

April 2020

FY 2020 - Key Performance Report

Management Notes:

- The information in this report is based on the FY 2020 Operating Budget, adopted by the Board on June 10, 2019.
- April 2020 performance was greatly impacted by COVID-19 pandemic. On March 6, Sacramento County declared public health emergency. On March 16, schools were closed; sensitive groups were ordered to stay in home. On March 20, Sacramento County issued shelter in place order with exception to essential activities. In response to these events, on March 23, SacRT reduced service to Sunday Plus schedule.
- Due to COVID-19 pandemic, Systemwide ridership for the month of April compared to the same period last year decreased by 70.1 percent, rail ridership decreased 70.6 percent and combined bus ridership decreased 69.6 percent. Year-to-date, systemwide ridership compared to the same period last year decreased 5.2 percent, rail ridership decreased 6.8 percent and combined bus ridership decreased 3.4 percent. In relation to the District's established year-to-date ridership goals for FY 2020, systemwide ridership was 8.7 percent below the established goal, rail ridership was 10.3 percent below the goal, and combined bus ridership was 7.0 percent below the goal.
- RT's farebox recovery ratio in the month of April was 8.3 percent and year-to date it is 14.1 percent. It has decreased by 7.7 percent compared to April 2019 and decreased by 2.5 percent year-to-date. In relation to the District's established goal for FY 2020, the RT's farebox recovery ratio is 1.3 percent below the established year-to-date goal. For the month of April, Fare Revenue was \$1.08 million and below seasonally adjusted budget by \$931 thousand or 46.3%. Compared to last year, Fare Revenue is \$1,639 thousand or 7.7 percent below last year-to-date total.
- In April 2020, total operating cost was \$12.44 million including \$6.58 million for bus, \$1.14 million for CBS, \$5.24 million for rail, \$0.51 million for Elk Grove e-tran service, and Paratransit service has a credit of \$1.03 million due to prior month adjustment.
- Year-to-date, RT's cost per passenger for bus service was at \$9.91, and cost per passenger for rail service was at \$7.20. Due to COVID-19 impact, both are higher than budgeted cost per passenger by 6.2% for bus, and 4.7% for rail.
- Year-to-date, RT's passengers per revenue hour is below the District's goal by 7.6 percent for rail and above the District's goal by 0.7 percent for Bus and by same 0.7 percent for CBS.
- RT monitors the overall performance of the fleet to evaluate potential failure trends. In the month of April, combined bus service was reported at 18,955 miles between service calls, and rail service was reported at 6,347 miles between service calls.
- Year-to-date, RT's on-time performance for bus service is at 77.3 percent, which is 7.7 percent below the District's goal. On-time departures for rail service are at 96.5 percent below the goal of 97.0 percent. Completed trips for bus are 0.19% below the goal, for CBS is 0.52 percent above the District's goal, and for rail is 0.61 percent below the goal.
- The District's security statistics from RT's Police Services indicate a passenger inspection rate of 24.7 percent for the month of April 2020 compared to 22.14 percent in April of 2019.

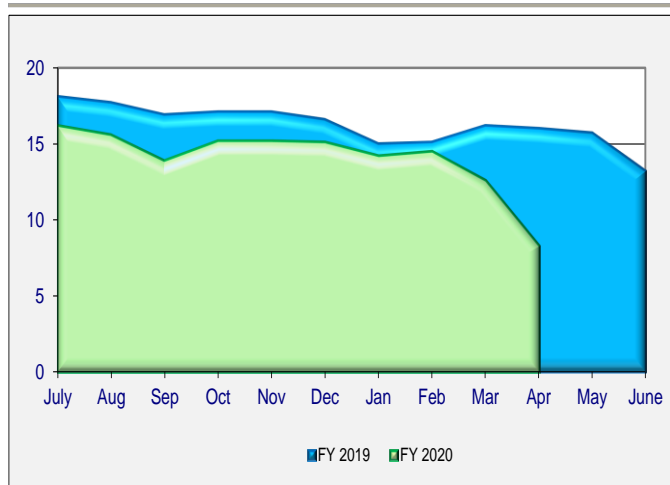


Operating Budget

Net results for FY 2020 year-to-date indicate a \$6,421 thousand positive variance to the District's FY 2020 Operating Budget. As of end of April 2020, year-to-date operating costs were under budget by \$6,967 thousand and revenues were below budget by \$546 thousand.

