

## **General Manager's Report July 23, 2018**

### **WATT/ I-80 ELEVATOR UPDATE**

At the June 11, 2018 Board of Directors' Meeting, there was a public comment about a person who has a visual impairment recently being stranded in an elevator at SacRT's Watt & I/80 Light Rail Station.

No complaint was filed; however, SacRT staff managed to get the gentleman's name and contact information and was able to follow up with him. The event occurred on Wednesday, June 6, 2018.

In talking with the patron, staff learned that he travels via bus to the Watt & I/80 Light Rail Station on a regular basis. On the day in question, he was in the elevator, heard a loud sound and the elevator stopped. He indicated that he found the alarm button that was marked in Braille, and pressed it at about 8:08 a.m. The customer's main concern was that he was not aware the alarm was working and feared no one knew of his plight.

Light Rail Dispatch (Metro) received the alarm and notified the Security Operations Center (SOC), also advising the SOC that the fire department was on the way. The guard at the station was notified, but was unable to open the doors of the elevator. The fire department arrived at about 8:32 a.m. and freed the occupant from the elevator.

While originally he indicated he was stuck until after 9:00 a.m., when told that SacRT records indicated that fire arrived at 8:32 a.m., he conceded it could have been less time. Staff explained the events that transpired once he hit the alarm as well as that the elevators at the station are problematic and that a solution is being worked on, but it will necessitate some time. SacRT staff apologized and followed up with a letter and some complimentary discount daily passes.

It was learned in the course of this investigation that the phone button, which is separate from the alarm and located on the other side of the elevator doors, was not working properly. The button allows Metro to be able to communicate with the occupant(s) of the elevator. This feature was not working due to the recent dialing change requiring the area code prefix to be dialed. This issue has since been rectified. Protocols have recently been updated, and the SOC will be taking on the responsibility of receiving any and all calls from SacRT elevators located at Watt & I/80 Light Rail Station, and this will streamline the process.

### **CAMPUS MASTER PLAN UPDATE**

In September 2017, the Board directed the General Manager/CEO to release a Request for Proposals (RFP) for redevelopment of SacRT's administrative campus and Bus Maintenance Facility with the ultimate goal of modernizing current and future work space planning in order to provide better customer service, enhanced productivity, more efficient operations and a safer working environment.

SacRT received two responses to the RFP that were considered responsive. However, only one response included a cost estimate and that respondent admitted that the estimate was very preliminary and subject to many variables. Staff conducted oral interviews with both responsive proposers and determined that SacRT would need to provide more information to both parties in order to refine their proposals before a full evaluation could take place.

On June 1, SacRT submitted additional information to the proposers in order for them to provide revised proposals and more detailed cost estimates. Neither proposer responded by the June 28 deadline. Based on information gathered during interviews with the proposers, SacRT is concerned with the economic feasibility of a full campus relocation and believes the financial investment involved in relocating the entire fleet and bus maintenance facility to be a significant barrier.

Since SacRT is currently not able to fund a full campus relocation project, it is in SacRT's best interest to continue to seek opportunities to relocate the administrative campus in order to address the ever increasing costs and inefficiency of residing in our current outdated facilities. Staff will return to the Board with new opportunities as they arise to address the current inadequate administrative complex.

**JUNE FINANCIALS**

Power Point Attached

**SacRT MEETING CALENDAR**

**Regional Transit Board Meeting**

August 13, 2018  
SacRT Auditorium  
5:30 P.M

August 27, 2018  
SacRT Auditorium  
5:30 P.M

September 10, 2018  
SacRT Auditorium  
5:30 P.M

**Quarterly Retirement Board Meeting**

September 12, 2018  
SacRT Auditorium  
9:00 A.M

**Mobility Advisory Council Meeting**

September 6, 2018  
SacRT Auditorium  
2:30 P.M.

November 1, 2018  
SacRT Auditorium  
2:30 P.M.

