



Wednesday, July 25, 2012

9:00 am

(Lunch Provided for Board Members)

**Kelly Board Room
32-505 Harry Oliver Trail
Thousand Palms, CA 92276**

NOTE: IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUNLINE AT (760) 343-3456. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE SUNLINE TO MAKE REASONABLE ACCOMMODATION TO ENSURE ACCESSIBILITY TO THIS MEETING.

**THE CHAIR REQUESTS THAT ALL CELLULAR PHONES
AND PAGERS BE TURNED OFF OR SET ON SILENT
MODE FOR THE DURATION OF THE BOARD MEETING.**

AGENDA TOPICS

RECOMMENDATION

1. **Call to Order**
Chairman Robert Spiegel
2. **Flag Salute**
3. **Roll Call**
4. **Presentations**
None.
5. **Finalization of Agenda**
6. **Correspondence**
None.

7. Closed Session

- a) Closed Session: public employee appointment of Agency General Counsel pursuant to Government Code Section 54957 of the California Government Code.
- b) Closed session to review the employee performance evaluation of the General Manager, pursuant to Government Code Section 54957 of the California Government Code.

8. Public Comments**Receive Comments**

(NOTE: Those wishing to address the Board should complete a Public Comment Card and will be called upon to speak.)

NON AGENDA ITEMS

Anyone wishing to address the Board on items not on the agenda may do so at this time. Each presentation is limited to 3 minutes.

AGENDA ITEMS

Anyone wishing to address specific items on the agenda should notify the Chair at this time so those comments can be made at the appropriate time. Each presentation is limited to 3 minutes.

9. Board Member Comments**Receive Comments**

Any Board Member who wishes to speak may do so at this time.

----- **ACTION** -----

10. Consent Calendar**Approve**

All items on the Consent Calendar will be approved by one motion, and there will be no discussion of individual items unless a Boardmember requests a specific item be pulled from the calendar for separate discussion. The public may comment on any item.

- a) Minutes of the June 27, 2012 Board of Directors Meeting (Pages 1-10)
- b) Checks over \$1,000 for June, 2012 (Pages 11-13)
- c) Credit card statement for June, 2012 (Pages 14-16)
- d) Monthly Budget Report for June, 2012 (To be provided at September meeting)
- e) Contract Report – nothing to report.
- f) Ridership Report for June, 2012 (Pages 17-18)
- g) SunDial Operational Notes for June, 2012 (Page 19)

11. Change Order with El Dorado National to Include Avail System in New Buses (C. Mikel Oglesby) Approve

Request to the Board to authorize General Manager to execute a Change Order, amending contract with El Dorado National to include the Avail System in the two new fuel cell buses. (Page 20)

12. Administration Building and Transit Hub Construction Contract (C. Mikel Oglesby) Approve

Request to the Board to authorize General Manager to execute a contract for construction of the Administration Building and Transit Hub, and authorize changes within a ten percent change contingency. (Pages 21-22)

13. Resolution Updating Signatures on Bank Accounts (C. Mikel Oglesby) Approve

Request to the Board to approve the attached Resolution updating bank signature cards to reflect newly elected Agency officers for FY 2013 and removal of immediate past Chairman. (Pages 23-24)

14. Approval of Bus Stop Changes/Simme-Seat Purchase & Installation (Joseph Forgiarini) Approve

Request to the Board to approve bus stop changes and the purchase and installation of Simme-Seats. (Pages 25-33)

15. Committee Appointments (Chairman Robert Spiegel)

Chairman to appoint Committee assignments.

16. General Manager's Report (C. Mikel Oglesby)

17. Next Meeting Date

September 26, 2012
12 o'clock Noon – Kelly Board Room
32-505 Harry Oliver Trail
Thousand Palms, CA 92276

18. Adjourn

MINUTES
SunLine Transit Agency
Board of Directors Meeting
June 27, 2012

A regular meeting of the SunLine Transit Agency Board of Directors was held at 12:00pm on Wednesday, June 27, 2012 in the Kelly Board Room at SunLine Transit Agency, 32-505 Harry Oliver Trail, Thousand Palms, CA 92276.

1. Call to Order

The meeting was called to order at 12:00 p.m. by Chairman Eduardo Garcia.

2. Flag Salute

Mayor Yvonne Parks led all in a salute to our flag.

3. Roll Call

Completed.