| Categories (\$ in thousands) | April 2020 | | | FY 2020 YTD | | |
|--|------------------|------------------|-----------------|-------------------|-------------------|-----------------|
| | Actual | Budget | Variance | Actual | Budget | Variance |
| <u>Income</u> | | | | | | |
| Fare Revenue | \$ 1,081 | \$ 2,011 | \$ (930) | \$ 19,747 | \$ 22,311 | \$ (2,564) |
| Contracted Services | 546 | 630 | (84) | 5,993 | 6,427 | (434) |
| Other Income | 825 | 403 | 422 | 9,462 | 4,029 | 5,433 |
| State & Local Revenue | 9,814 | 9,915 | (101) | 96,285 | 98,546 | (2,261) |
| Federal Revenue | 2,923 | 2,995 | (72) | 29,234 | 29,954 | (720) |
| Total | 15,189 | 15,954 | (765) | 160,721 | 161,267 | (546) |
| <u>Expenses</u> | | | | | | |
| Salaries/Fringes | 10,263 | 11,352 | 1,089 | 107,804 | 109,631 | 1,827 |
| Services | (202) | 2,330 | 2,532 | 18,960 | 22,948 | 3,988 |
| Supplies | 883 | 982 | 99 | 9,207 | 9,810 | 603 |
| Utilities | 463 | 470 | 7 | 5,686 | 5,676 | (10) |
| Insurance/Liability | 897 | 903 | 6 | 8,916 | 9,033 | 117 |
| Other Expenses | 136 | 268 | 132 | 2,610 | 3,052 | 442 |
| Total | \$ 12,440 | \$ 16,305 | \$ 3,865 | \$ 153,183 | \$ 160,150 | \$ 6,967 |
| Net Operating Surplus (Deficit) | 2,749 | (351) | 3,100 | 7,538 | 1,117 | 6,421 |

* Budget is seasonally adjusted (not straight-line budget)

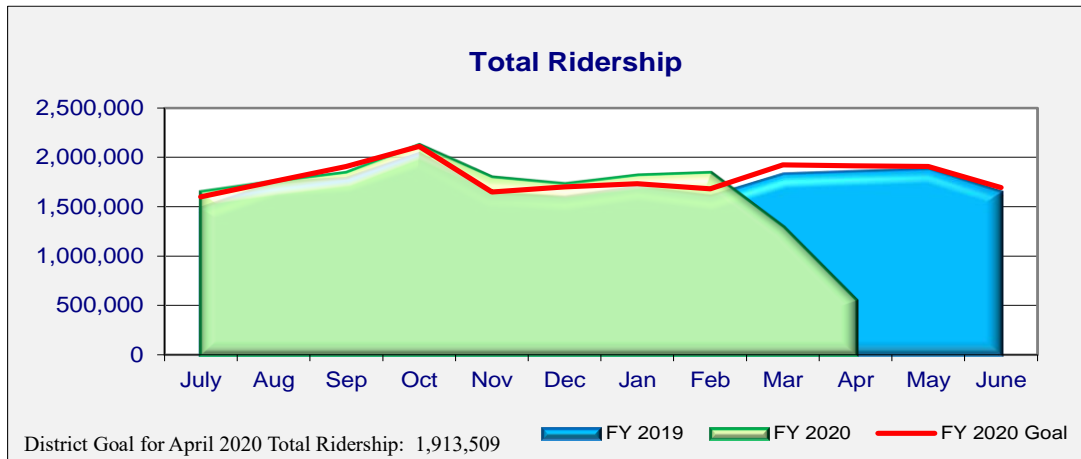


Fare Recovery Ratio

Compared to April 2019, the fare recovery ratio for April 2020 decreased by 7.7 percent.

| | APRIL | YTD | YTD GOAL | VARIANCE |
|-----------------------------------|--------------|--------------|--------------|--------------|
| FY2020 Total Fare Recovery | 8.3% | 14.1% | 15.4% | -1.3% |
| FY2019 Total Fare Recovery | 16.0% | 16.6% | 16.4% | 0.2% |
| Variance | -7.7% | -2.5% | -1.0% | |

| FARE RECOVERY | MAY 19 | JUN 19 | JUL 19 | AUG 19 | SEP 19 | OCT 19 | NOV 19 | DEC 19 | JAN 20 | FEB 20 | MAR 20 | APR 20 |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Total | 15.7% | 13.2% | 16.2% | 15.6% | 13.9% | 15.2% | 15.2% | 15.1% | 14.2% | 14.5% | 12.6% | 8.3% |
| Light Rail | 18.6% | 15.3% | 19.4% | 18.7% | 15.4% | 17.8% | 17.8% | 18.5% | 15.9% | 16.9% | 15.6% | 10.9% |
| Combined Bus | 13.3% | 11.4% | 13.5% | 13.0% | 12.6% | 13.3% | 13.2% | 12.7% | 12.9% | 12.8% | 10.5% | 6.6% |
| Bus | 14.3% | 12.1% | 14.2% | 13.8% | 13.5% | 14.2% | 14.3% | 13.7% | 13.9% | 13.8% | 11.6% | 7.4% |
| CBS | 5.4% | 5.1% | 6.8% | 6.1% | 4.6% | 5.4% | 4.9% | 4.7% | 4.6% | 4.9% | 3.4% | 2.2% |

