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.

6 of 24 peak-only lines operating on weekdays are classified as minority routes. One does not meet the on-time performance benchmark of 60 percent: 105 Elsie (59 percent).

11 of 24 peak-only lines operating on weekdays are classified as low-income routes. Three do not meet the on-time performance benchmark of 60 percent: 105 Elsie (59 percent), E16 Elk Grove & Clarke Farms (54 percent), and E18 Long Leaf & Bighorn (57 percent).

Table 19: On-Time Performance by Route - Weekday Peak-Only Routes

Route	Name	On-Time (Weekday Peak)	Benchmark Met?	Minority	Low-Income
102	RIVERSIDE COMMUTER	78%	Yes	Yes	No
103	RIVERSIDE EXPRESS	76%	Yes	Yes	No
105	ELSIE	59%	NO	Yes	Yes
106	LAND PARK COMMUTER	66%	Yes	No	No
109	HAZEL EXPRESS	69%	Yes	No	Yes
113	NORTH MARKET COMMUTER	77%	Yes	Yes	Yes
124	SUNRISE COMMUTER	74%	Yes	No	No
129	ARDEN COMMUTER	82%	Yes	No	Yes
134	McKINLEY COMMUTER	68%	Yes	No	No
137	UCDMC	69%	Yes	Yes	Yes
161	BELVEDERE	89%	Yes	No	Yes
175	RANCHO CORDOVAN - SUNRIDGE PARK	75%	Yes	No	No
176	RANCHO CORDOVAN - ANATOLIA	83%	Yes	No	No
F20	EMPIRE RANCH - VISTA DEL LAGO HIGH	77%	NO	No	No
				No	Yes
E10	BIG HORN & CIVIC CENTER	61%	Yes	No	Yes
E11	FRANKLIN HIGH RD. & HEWITT WY	63%	Yes	No	No
E12	BIG HORN & CIVIC CENTER	57%	NO	No	No
E13	ELKMONT & IRON ROCK	59%	NO	No	No
E14	BIGHORN & BRUCEVILLE	62%	Yes	No	No
E15	BOND & BRADSHAW	67%	Yes	No	Yes
E16	ELK GROVE & CLARKE FARMS	54%	NO	No	Yes
E17	CALVINE & ARMAND GEORGE	64%	Yes	No	Yes
E18	LONG LEAF & BIGHORN	57%	NO	Yes	No
E19	LAGUNA & HARBOR POINT	70%	Yes	Yes	No

Number of routes evaluated:	24
Weekday Peak bus system average:	69%
Title VI goal is to equal or exceed:	60%
Number of routes below standard:	5

Table 20: On-Time Performance Summary - Saturday Routes

	Meet Benchmark	Fail Benchmark	Total	Percent Fail
Minority	10	8	18	44%
Non-Minority	14	1	15	22%
Low-Income	20	4	24	17%
Non-Low Income	4	5	9	56%

**Note: No data available for Routes E110, E113, E114, and E116*

18 of the 33 lines that operate on Saturday are classified as minority routes. Eight of them do not meet the on-time performance benchmark of 71 percent. Five are close to the benchmark: 11 Natomas / Land Park (65 percent), 13 Natomas / Arden (70 percent), 51 Stockton / Broadway (69 percent), 86 Grand (66 percent), and 88 West El Camino (66 percent). Three are Elk Grove routes operating on Saturday which was not complete, but based on available data, the route appears to need additional running time.

24 of the 33 routes that operate on Saturday are classified as low-income routes. Four of them do not meet the on-time performance benchmark of 71 percent: 13 Natomas / Arden (70 percent), 51 Stockton / Broadway (69 percent), 86 Grand (66 percent), 88 West El Camino (69 percent),

All routes that operate on Saturday are low-income.

Table 21 lists the routes, percent of trips that are on-time, whether the benchmark is met and classification as minority or low-income.