Members Present

Eduardo Garcia, Chairman, Mayor, City of Coachella
Robert Spiegel, Vice Chairman, Mayor, City of Palm Desert
Yvonne Parks, Mayor, City of Desert Hot Springs
Rick Hutcherson, Councilmember, City of Palm Springs
Bud England, Councilmember, City of Cathedral City
G. Dana Hobart, Councilmember, City of Rancho Mirage
Patrick Mullany, Councilmember, City of Indian Wells
Don Adolph, Mayor, City of La Quinta
Glenn Miller, Mayor, City of Indio

Members Absent

John J. Benoit, Supervisor, County of Riverside

Guests:

Britt Wilson, City of Rancho Mirage
Joseph Pradetto, Office of Supervisor Benoit
Colin Atagi, The Desert Sun
Michal Brock, Yellow Cab
Bill Meyers, Yellow Cab
Gadi Srulovitz, Yellow Cab
Mabu Hossein, Desert City Cab
Harry Incs, American Cab
Scott Russo, American Cab
Peter Kurzon, American Cab
Francesco Giura, American Cab
Kimberly Webb, Public

Staff:

C. Mikel Oglesby, General Manager
Jeffrey Goldfarb, Interim Legal Counsel
Carolyn Rude, Special Asst. to the General Manager/Clerk of the Board
Polo Del Toro, Director of Operations
Joe Forgiarini, Director of Transit Planning
Mike Morrow, Interim Director of Maintenance
Tommy Edwards, Contracting Officer Technical Representative
Rudy LeFlore, Procurement Consultant
Michael Jones, Manager Taxicab Administration
Manny Garcia, Operations Senior Supervisor
David Manriquez, Safety Specialist
Ivanna Samokish, Safety and Security Coordinator
Rick Barone, Procurement Officer
Frank Shardy, Facilities Maintenance Supervisor
Vanessa Mora, Accounting Clerk
Diann Chumney, Desktop Publisher
Anita Petke, Transit Planning Assistant
Amy Heilman, Coin Counter
Karen Thomas, Administrative Assistant

4. Presentations

General Manager, Mikel Oglesby presented the outgoing Chairman of the Board, Mayor Eduardo Garcia with a gavel representing and acknowledging his leadership. Oglesby thanked the Chairman for his service during a challenging time, which included ongoing taxi franchise issues, as well as union negotiations. Oglesby stated that Chairman Garcia's professional demeanor and his ability to keep focused on the issue at hand enabled the Board and staff to move through challenges to find resolution. Oglesby stated that the Chairman attended and spoke at many of the Agency's events, including the celebration of the Agency's 35th anniversary and the employee holiday celebration. The employees appreciated his participation at the event. Oglesby stated that he looks forward to the Chairman's continued support as a Board member. Chairman Garcia stated that he considers himself a student, constantly learning. As Chairman, he was given a huge opportunity to learn about the Agency in depth and dealing with challenges in adversary situations as it relates to policy and how the efforts as a Board member, affects the quality of life related to transportation in the community. Chairman Garcia thanked each Board member as he has learned from each of one.

5. Finalization of Agenda

Interim Legal Counsel, Jeffrey Goldfarb, stated that an urgency item to approve the Memorandum of Understanding (M.O.U.) between SunLine and the Amalgamated Transit Union Local 1277 is needed to be added to the agenda. He stated that there is an urgent situation that requires the addition of this item to this agenda due to the risk of potential work stoppage if it is not approved. The item "Approval of M.O.U. becomes agenda item 18a. Vice Chairman Spiegel moved for approval of the agenda

with added urgency item. The motion was seconded by Mayor Miller and approved by a unanimous vote.

6. Correspondence

None.

7. Closed Session

At 12:05pm Chairman Garcia announced that the Board would move into Closed Session.

- a) Closed Session - Conference on Labor Negotiations pursuant to Government Code Section 54957.6: C. Mikel Oglesby. Employee Organization: Amalgamated Transit Union, Local 1277 representing drivers, mechanics and other trades.
- b) Closed session to review the employee performance evaluation of the General Manager, pursuant to Government Code Section 54957 of the California Government Code.
- c) Closed Session: public employee appointment of Agency General Counsel pursuant to Government Code Section 54957.

At 1:20p.m. Chairman Garcia announced the return to open session. Interim Legal Counsel, Jeffrey Goldfarb announced that regarding labor negotiations, the M.O.U. has been added to the Agenda for purpose of ratification as 18a. Mr. Goldfarb also stated that Closed Session b, the review of the General Manager, is a continued item.

8. Public Comments

NON AGENDA ITEMS:

None.

AGENDA ITEMS:

None.