June 2018

# Finance Update and Key Performance Report

**Brent Bernegger**

VP of Finance/Chief Financial Officer

## FY 2018 – Preliminary Year-End Performance

**Month Ended June 30, 2018**

Categories (\$ in thousands)	Actual	Budget	\$ Variance	% Variance
<b>Income</b>				
Fare Revenue	\$2,154	\$2,176	(22)	-1.0%
Contracted Services	785	467	318	68.1%
Other Income	498	298	200	67.1%
State & Local Revenue	9,741	7,594	2147	28.3%
Federal Revenue	4,676	2,706	1970	72.8%
<b>Total</b>	<b>17,854</b>	<b>13,241</b>	<b>4,613</b>	<b>34.8%</b>
<b>Expenses</b>				
Salaries/Fringes	9,384	9,312	(72)	-0.8%
Services	1,772	1,990	218	11.0%
Supplies	784	740	(44)	-5.9%
Utilities	752	734	(18)	-2.5%
Insurance/Liability	2,583	653	(1,930)	-295.6%
Other Expenses	261	308	47	15.3%
<b>Total</b>	<b>15,536</b>	<b>13,737</b>	<b>(1,799)</b>	<b>-13.1%</b>
<b>Net Operating Surplus (Deficit)</b>	<b>\$2,318</b>			

**FY 2018 Preliminary Year-End**

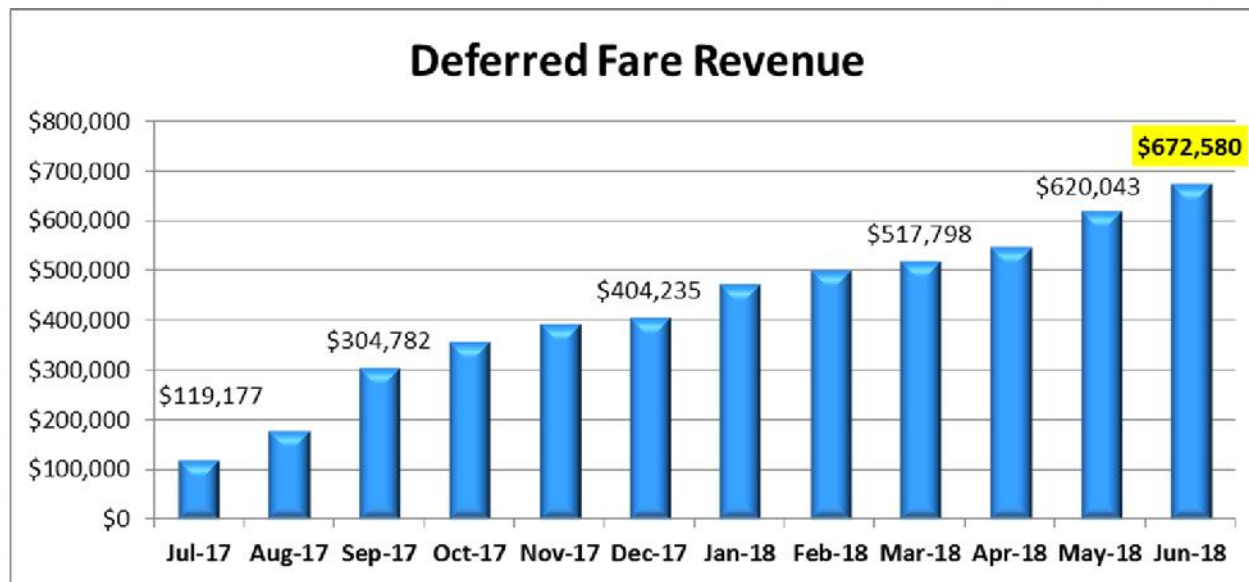
Actual	Budget	\$ Variance	% Variance
\$27,311	\$28,357	(\$1,046)	-3.7%
6,420	5,799	621	10.7%
4,641	3,578	1,063	29.7%
93,339	91,130	2,209	2.4%
33,145	32,464	681	2.1%
<b>164,856</b>	<b>161,328</b>	<b>3,528</b>	<b>2.2%</b>
108,967	109,954	987	0.9%
21,967	23,878	1,911	8.0%
9,106	8,876	(230)	-2.6%
6,850	6,762	(88)	-1.3%
9,755	7,841	(1,914)	-24.4%
2,792	4,017	1,225	30.5%
<b>159,437</b>	<b>161,328</b>	<b>1,891</b>	<b>1.2%</b>
<b>\$5,419</b>			

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

- Final audited results are anticipated to come back to the Board in December 2018.