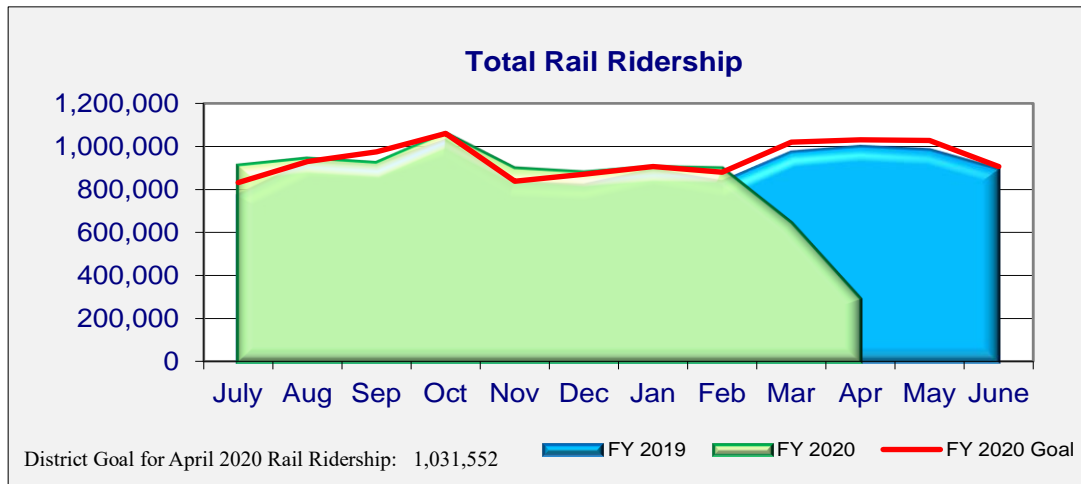


Total Ridership

Compared to April 2019, total combined bus and rail ridership for April 2020 decreased by 70.1 percent.

| | APRIL | YTD |
|-----------------|------------------|-------------------|
| FY2020 | | |
| Total Ridership | 555,991 | 16,402,285 |
| FY2019 | | |
| Total Ridership | 1,861,571 | 17,301,631 |
| Variance | -70.1% | -5.2% |

| MAY 19 | JUN 19 | JUL 19 | AUG 19 | SEP 19 | OCT 19 | NOV 19 | DEC 19 | JAN 20 | FEB 20 | MAR 20 | APR 20 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|
| 1,883,625 | 1,652,179 | 1,648,944 | 1,752,802 | 1,841,943 | 2,123,408 | 1,797,749 | 1,729,861 | 1,816,790 | 1,843,088 | 1,291,708 | 555,991 |



Light Rail Ridership

Compared to April 2019, total rail ridership for April 2020 decreased by 70.6 percent.