9. Board Member Comments

Councilmember England stated the following: "I would like to congratulate you (Chairman Garcia) and thank you for all of your hard work; I know what it is like. I would also like to thank SunLine staff for helping to move a bus stop. Both the property owner and the business owner are very thankful; we had a couple of community people also thanking SunLine and staff for making this happen. It was basically a person who was blind - not completely blind, but had some challenges. They had to navigate into that area that wasn't conducive for them. A lot of people came together to get this worked out. Please extend our thanks for the assistance."

Chairman Garcia stated that SunLine General Manager attended the CVAG Homelessness Committee. He stated that he is an alternate and there was a discussion about transportation to Roy's. The Chairman stated that in his opinion, staff did a good job of explaining the intricacies of providing transit to an area where there is very little with the exception of the center. He stated that he felt the meeting was

productive and at future meetings the committee will be presented with the real hard costs of SunLine providing services to that area and what is currently being paid for. The Chairman stated that in his opinion, it looks like what the CVAG Homelessness Committee is paying for transportation is far, far less than what it would cost SunLine to provide transportation to that Center. The Chairman stated that hopefully the conversation will conclude and they can look in other ways of providing that transportation.

10. Consent Calendar

Mayor Adolph moved for approval of the consent calendar. The motion was seconded by Vice Chairman Spiegel and was approved by a unanimous vote.

11. Overview of the FY 2013 Budget

General Manager, Mikel Oglesby stated that over the past six months, staff has been working very hard on the budget. Over the past two months, the Finance Committee has met twice, and was presented with the issues that staff was dealing with. Oglesby stated that before the Board he believes is a very efficient budget. He stated that the budget has a modest increase of \$101,000 from FY 2012 to FY 2013. This was difficult to do as there was some additional costs added this year that was absorbed into the budget. He stated a few of the additional costs are as follows: 2% increase of wages for union employees; estimated increase in benefit costs - health care 15%; dental - 9%; vision - 10%; long term disability/short term life - 10%. He stated that we have a PERMA revision, which came up during an audit. We are to carry our PERMA costs in a different manner; instead of expensing it, it is to be carried as a deposit. Therefore, it has to be put in the budget, which increased the budget \$543,477. Oglesby stated that was actually absorbed. He stated that we added additional funding for new general counsel contract. In addition, the new Riverside Commuter Service required a modest increase. Oglesby stated that one of the ways we offset some of the dollars, was to utilize a new FTA ruling allowing the capitalization of a portion of fuel expenses. That was \$439,000. He stated we were able to apply for grant funds and through the assistance of RTA, we were able to get \$360,000 toward the commuter service. SunLine now only pays roughly \$60,000. Oglesby stated that staff will be taking a close look and will keep an eye on that due to the fact that we are anticipating revenues to also offset costs. So if the ridership isn't there, and the revenues don't work out in an eight to twelve month period, we will be back at the table again discussing this. Oglesby stated that we also streamlined and reorganized various departments - Risk Management was created and we changed the Safety Department. We restructured the Parts Room and we were also able to fill some positions that needed to be filled. Oglesby then stated that from the capital side, the capital budget is programmed to spend an additional \$2.7 million in capital projects. They include a myriad of things of which the Board has been informed. Oglesby stated we are going to continue bus rehab; we are going to be putting out two new additional American fuel cell buses. He stated that we are also excited to be breaking ground for SunLine's new administrative building. He stated that, as he has stated many times, there is nothing more permanent than a temporary facility, and he believes we have

been in these temporary facilities long enough. Oglesby stated the details were provided to the Finance Committee and we do have the revenues to cover all.

Mayor Adolph congratulated SunLine on submitting a balanced budget, especially under the current economic situation.

Councilmember Hobart asked if we have positions in the budget that are fully funded that are empty. Oglesby verified that Councilmember Hobart is asking if there are positions that are now vacant that are intended to be filled in the fiscal year. Oglesby stated yes, there are a few that we are trying to move forward and fill. He stated that it fluctuates. For example, bus operators, it fluctuates up and down. Councilmember Hobart asked to be provided with positions that are currently open. Oglesby stated, yes. One thing that staff tried to do in the budget and was done in the past – is a listing of positions filled, unfilled, etc. He stated it became confusing when we tried to layout what position control is versus the budgeted; so staff took that column out. Councilmember Hobart asked to add to it, how long it is going take. Oglesby stated absolutely.