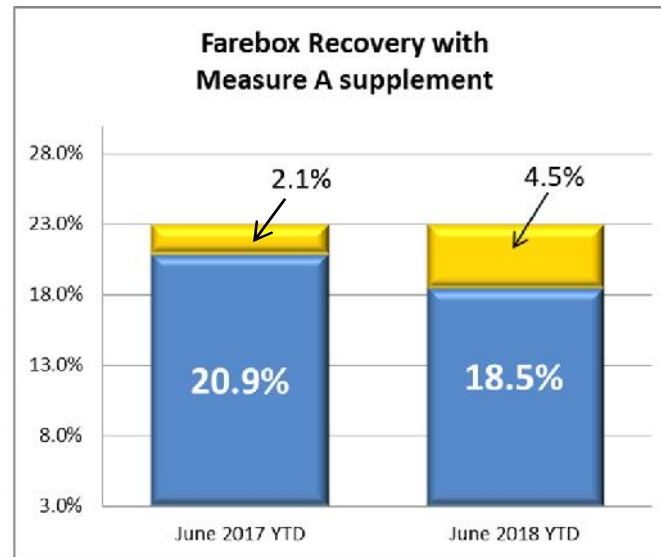
# Key Performance Indicators

## Deferred Fare Revenue



# Key Performance Indicators

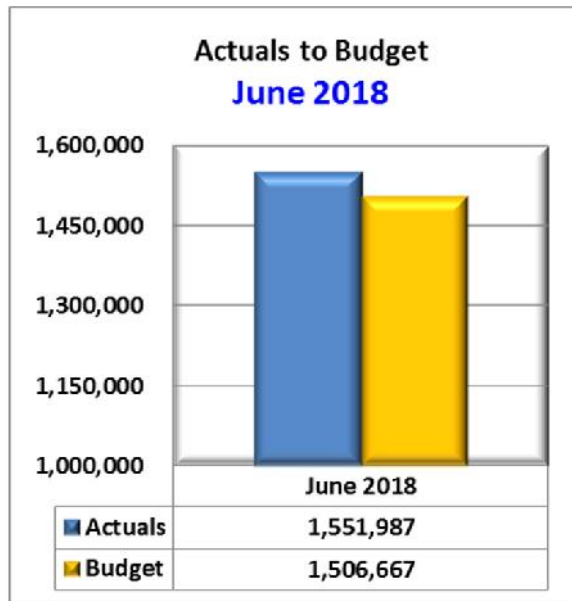
## Farebox Recovery



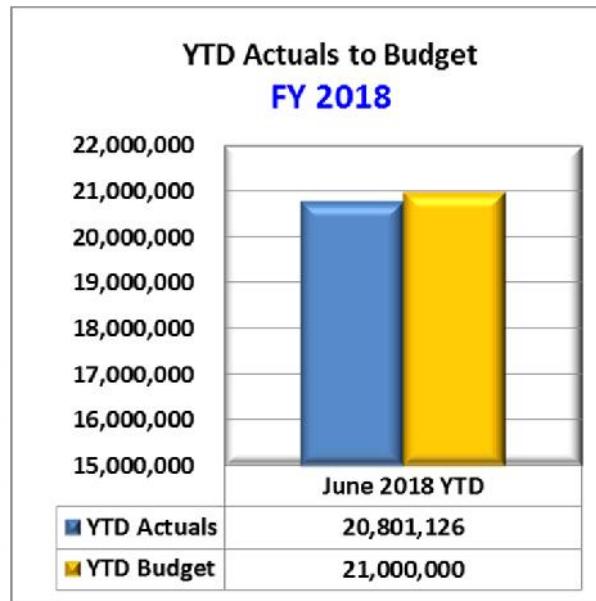
Compliant with TDA requirement of 23%.

# Key Performance Indicators

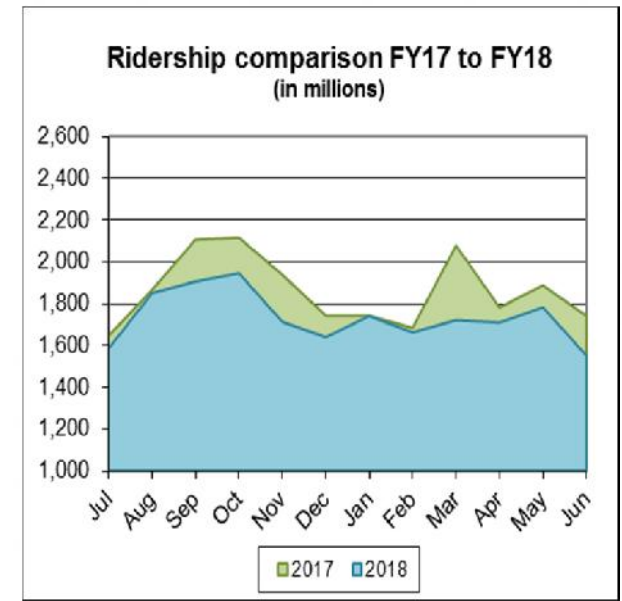
## Total Ridership Comparison



↑ 3.0%



↓ -0.9%



↓ -6.8%