Table 21: On-Time Performance by Route - Saturday

Route	Name	On-Time (Saturday)	Benchmark Met?	Minority	Low-Income
1	GREENBACK	81%	Yes	No	Yes
11	NATOMAS/LAND PARK	65%	NO	Yes	No
13	NATOMAS/ARDEN	70%	NO	Yes	Yes
15	DEL PASO HEIGHTS	85%	Yes	Yes	Yes
19	RIO LINDA	77%	Yes	Yes	Yes
21	SUNRISE	80%	Yes	No	No
23	EL CAMINO	76%	Yes	No	Yes
25	MARCONI	80%	Yes	No	Yes
26	FULTON	81%	Yes	No	Yes
30	J STREET	81%	Yes	No	Yes
38	TAHOE PARK	80%	Yes	No	Yes
51	STOCKTON/BROADWAY	69%	NO	Yes	Yes
56	MEADOWVIEW	80%	Yes	Yes	Yes

61	FRUITRIDGE	71%	Yes	Yes	Yes
62	FREEPORT	81%	Yes	No	No
67	FRANKLIN	74%	Yes	Yes	Yes
68	OAK PARK	72%	Yes	Yes	Yes
72	ROSEMONT	83%	Yes	No	Yes
75	MATHER	94%	Yes	Yes	No
78	BUTTERFIELD	85%	Yes	No	Yes
81	FLORIN	76%	Yes	Yes	Yes
82	NORTHROP/MORSE	82%	Yes	No	Yes
84	WATT	82%	Yes	No	Yes
86	GRAND	66%	NO	Yes	Yes
87	HOWE	71%	Yes	Yes	Yes
88	WEST EL CAMINO	69%	NO	Yes	Yes
93	HILLSDALE	78%	Yes	No	Yes
142	AIRPORT	80%	Yes	Yes	Yes
F10	HISTORIC FOLSOM – IRON POINT	82%	Yes	No	No
E110	ELK GROVE	N.D.	NO	Yes	No
E113	ELK GROVE	N.D.	NO	No	No
E114	ELK GROVE	N.D.	NO	Yes	No
E116	ELK GROVE	N.D.	NO	Yes	No

Number of routes evaluated:	33
Saturday bus system average:	78%
Title VI goal is to equal or exceed:	71%
Number of routes below standard:	10

Table 22: On-Time Performance Summary - Sunday Routes

	Meet Benchmark	Fail Benchmark	Total	Percent Fail
Minority	11	4	15	27%
Non-Minority	13	1	14	7%
Low-Income	19	5	24	21%
Non-Low Income	5	0	5	0%

15 of 29 lines that operate on Sunday are classified as minority routes. Four of them do not meet the on-time performance benchmark of 72 percent: 13 Natomas / Arden (69 percent), 15 Del Paso Heights (66 percent), 61 Fruitridge (65 percent), and 68 Oak Park (69 percent).

24 of 29 lines that operate on Sunday are classified as low-income routes. Five of them do not meet the on time performance benchmark of 72 percent: 13 Natomas / Arden (69 percent), 15 Del Paso Heights (66 percent), 61 Fruitridge (65 percent), 68 Oak Park (69 percent), and 72 Rosemont (71 percent).

Table 23 lists the routes, percent of trips that are on time, whether the benchmark is met and classification as minority or low-income.

Table 23: On-Time Performance by Route – Sunday

Route	Name	On-Time (Sunday)	Benchmark Met?	Minority	Low-Income
1	GREENBACK	86%	Yes	No	Yes
11	NATOMAS/LAND PARK	80%	Yes	Yes	No
13	NATOMAS/ARDEN	69%	NO	Yes	Yes
15	DEL PASO HEIGHTS	66%	NO	Yes	Yes
19	RIO LINDA	86%	Yes	Yes	Yes
21	SUNRISE	78%	Yes	No	No
23	EL CAMINO	83%	Yes	No	Yes
25	MARCONI	83%	Yes	No	Yes
26	FULTON	81%	Yes	No	Yes
30	J STREET	84%	Yes	No	Yes
38	TAHOE PARK	82%	Yes	No	Yes
51	STOCKTON/BROADWAY	86%	Yes	Yes	Yes
56	MEADOWVIEW	75%	Yes	Yes	Yes
61	FRUITRIDGE	65%	NO	Yes	Yes
62	FREEPORT	73%	Yes	No	No
67	FRANKLIN	81%	Yes	Yes	Yes
68	OAK PARK	69%	NO	Yes	Yes
72	ROSEMONT	71%	NO	No	Yes
75	MATHER	86%	Yes	Yes	No
78	BUTTERFIELD	96%	Yes	No	Yes
81	FLORIN	90%	Yes	Yes	Yes
82	NORTHROP/MORSE	83%	Yes	No	Yes
84	WATT	86%	Yes	No	Yes
86	GRAND	83%	Yes	Yes	Yes
87	HOWE	72%	Yes	Yes	Yes
88	WEST EL CAMINO	79%	Yes	Yes	Yes
93	HILLSDALE	73%	Yes	No	Yes
142	AIRPORT	80%	Yes	Yes	Yes
F10	HISTORIC FOLSOM - IRON POINT	83%	Yes	No	No