Chairman Garcia thanked staff and the Finance Committee that met several times to look at the budget. He thanked the organizational folks that are not present at this meeting – the bus drivers, mechanics. He stated that all should be proud of the fact that we were able to come to an understanding and an agreement at the bargaining table and to now move forward with the budget as well.

12. Public Hearing on the Budget

Chairman Garcia opened for the public hearing on the budget. There were no public comments. Chairman Garcia closed the public hearing.

13. Approval of the FY 2013 Operating & Capital Budget

Mayor Adolph moved to approve the draft SunLine Transit Agency budget for FY 2013. Vice Chairman Spiegel seconded the motion and was approved by a unanimous vote.

14. Approval of Short Range Transit Plan for FY 2013-2015

Director of Transit Planning, Joseph Forgiarini, addressed the Board stating that before them is the planning document that must be publicly available and sets the Agency's course for the next three years. He stated in terms of service improvements, there is one - the Riverside Commuter Service. There are twelve capital items which are documented in the Board report. Vice Chairman Spiegel moved for approval. Councilmember England seconded the motion and was approved by a unanimous vote.

15. Resolution to Obtain Grant Funding

Director of Transit Planning, Joseph Forgiarini, addressed the Board stating that the Resolution before them is to grant authorization to the General Manager to apply

and/or accept federal grant funds. Mayor Adolph moved for approval. Vice Chairman Spiegel seconded the motion and was approved by a unanimous vote.

16. Resolution Authorizing Access to FTA's Transportation Electronic Award and Management System

Director of Transit Planning, Joseph Forgiarini addressed the Board stating that the Resolution before them is to enable staff access to FTA's TEAM system to complete legal, planning, financial and reporting activities. Councilmember England moved for approval. Mayor Adolph seconded the motion and was approved by a unanimous vote.

17. Approval of the Riverside Commuter Route

Director of Transit Planning, Joseph Forgiarini addressed the Board stating that the Riverside Commuter Express Bus Service being proposed today is to be implemented September 10, 2012. He stated that as previously advised in a past Board meeting, it's a \$306,000 project, which includes two morning trips from the Valley to Riverside, and two return trips in late afternoon. He stated that public hearings were held in June to obtain public comments. A total of 50 comments were received. He stated that most comments were favorable. The biggest issue of concern was the early departures in the morning. Our regular network in the Valley is not operating that early in the morning. Mr. Forgiarini stated that in order to fully resolve this problem, we really need additional funds to add a later trip. Staff is recommending that the Board approve as we continue to pursue the public concerns as we can find additional funds. Councilmember England asked what happens after the two years of funding ends. Mr. Forgiarini stated that the JARC and New Freedom funding, which is supposed to be half of the funding package, comes up for renewal at the end of this year for reauthorization of another two years. This project is late in the implementation. The program takes us through to early September of 2014. Mayor Miller stated that there was an issue discussed in the Finance Committee, that there is no bus service that can take people from Indio, Coachella or other areas to the drop off. He stated that the Committee talked about looking at the route after eight months to see if the route makes feasible sense. Mayor Miller stated that staff asked for \$500,000 in grant funding of which we received half of that amount. You can't provide half the amount when it comes to funding transportation. Mayor Miller stated that if we had received the entire \$500,000 we could have had different start times throughout the day where people could utilize the service. Mayor Miller stated that we are at this time, stuck, but will look at the program in eight months. The key will be how many people utilize the service as it stands. Councilmember England asked for updates. Oglesby stated that we need to get the service going and then give quarterly updates.

Vice Chairman Spiegel moved for approval. Mayor Adolph seconded the motion and was approved by a unanimous vote.

18. Election of Officers for FY13

Chairman Garcia stated that the Nominating Committee met to discuss the selection of the Chairman and the Vice Chairman for FY 13. He stated that they looked at the history of the officers, and there seemed to be a sequence. Chairman Garcia nominated the City of Palm Desert, Mayor Robert Spiegel, as Chairman, and City of Desert Hot Springs, Mayor Yvonne Parks as the Vice Chairman. Mayor Garcia made a motion to accept the nominations. Councilmember England seconded the motion with no opposition.

18a. Ratification of the Memorandum of Understanding

The Memorandum of Understanding between SunLine Transit Agency and Amalgamated Transit Union Local 1277 effective April 1, 2009 through March 31, 2014 was ratified by the Board of Directors. Mayor Parks moved to ratify the M.O.U. Vice Chairman Spiegel seconded the motion and was approved by a unanimous vote with the exception of the City of Rancho Mirage representative, Councilmember Hobart, who voted no. The motion carries.