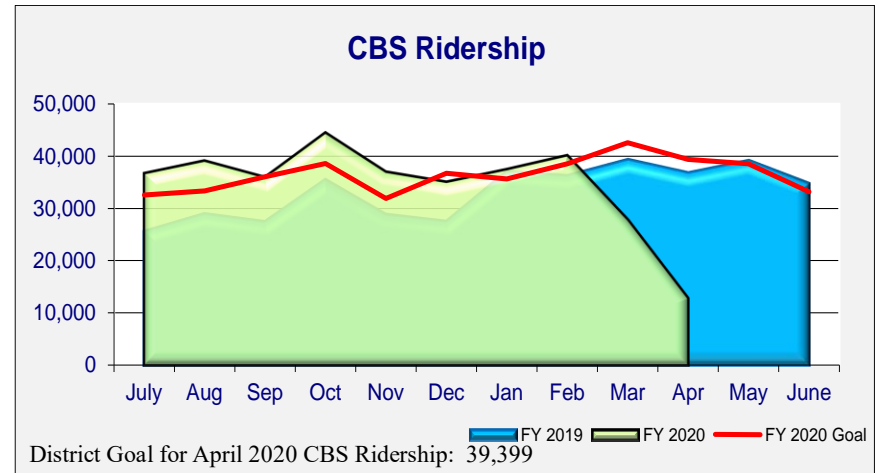
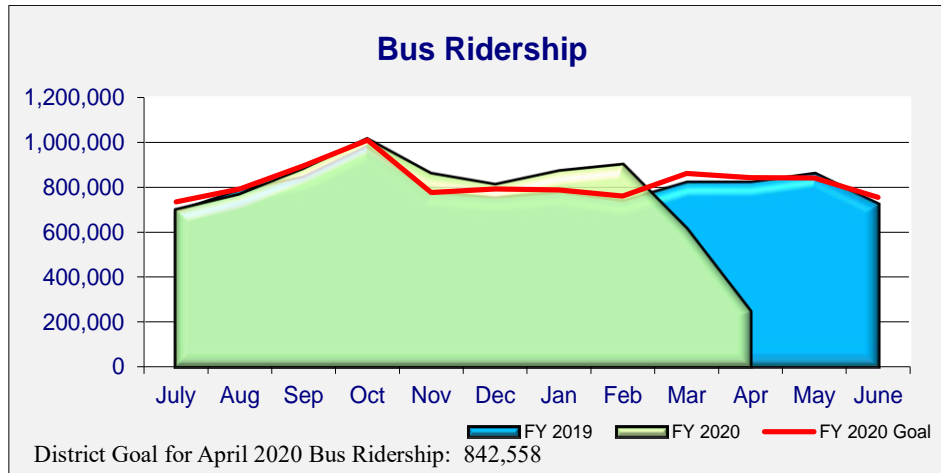
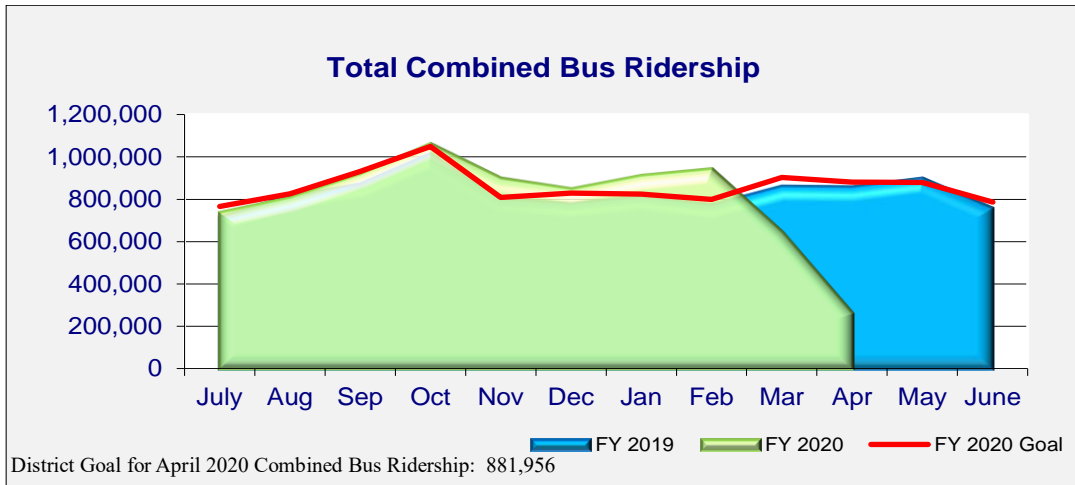
| | APRIL | YTD |
|-----------------|----------------|------------------|
| FY2020 | | |
| Rail Ridership | 294,099 | 8,380,694 |
| FY2019 | | |
| Rail Ridership | 999,923 | 8,994,287 |
| Variance | -70.6% | -6.8% |

| MAY 19 | JUN 19 | JUL 19 | AUG 19 | SEP 19 | OCT 19 | NOV 19 | DEC 19 | JAN 20 | FEB 20 | MAR 20 | APR 20 |
|---------|---------|---------|---------|---------|-----------|---------|---------|---------|---------|---------|---------|
| 983,801 | 893,853 | 913,123 | 946,115 | 925,198 | 1,063,740 | 900,315 | 882,505 | 907,018 | 900,958 | 647,623 | 294,099 |