Number of routes evaluated:	29
Sunday bus system average:	80%
Title VI goal is to equal or exceed:	72%
Number of routes below standard:	5

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 94 percent on-time or better. Individual light rail routes are also

expected to be 94 percent on time or better. Light rail data is averaged for all days of the week by month.

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

Table 24 shows monthly on-time departures for each light rail line and for the overall light rail system. The system average and all routes exceed the 97 percent benchmark.

Table 24: On-Time Performance - Light Rail (Percent On-Time)

2019	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Monthly Average
Blue	97.7	96.6	97.1	97.1	98.0	97.7	95.8	97.3	96.1	97.4	96.2	97.6	97.0
Gold	97.9	96.9	98.7	98.0	97.9	98.6	96.8	97.4	89.8	95.5	96.5	95.3	96.6
Green	95.5	94.4	98.4	93.6	91.1	92.4	90.4	93.8	93.7	97.6	95.4	94.0	94.2
System (Weighted)	97.5	96.4	98.0	96.9	96.9	97.4	95.4	96.8	93.1	96.6	96.6	96.1	96.5

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 percent of the population to be within three-quarters mile of basic local (all-day) bus service and 20 percent within three-quarter mile of frequent service; and
- 50 percent 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 percent of the coverage in non-minority/non-low-income areas.

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

Table 25 presents the results of the service coverage analysis, and Figure 3 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 25: Service Coverage

Service Area Total (440 square miles)						
	Total Population	Minority	Non-Minority	Total Households	Low-Income	Non-Low-Income
Total	1,519,200	911,520	607,680	542,700	75,978	466,722
Percent of Total	100%	60%	40%	100%	14%	86%
3/4 Mile Basic Coverage (291 square miles)						
	Total Population	Minority	Non-Minority	Total Households	Low-Income	Non-Low-Income
Total	1,425,455	841,018	584,437	503,570	65,464	438,106
Percent within 3/4 Mile	94%	92%	96%	93%	86%	94%
3/4 Mile Frequent Coverage (84 square miles)						
	Total Population	Minority	Non-Minority	Total Households	Low-Income	Non-Low-Income
Total	476,032	271,338	204,694	198,825	29,824	169,001
Percent within 3/4 Mile	31%	30%	34%	37%	39%	36%
1/4 Mile Basic Coverage (159 square miles)						
	Total Population	Minority	Non-Minority	Total Households	Low-Income	Non-Low-Income
Total Population	870,559	529,003	341,556	305,762	42,807	262,956
Percent within 1/4 Mile	57%	58%	56%	56%	56%	56%
1/4 Mile Frequent Coverage (49 square miles)						
	Total Population	Minority	Non-Minority	Total Households	Low-Income	Non-Low-Income
Total Population	121,874	70,687	51,187	52,126	8,340	43,786
Percent within 1/4 Mile	8%	8%	8%	10%	11%	9%