19. City of Rancho Mirage Resolution

Chairman Garcia stated the following: "I asked that this be put on the agenda for discussion although at this point, it is moot." Mayor Hobart stated: "Okay, let's move to receive and file." Chairman Garcia stated: "Receive and file – I did want to get some direction from the Board in terms of either responding or clarifying some of the points made in the Resolution. So that is the purpose of putting it on the agenda." Councilmember England stated the following: "I do have one exception to receive and file. And the reason being is the Resolution that was presented to us by the City of Rancho Mirage has quite a few half truths involved. And so I take exception to the 'receive and file'." Mayor Hobart stated: "It didn't get a second (motion) anyways. Councilmember England further stated: "The problem is that there is a document that is floating out there. And the document has been predicated - that it paints this Board as not doing its judiciary responsibility in dealing with the bargaining unit in good faith. Those terms were pre determined before a lot of us were on the Board. The General Manager was going down the road with the bargaining union trying to resolve the differences that we had. I can say that I think I attended all the meetings – closed session and open session – and I thought it was inappropriate – I am referring to Dana's arguments – some of them were very valid; however, hearing the arguments at the Board meeting in the Board Room, which is the appropriate place to hear them, is fine. We all have input and we can all say whatever we want to say to what represents the community. But to have another document come back to us as far as a resolution from another City, doesn't sit well, because basically, it is the tail that is wagging the dog – if I can use that term correctly. How would the Board of Rancho Mirage know what is best for the Board of SunLine and/or the Board of Cathedral City, or any other community that is out there - especially predicating a lot of the information on a report that was given to them by the Desert Sun. We know that the Desert Sun reports on information that is in the public arena, not information that is in closed session. All of that is executive privilege, so to speak. So the challenge is that this document is out there and what do you do with it? Do you have a rebuttal to it and say

'this is the truth of the matter'? Or do you let it stand on its own legs and say Rancho Mirage has a gripe - it could be any community - this document stands on its own legs and is accurate. For myself, it doesn't work for me. It needs to be removed from the public arena. I don't know how that happens. But it needs to be taken back and gotten rid of in the appropriate way. I think in hindsight, we will all look at this document and we will all look at the whole process of where we were in the beginning to where we are at today after we ratified this contract and say we did follow the course; we did operate in good faith; we did give the General Manager the authority to deal with this bargaining union; we did support him and kept in the loop. I was kept in the loop the whole way. In turn, I kept our City Council in the loop the whole way."

Councilmember Hobart stated: "Certainly I can respond to the misstatements that Mr. England has made. I wasn't kept in the loop. I first learned that we had made a last, best and final offer to the Union through the newspaper. I sent e-mails to a variety of people asking for clarification – how did it happen. Did we advocate our responsibility to approve the last, best and final offer before it went to the Union? Nobody bothered to tell me when or how or where. I got no answers back from anyone. I was stonewalled and I felt that we have an obligation – at least I certainly feel I have one – I have an obligation to represent the City of Rancho Mirage, as a member of the JPA and a SunLine Board member, I believe it is my obligation to participate in the determination of what is a last, best and final offer. Once that offer had been made in the form, if it was accepted in the form, it puts us in the position of having to ratify something that we didn't authorize in advance. Not one of the cities here has ever made a last, best and final offer to the unions or the employee associations in their cities without first having reviewed it and giving approval for it to go to the bargaining units. I, for one – you say that all this authority was given some years ago before some of us were on the Board." Councilmember England stated: "I didn't say that – I said the process. You are being specific about words that are being used." Councilmember Hobart further stated: "I am being specific; let me finish my specificity. I checked with you to see if I had used the right word. You say no - the process. This is not a process that I know anything about where we had said we leave to our General Manager the decision as to what offers will be made in all of the various categories to the bargaining units – the mechanics and the bus drivers. I never heard about it and I would never have consented to it if I did because that is not the role of the General Manager; that is our role. I believe firmly in protecting our roles and frankly, I wouldn't with draw that for any reason." Councilmember England further stated: "Well herein lies the problem – a lot of this was discussed in closed session and you missed a couple of closed sessions." Councilmember Hobart stated: "I didn't miss where we authorized the last, best and final offer; that never happened in closed session."