Combined Bus Ridership

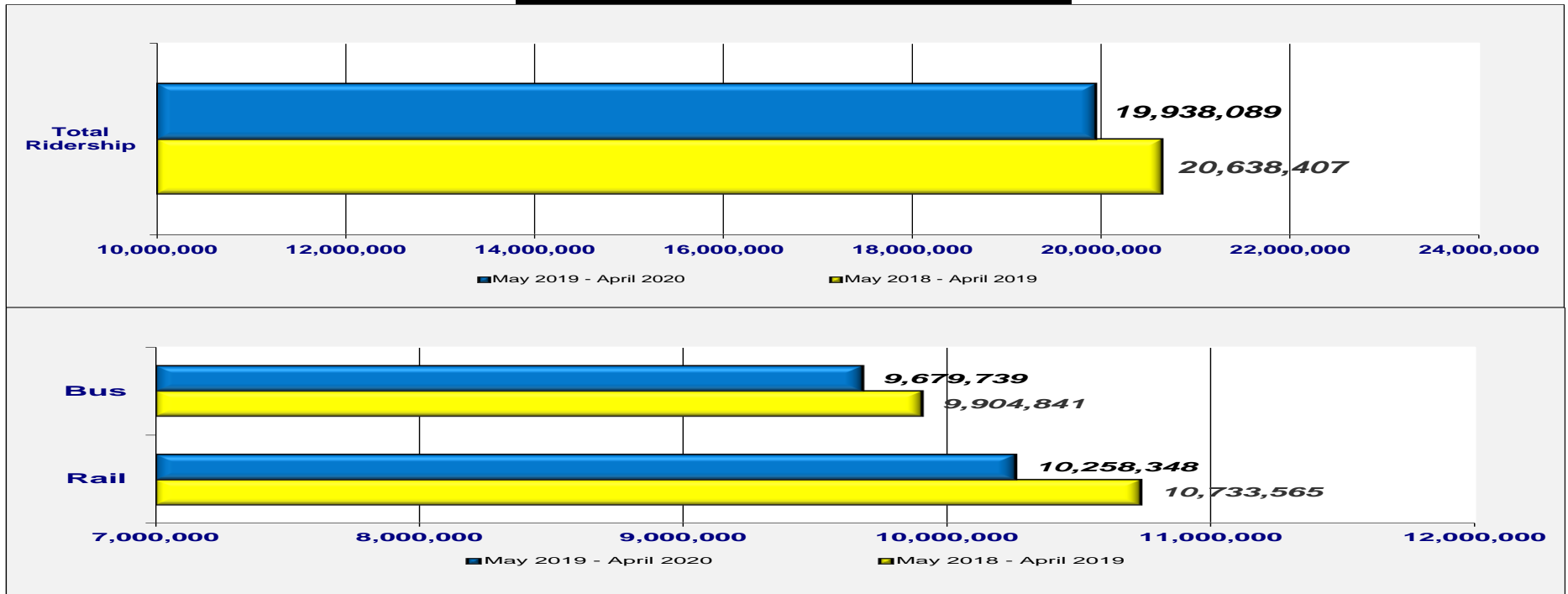
Compared to April 2019, total bus ridership for April 2020 decreased by 69.6 percent.

| | FY2020 | APRIL | YTD |
|------------------------|--------|---------|-----------|
| Combined Bus Ridership | | 261,893 | 8,021,591 |
| FY2019 | | 861,648 | 8,307,344 |
| Combined Bus Ridership | | | |
| Variance | | -69.6% | -3.4% |



| | MAY 19 | JUN 19 | JUL 19 | AUG 19 | SEP 19 | OCT 19 | NOV 19 | DEC 19 | JAN 20 | FEB 20 | MAR 20 | APR 20 |
|--------------|---------|---------|---------|---------|---------|-----------|---------|---------|---------|---------|---------|---------|
| Combined Bus | 899,824 | 758,326 | 735,821 | 806,687 | 916,745 | 1,059,668 | 897,434 | 847,052 | 909,772 | 942,130 | 644,085 | 261,893 |
| Bus | 860,775 | 723,636 | 699,170 | 767,565 | 880,795 | 1,015,206 | 860,443 | 812,316 | 872,279 | 902,019 | 616,282 | 249,051 |
| CBS | 39,049 | 34,690 | 36,651 | 39,122 | 35,950 | 44,462 | 36,991 | 34,736 | 37,493 | 40,111 | 27,803 | 12,842 |