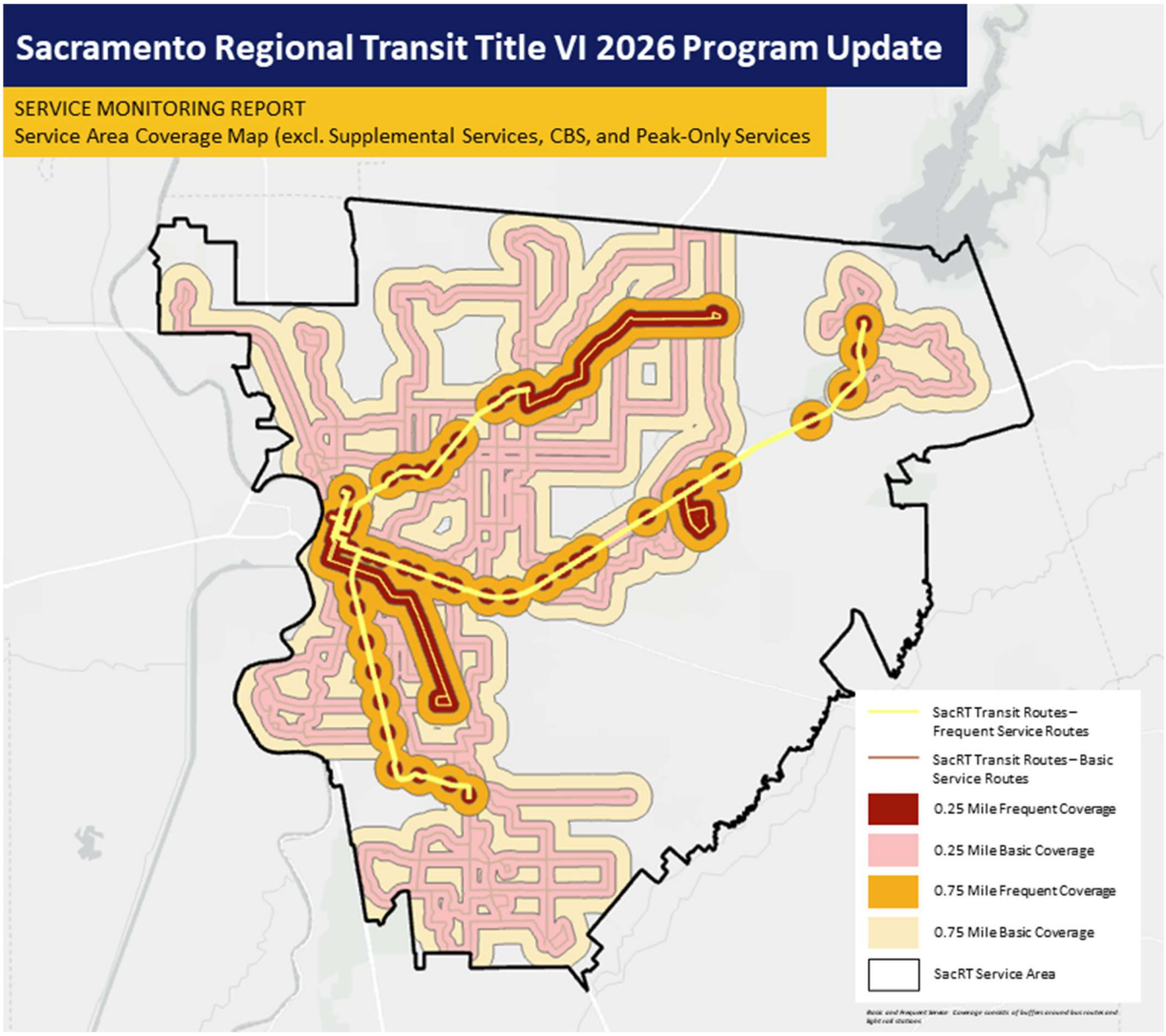


Figure 3: Service Area Coverage Map

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 percent lower than the percentage of bus stops in non-minority/non-low-income block groups. For example, if 50 percent of bus stops in non-minority/non-low-income block groups are equipped with benches, then at least 42.5 percent of bus stops in minority / low-income block groups must have benches to meet the Title VI Goal.

Finding: *Disparate impact of bus bench distribution to minority populations due because the percentage of stops with benches in minority block groups is below the 15 percent threshold of percentage of stops with benches in non-minority block groups. No disproportionate impact on low-income populations.*

Table 26 shows that the percentage of minority stops with benches is not within the 15 percent threshold while the percentage of low-income stops with benches is higher than non-low income stops.

Figure 4 and Figure 5 display the distribution of the benches in minority and low-income block groups.