Mayor Parks stated the following: "We have on at least three occasions – correct me if I'm wrong – at least three occasions where our bargaining representative has been here and discussed exactly what direction they were taking; exactly how and where we stood with the Union and got our support to go forward in the direction that they were going, and if I'm not mistaken, with the last, best and final offer from Tom Hock. At

least three times he was here telling us each time where they were and how we were progressing. And to have one of the Board members who evidently was not present at these Board meetings; who was not present at these closed sessions – to take it upon himself to say that we had not followed procedure and that we have given them authority without a consensus of the Board, I think is wrong; I think it is misleading and I would support whatever Mr. England has as far as how we pull that (document) out of the air and clarify that it was misrepresented.” Councilmember Hobart stated the following: “I think you are rewriting history.” Councilmember England stated: “The fact of the matter, Dana, is that Rancho Mirage created the document and it can un-create the document knowing that it is factually incorrect.” Councilmember Hobart stated: “You don’t know that it is factually incorrect. We have never.... “

Chairman Garcia stated: “I need to chime in. I think that we know where this is going. Obviously the position of Rancho Mirage is that it stands as is. In one of the closed sessions we did have a conversation where our labor negotiation attorney was here and clarified many of the points that the Resolution raised. Perhaps the direction should be if I can make a recommendation as the Chairman – maybe the last recommendation – is that we put something in writing from the labor negotiation attorney that clarifies the points that were raised in the Resolution so that it is something for the record on our behalf that the Agency can send over not only to the City of Rancho Mirage, but to the other cities because it was a matter that was publicized. All of the cities raised questions – so once and for all it can be clarified.”

Vice Chairman Spiegel asked the following question: “How long were the drivers without a contract?” Oglesby stated: “Since 2009.” Vice Chairman Spiegel stated: ‘Unfortunately, you (Councilmember Hobart) were not on the SunLine Board in 2009. There were decisions that were made about what Mike was going to offer to the Union prior to you joining, with our direction.” Councilmember Hobart stated: “It would have been awfully easy to say all of this when I had written e-mails to the two of you, in particular – I think you - I will have to go back and check – asking about this last, best and final offer. I never got answers. I only got answers – responses – after. Nobody ever provided responses up until then.” Vice Chairman Spiegel stated: “I think that is the big problem – it was discussed prior to...” Councilmember Hobart further stated: “I asked ‘when did we authorize this?’ Everybody here has got e-mails to that effect. And nobody answered those e-mails. And I’m not one to have a brick wall put to my face and expect me to like it.”

Mayor Miller stated the following: “This is one – I don’t know if you want to sit here and hash this out. I would like to see what kind of letter goes out. Because based on what Dana is saying – he is saying he is not getting communication to him personally. To send a letter out – and I’m not against it – rebutting it, you are going to have to get times and dates of when things happened” Chairman Garcia stated: “The letter would be more specific to the Resolution and whether or not it merits if it is valid or not. The letter should come from labor counsel. There was an individual during a closed session and I think the Mayor of Rancho Mirage was here as an alternate, where she clarified many of the points raised in the Resolution. I think it was prior to

the Resolution even coming out." Mayor Miller stated: "I just want to make sure the letter doesn't come from the City of Indio and so that it gets put to bed so we don't get a response, because we need a lot more energy...." Chairman Garcia instructed Mr. Oglesby to get a letter of response from the labor attorney that sat during closed session."

Mayor Adolph stated the following: "You know I have never had any problems finding out just exactly what is happening. I got on the phone and I called him. And we had a conversation and he brought me up to date whenever I had a comment or question. So I knew he was there. We had conversations." Councilmember Hobart asked: "E-mails don't count?" Mayor Adolph further stated: "You know sometimes it is difficult – it is nice to be able to talk to people rather than use a machine." Councilmember Hobart stated: "Well when you get an e-mail from me, when our General Manager does...he can make a phone call to me." Mayor Adolph stated: "I made phone calls and I talked to him. You get more communication...." Chairman Garcia stated: "I think we got some direction and we will move forward and we will wait to see that correspondence."

20. General Manager's Report

Mikel Oglesby addressed the Board. He stated that once again the SunLine team successfully completed the 2012 CHP vehicle, terminal, driver records, and drug and alcohol program inspection/audit with a satisfactory rating. Oglesby thanked staff for their continued hard work and dedication. He then informed the Board of the very large turnout of bidders who are interested in building the new administration building-a total of 36 subcontractors and general contractors. Oglesby stated that we have taken some big steps on the upgrade of our Zweig Educational Center. The goal is to have an interactive, informational facility. Oglesby assured the Board that when it is completed, it will not disappoint. In closing, he thanked Mayor Garcia and stated that he looks forward to working with the new Chairman and Vice Chairman.