Rolling Year Ridership Totals



**MAY 2019 – APRIL 2020
Total Ridership
19,938,089**

**MAY 2019 – APRIL 2020
Combined Bus Ridership
9,679,739**

**MAY 2019 – APRIL 2020
Rail Ridership
10,258,348**

**MAY 2018 – APRIL 2019
Total Ridership
20,638,407**

**MAY 2018 – APRIL 2019
Combined Bus Ridership
9,904,841**

**MAY 2018 – APRIL 2019
Rail Ridership
10,733,565**

Change

-700,318

-225,101

-475,217

Variance

-3.39%

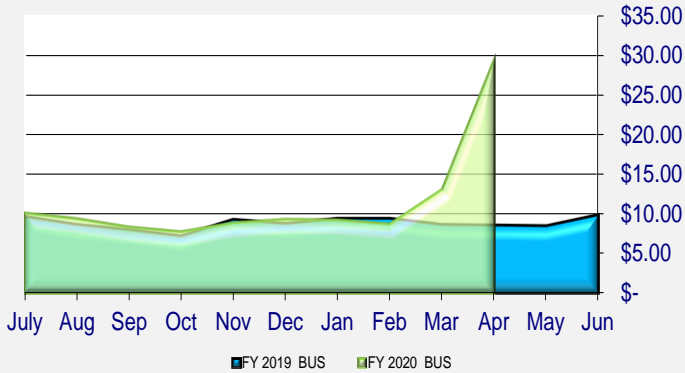
-2.27%

-4.43%

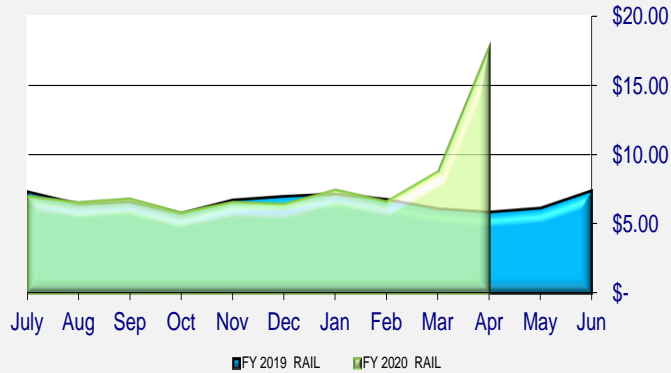
| | May-19 | Jun-19 | Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 | Jan-20 | Feb-20 | Mar-20 | Apr-20 |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|
| Total Ridership | 1,883,625 | 1,652,179 | 1,648,944 | 1,752,802 | 1,841,943 | 2,123,408 | 1,797,749 | 1,729,861 | 1,816,790 | 1,843,088 | 1,291,708 | 555,991 |
| Light Rail Ridership | 983,801 | 893,853 | 913,123 | 946,115 | 925,198 | 1,063,740 | 900,315 | 882,505 | 907,018 | 900,958 | 647,623 | 294,099 |
| Bus Ridership | 899,824 | 758,326 | 735,821 | 806,687 | 916,745 | 1,059,668 | 897,434 | 847,356 | 909,772 | 942,130 | 644,085 | 261,893 |

| | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Jan-19 | Feb-19 | Mar-19 | Apr-19 |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Total Ridership | 1,781,902 | 1,551,987 | 1,487,515 | 1,743,214 | 1,786,269 | 2,039,965 | 1,636,812 | 1,600,065 | 1,704,016 | 1,611,069 | 1,834,022 | 1,861,571 |
| Light Rail Ridership | 918,386 | 820,892 | 772,384 | 927,742 | 915,373 | 1,025,613 | 833,433 | 820,277 | 890,563 | 836,605 | 972,374 | 999,923 |
| Bus Ridership | 863,516 | 731,095 | 715,131 | 815,472 | 870,896 | 1,014,352 | 803,379 | 779,788 | 813,453 | 774,464 | 861,648 | 861,648 |

Combined Bus Cost Per Passenger



Light Rail Cost Per Passenger



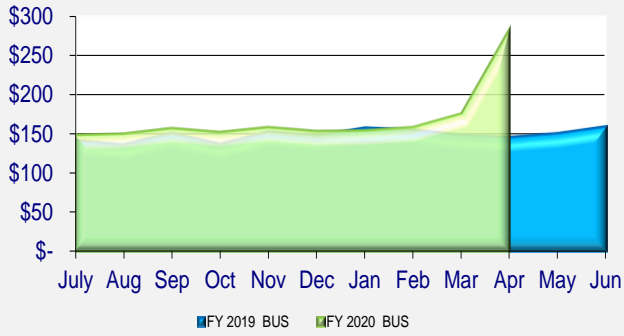
Cost Per Passenger

| | FY2020 | YTD | YTD Goal | Variance |
|--------------|--------|----------------|----------------|--------------|
| Light Rail | | \$7.20 | \$6.88 | -4.6% |
| Combined Bus | | \$9.91 | \$9.33 | -6.2% |
| Bus | | \$9.18 | \$8.53 | -7.6% |
| CBS | | \$26.19 | \$27.27 | 4.0% |

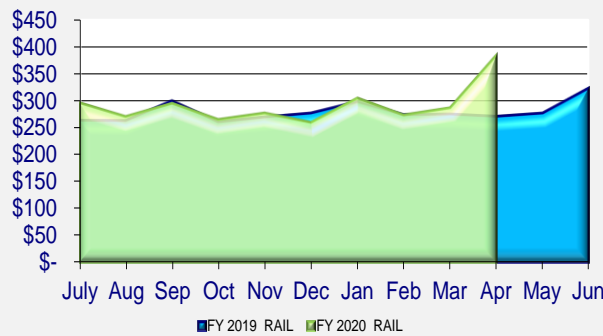
Cost Per Passenger
Light Rail
Combined Bus
 Bus
 CBS

| | MAY 19 | JUN 19 | JUL 19 | AUG 19 | SEP 19 | OCT 19 | NOV 19 | DEC 19 | JAN 20 | FEB 20 | MAR 20 | APR 20 |
|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Light Rail | \$6.08 | \$7.32 | \$7.01 | \$6.55 | \$6.81 | \$5.81 | \$6.58 | \$6.43 | \$7.46 | \$6.62 | \$8.78 | \$17.83 |
| Combined Bus | \$8.47 | \$9.85 | \$10.13 | \$9.41 | \$8.37 | \$7.76 | \$8.85 | \$9.34 | \$9.22 | \$8.72 | \$13.07 | \$29.46 |
| Bus | \$7.91 | \$9.28 | \$9.61 | \$8.86 | \$7.79 | \$7.26 | \$8.19 | \$8.66 | \$8.52 | \$8.09 | \$11.83 | \$26.40 |
| CBS | \$20.95 | \$21.88 | \$19.96 | \$20.05 | \$22.62 | \$19.03 | \$24.10 | \$25.40 | \$25.54 | \$22.99 | \$40.62 | \$88.85 |