Table 26: Distribution of Benches

	Total Stops	Stops with Benches	Percent with Benches
Minority	1,457	238	16.3%
Non-Minority	1,754	344	19.6%
Total	3,211	582	18.1%
Low-Income	1,224	264	21.6%
Non-Low-Income	1,987	318	16.0%
Total	3,211	582	18.1%

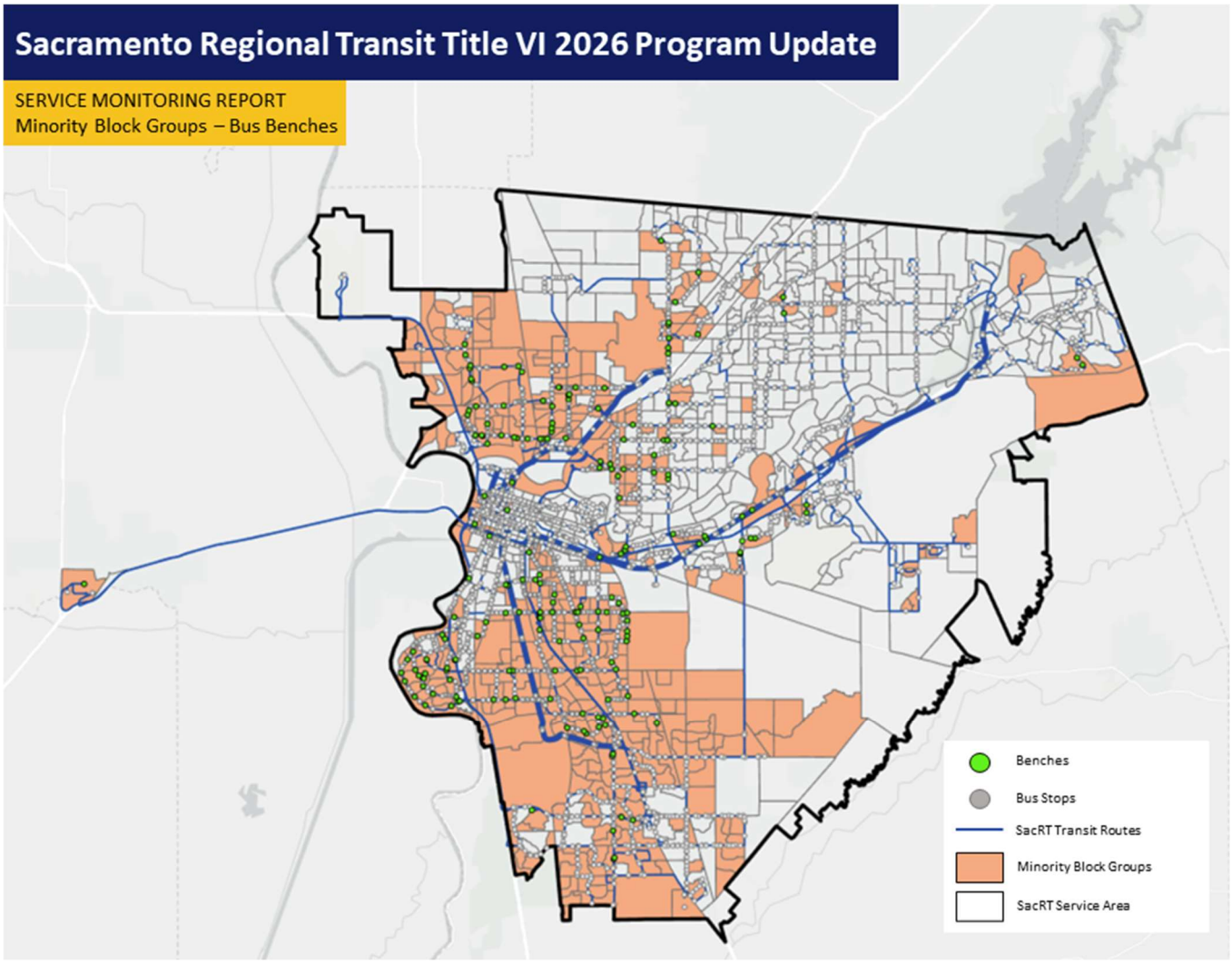