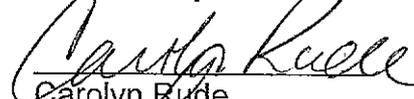
21. Next Meeting Date

Chairman Garcia announced that the next regular meeting of the Board of Directors will be held on July 25, 2012 at 12 noon – Kelly Board Room, 32-505 Harry Oliver Trail, Thousand Palms, CA 92276.

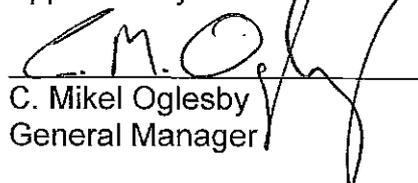
22. Adjourn

Chairman Garcia adjourned the meeting at 1:15p.m.

Respectfully Submitted


Carolyn Rude
Clerk of the Board

Approved By:


C. Mikel Oglesby
General Manager

Date: 7/12/12

**SunLine Transit Agency
Checks \$1,000 and Over
For the month of June 2012**

NOTE: 1). Bold check payments represent "pass through" payments that were, or will be reimbursed to SunLine under the provisions of specific grants or contracts. 2). Underlined check payments represent "shared" payments with SunLine and specific vendors/employees.

Vendor Name	Description	Check #	Check	Amount
<u>CREATIVE BUS SALES, INC.</u>	<u>DAR EXPANSION VEHS (13)</u>	<u>654707</u>	<u>6/26/2012</u>	<u>\$1,330,765.5</u>
HEALTH NET	Group Health Ins Prem	654532	6/14/2012	\$202,375.91
UNION BANK	Pension Deposits	654568	6/14/2012	\$79,875.33
UNION BANK	Pension Deposits	654698	6/22/2012	\$79,253.08
PERMA - Insurance	Gen Lib/WC	654665	6/22/2012	\$74,418.75
SO CAL GAS CO.	Utilities	654681	6/22/2012	\$63,413.16
<u>TURBO IMAGES</u>	<u>Bus Decals/Logos</u>	<u>654696</u>	<u>6/22/2012</u>	<u>\$22,013.33</u>
IMPERIAL IRRIGATION DIST	Utilities	654642	6/22/2012	\$20,194.43
GOODYEAR TIRE	Bus Tire Lease	654626	6/22/2012	\$20,090.40
<u>TURBO IMAGES</u>	<u>Bus Decals/Logos</u>	<u>654567</u>	<u>6/14/2012</u>	<u>\$19,212.85</u>
MUNITEMPS STAFFING	Finance Interim Director	654651	6/22/2012	\$17,935.00
<u>LEFLORE GROUP LLC, THE</u>	<u>Project Management</u>	<u>654482</u>	<u>6/8/2012</u>	<u>\$15,337.58</u>
<u>C.V.A.G.</u>	<u>Federal JARC Funding</u>	<u>654586</u>	<u>6/22/2012</u>	<u>\$13,144.05</u>
RUTAN & TUCKER, LLP	Legal fees	654553	6/14/2012	\$10,492.83
HARTFORD LIFE	Employee Benefits	654630	6/22/2012	\$10,413.30
HARTFORD LIFE	Employee Benefits	654531	6/14/2012	\$10,300.46
<u>DESERT AIR CONDITIONING, INC.</u>	<u>A/C REPAIR AND SALES</u>	<u>654606</u>	<u>6/22/2012</u>	<u>\$8,668.06</u>
EPLER COMPANY, THE	Pension Consultant	654521	6/14/2012	\$8,227.88
GRAPHTEK INTERACTIVE	Custom Web Site Design	654628	6/22/2012	\$8,000.00
PRO FINANCIAL SERVICES	Finance Consultant	654550	6/14/2012	\$6,637.50
COLONIAL LIFE & ACCIDENT	Supplemental Insurance	654594	6/22/2012	\$6,591.20
CUMMINS CAL PACIFIC, LLC	Bus Repair Parts	654600	6/22/2012	\$6,208.38
<u>GRAINGER</u>	<u>Facility Maintenance</u>	<u>654529</u>	<u>6/14/2012</u>	<u>\$6,166.20</u>
G & K SERVICES	Uniform service	654624	6/22/2012	\$5,884.79
METLIFE SBC	Dental Insurance	654537	6/14/2012	\$5,704.66
CUMMINS CAL PACIFIC, LLC	Bus Repair Parts	654515	6/14/2012	\$5,684.45
ALEXANDER COHN, ESQ	Legal Services	654498	6/14/2012	\$5,678.53
<u>TRAPEZE GROUP</u>	<u>SunDial Software Mtce</u>	<u>654566</u>	<u>6/14/2012</u>	<u>\$5,202.00</u>
<u>HYDRO TEK SYSTEMS INC.</u>	<u>Pressure Washers</u>	<u>654639</u>	<u>6/22/2012</u>	<u>\$5,026.54</u>
NAME WITHHELD	Insurance Losses	654577	6/22/2012	\$5,000.00
<u>LONG ELECTRIC, INC.</u>	<u>Facility Electrician</u>	<u>654483</u>	<u>6/8/2012</u>	<u>\$4,958.00</u>
MOORE MAINTENANCE & JANITORIAL	Janitorial Servs	654650	6/22/2012	\$4,633.00
NEW FLYER	Bus Parts	654657	6/22/2012	\$4,576.32
<u>CDW GOVERNMENT, INC</u>	<u>Software/Hardware</u>	<u>654589</u>	<u>6/22/2012</u>	<u>\$4,310.06</u>
AMALGAMATED TRANSIT UNION	Union Dues	654574	6/22/2012	\$4,142.10
AMALGAMATED TRANSIT UNION	Union Dues	654500	6/14/2012	\$4,142.10
WOODRUFF, SPRADLIN & SMART,	Legal Services	654496	6/8/2012	\$3,922.25
CNTY OF RIVERSIDE DEPARTMENT OF	Hazardous Mat. Permit	654593	6/22/2012	\$3,685.00
<u>TOTAL-WESTERN</u>	<u>Sun Fuel Parts</u>	<u>654493</u>	<u>6/8/2012</u>	<u>\$3,429.42</u>