Combined Bus Cost Per Revenue Vehicle Hour



Light Rail Cost Per Revenue Vehicle Hour



Cost Per Revenue Vehicle Hour

| | FY2020 | YTD | YTD Goal | Variance |
|--------------|--------|-----------------|-----------------|--------------|
| Light Rail | | \$285.80 | \$295.69 | 3.3% |
| Combined Bus | | \$162.78 | \$152.50 | -6.7% |
| Bus | | \$164.68 | \$152.21 | -8.2% |
| CBS | | \$149.46 | \$154.62 | 3.3% |

Cost Per Revenue Vehicle Hour
Light Rail
Combined Bus
 Bus
 CBS

| | MAY 19 | JUN 19 | JUL 19 | AUG 19 | SEP 19 | OCT 19 | NOV 19 | DEC 19 | JAN 20 | FEB 20 | MAR 20 | APR 20 |
|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Light Rail | \$276.64 | \$323.09 | \$296.30 | \$270.34 | \$294.81 | \$264.77 | \$277.12 | \$259.61 | \$304.34 | \$273.49 | \$286.40 | \$384.19 |
| Combined Bus | \$150.24 | \$158.85 | \$147.75 | \$149.68 | \$156.77 | \$151.80 | \$157.93 | \$152.72 | \$153.87 | \$157.69 | \$175.12 | \$282.47 |
| Bus | \$150.57 | \$160.83 | \$150.89 | \$151.99 | \$157.06 | \$152.77 | \$156.72 | \$151.35 | \$156.31 | \$161.67 | \$175.55 | \$316.71 |
| CBS | \$147.58 | \$143.24 | \$123.99 | \$132.26 | \$154.38 | \$143.88 | \$168.15 | \$164.57 | \$137.25 | \$132.02 | \$172.43 | \$174.03 |

**Cost Per
Revenue Mile**

**Passenger Per
Revenue Mile**

**Passenger Per
Revenue Hour**

| FY2020 | YTD | YTD Goal | Variance | YTD | YTD Goal | Variance | YTD | YTD Goal | Variance |
|------------|---------|----------|----------|------|----------|----------|-------|----------|----------|
| Light Rail | \$16.06 | \$16.53 | 2.8% | 2.23 | 2.40 | -7.2% | 39.68 | 42.96 | -7.6% |
| Bus | \$14.38 | \$13.66 | -5.3% | 1.57 | 1.60 | -2.1% | 17.95 | 17.83 | 0.7% |
| CBS | \$11.81 | \$10.65 | -10.9% | 0.45 | 0.39 | 15.5% | 5.71 | 5.67 | 0.7% |

**Bus
On – Time Performance**

**Light Rail
On – Time Departures**

| | YTD | Goal | Variance | | YTD | Goal | Variance |
|--------|-------|-------|----------|--------|-------|-------|----------|
| FY2020 | 77.3% | 85.0% | -7.7% | FY2020 | 96.5% | 97.0% | -0.5% |

Completed Trips

| FY2020 | YTD | Goal | Variance |
|------------|--------|--------|----------|
| Light Rail | 99.19% | 99.80% | -0.61% |
| Bus | 99.61% | 99.80% | -0.19% |
| CBS | 99.92% | 99.40% | 0.52% |

Mean Distance Between Service Calls (miles)

| FY2020 | YTD | Goal | Variance |
|--|--------|--------|----------|
| Light Rail Mean Distance Between Service Calls | 7,679 | 12,000 | -36.0% |
| Combined Bus Mean Distance Between Service Calls | 15,066 | 9,500 | 58.6% |

| | MAY 19 | JUN 19 | JUL 19 | AUG 19 | SEP 19 | OCT 19 | NOV 19 | DEC 19 | JAN 20 | FEB 20 | MAR 20 | APR 20 |
|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Light Rail | 7,579 | 7,908 | 8,576 | 6,089 | 6,321 | 9,399 | 8,198 | 6,771 | 8,989 | 8,876 | 7,224 | 6,347 |
| Combined Bus | 18,952 | 14,111 | 14,800 | 11,976 | 14,085 | 14,798 | 13,357 | 14,524 | 17,587 | 16,486 | 14,092 | 18,955 |

Light Rail Inspections

| | APRIL 2020 | APRIL 2019 | FY 19 YTD | FY 20 YTD |
|--------------------------------------|---------------|---------------|---------------|---------------|
| % of Passengers Inspected | 24.70% | 22.14% | 22.73% | 21.34% |
| Passengers Cited without Proper Fare | 3,006 | 3,453 | 33,173 | 22,392 |

| | MAY 19 | JUN 19 | JUL 19 | AUG 19 | SEP 19 | OCT 19 | NOV 19 | DEC 19 | JAN 20 | FEB 20 | MAR 20 | APR 20 |
|--------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| % of Passengers Inspected | 23.44% | 16.95% | 22.61% | 22.28% | 18.03% | 24.43% | 23.13% | 21.66% | 21.59% | 17.59% | 18.22% | 24.70% |
| Passengers Cited without Proper Fare | 3,549 | 2,791 | 1,967 | 1,622 | 1,508 | 2,444 | 2,461 | 2,492 | 2,724 | 1,983 | 2,185 | 3,006 |