Figure 4: Distribution of Benches in Minority Block Groups

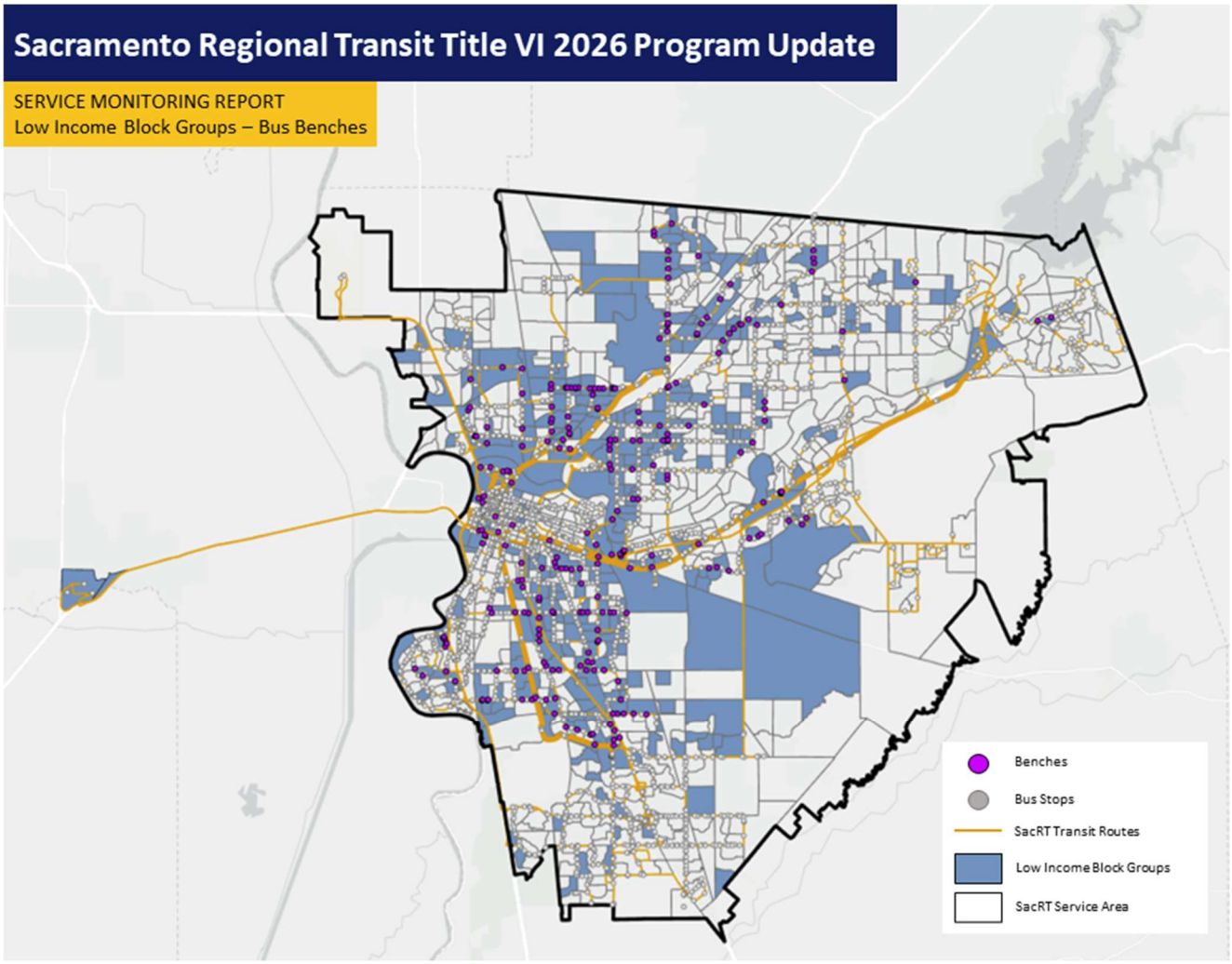


Figure 5: Distribution of Benches in Low-Income Block Groups

Table 27 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. Figures 6 and 7 display the distribution of shelters in minority and low-income block groups.

Table 27: Distribution of Shelters

	Total Stops	Stops with Shelters	Percent with Shelters
Minority	1,457	157	10.8%
Non-Minority	1,754	184	10.5%
Total	3,211	341	10.6%
Low-Income	1,224	152	12.4%
Non-Low-Income	1,987	189	9.5%
Total	3,211	341	10.6%

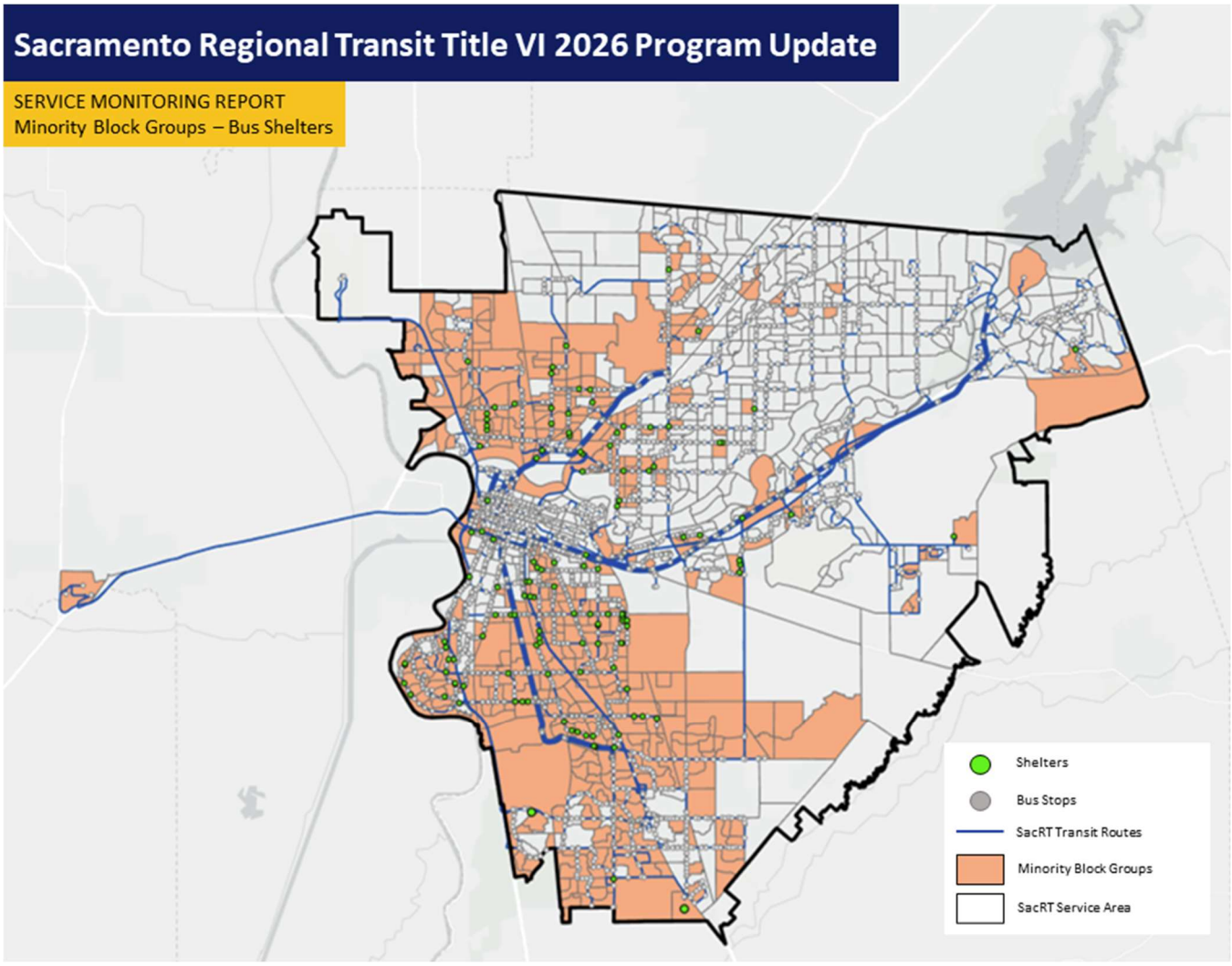


Figure 6: Distribution of Shelters in Minority Block Groups

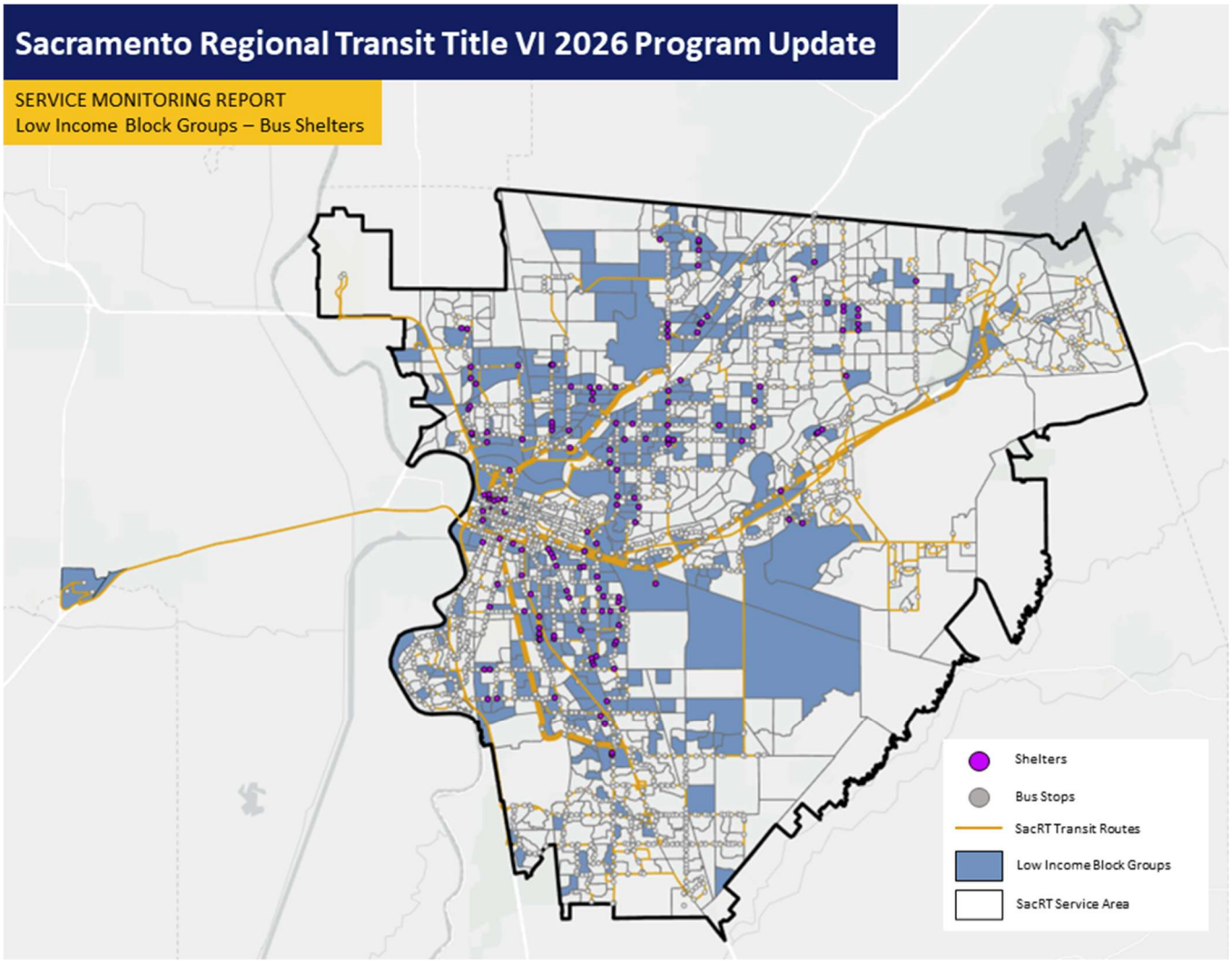


Figure 7: Distribution of Shelters in Low-Income Block Groups

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.