Customer Advocacy Report

| | APRIL 2020 | APRIL 2018 | FY19 YTD | FY20 YTD | | APRIL | YTD | | | | | |
|--|--------------|--------------|---------------|---------------|---|----------|------------|--------|--------|--------|--------|--------|
| # of Customer Contacts | 720 | 1,260 | 11,894 | 12,485 | FY2020 - # of Security Related Customer Reports | 7 | 142 | | | | | |
| # of PSRs <small>Passenger Service Reports processed from contacts</small> | 1 | 8 | 117 | 63 | FY2019 - # of Security Related Customer Reports | 8 | 82 | | | | | |
| % of Security Related Customer Contacts | 0.97% | 0.63% | 0.69% | 1.14% | | | | | | | | |
| | MAY 19 | JUN 19 | JUL 19 | AUG 19 | SEP 19 | OCT 19 | NOV 19 | DEC 19 | JAN 20 | FEB 20 | MAR 20 | APR 20 |
| # of Customer Contacts | 1,316 | 1,488 | 1,754 | 1,690 | 1,567 | 1,338 | 945 | 982 | 1,218 | 1,152 | 1,119 | 720 |
| # of PSRs | 6 | 5 | 9 | 10 | 12 | 7 | 2 | 9 | 7 | 6 | 0 | 1 |
| # of Security Related Customer Reports | 16 | 16 | 22 | 11 | 22 | 23 | 10 | 14 | 12 | 13 | 8 | 7 |
| % of Security Related Customer Contacts | 1.22% | 1.08% | 1.25% | 0.65% | 1.40% | 1.72% | 1.06% | 1.43% | 0.99% | 1.13% | 0.71% | 0.97% |

Uniform Crime Reporting (UCR Crimes) on RT

| FY 2020 | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | YTD Totals |
|----------------------------|-----------|----------|-----------|----------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|------------|
| Homicide | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 |
| Rape | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 |
| Robbery | 4 | 0 | 5 | 0 | 0 | 5 | 2 | 2 | 2 | 1 | | | 21 |
| Aggravated Assault | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | | | 5 |
| Burglary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 |
| Auto Theft | 1 | 1 | 1 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | | | 9 |
| Arson | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 2 |
| Total Larceny | 35 | 6 | 7 | 7 | 19 | 7 | 7 | 10 | 7 | 1 | | | 106 |
| <i>felony larceny</i> | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 4 | 1 | 0 | | | 10 |
| <i>misdemeanor larceny</i> | 2 | 2 | 4 | 2 | 1 | 4 | 4 | 4 | 3 | 1 | | | 27 |
| <i>theft from autos</i> | 32 | 2 | 3 | 4 | 18 | 2 | 3 | 2 | 3 | 0 | | | 69 |
| Total UCR Crimes | 42 | 7 | 13 | 9 | 19 | 17 | 10 | 13 | 9 | 4 | 0 | 0 | 143 |

| FY 2019 | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | YTD Totals |
|----------------------------|-----------|-----------|----------|-----------|-----------|-----------|----------|-----------|-----------|-----------|-----------|----------|------------|
| Homicide | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rape | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Robbery | 5 | 0 | 0 | 4 | 1 | 2 | 3 | 2 | 1 | 2 | 3 | 1 | 18 |
| Aggravated Assault | 2 | 3 | 0 | 3 | 1 | 3 | 0 | 3 | 0 | 0 | 1 | 2 | 15 |
| Burglary | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Auto Theft | 3 | 4 | 0 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 3 | 0 | 15 |
| Arson | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| Total Larceny | 13 | 4 | 8 | 3 | 9 | 5 | 3 | 8 | 10 | 5 | 5 | 1 | 63 |
| <i>felony larceny</i> | 0 | 1 | 0 | 2 | 2 | 2 | 0 | 3 | 1 | 0 | 1 | 0 | 11 |
| <i>misdemeanor larceny</i> | 6 | 3 | 2 | 1 | 1 | 2 | 1 | 4 | 5 | 1 | 1 | 0 | 25 |
| <i>theft from autos</i> | 7 | 0 | 6 | 0 | 6 | 1 | 2 | 1 | 4 | 4 | 3 | 1 | 27 |
| Total UCR Crimes | 23 | 11 | 8 | 12 | 13 | 11 | 9 | 14 | 13 | 10 | 12 | 4 | 114 |