SunLine Transit Agency
Checks \$1,000 and Over
For the month of June 2012

NOTE: 1). Bold check payments represent "pass through" payments that were, or will be reimbursed to SunLine under the provisions of specific grants or contracts. 2). Underlined check payments represent "shared" payments with SunLine and specific vendors/employees.

Vendor Name	Description	Check #	Check	Amount
TELEPACIFIC COMMUNICATIONS	Telephone Service	654689	6/22/2012	\$3,301.88
OFFICE DEPOT	Office Supplies	654660	6/22/2012	\$3,235.95
<u>RCTC</u>	<u>Federal JARC Funding</u>	<u>654670</u>	<u>6/22/2012</u>	<u>\$2,979.08</u>
KENNY STRICKLAND, INC.	Lubricants & Oils	654645	6/22/2012	\$2,927.30
<u>CALIFORNIA STATE DISBURSEMENT</u>	<u>Employee Garnishment</u>	<u>654506</u>	<u>6/14/2012</u>	<u>\$2,921.34</u>
<u>CALIFORNIA STATE DISBURSEMENT</u>	<u>Employee Garnishment</u>	<u>654587</u>	<u>6/22/2012</u>	<u>\$2,921.34</u>
PERMA - Insurance	Gen Lib/WC	654547	6/14/2012	\$2,772.08
<u>MCNICHOLS COMPANY</u>	<u>Zweig Education Center</u>	<u>654649</u>	<u>6/22/2012</u>	<u>\$2,481.23</u>
SAFETY-KLEEN CORPORATION	Solvent Tank Service	654674	6/22/2012	\$2,437.43
OFFICETEAM	Temporary Services	654661	6/22/2012	\$2,356.98
PRINTING PLACE, THE	Agency Printing	654666	6/22/2012	\$2,338.18
<u>AMERICAN CAB</u>	<u>Taxi Voucher Program</u>	<u>654575</u>	<u>6/22/2012</u>	<u>\$2,307.00</u>
<u>EYE MED</u>	<u>Employee Benefits</u>	<u>654522</u>	<u>6/14/2012</u>	<u>\$2,239.20</u>
BURRTEC WASTE & RECYCLING	Facility Trash Removal	654584	6/22/2012	\$2,232.31
<u>HOME DEPOT CRD SRVS</u>	<u>Zweig Education Center</u>	<u>654638</u>	<u>6/22/2012</u>	<u>\$2,077.97</u>
FLEET-NET CORPORATION	Software & Licenses	654621	6/22/2012	\$2,040.00
SOUTHWEST NETWORKS, INC.	Network Consultants	654683	6/22/2012	\$2,028.17
NAPA AUTO PARTS	Vehicle Repair Parts	654540	6/14/2012	\$2,023.80
ALLIEDBARTON SECURITY SERVICES	Security Services	654573	6/22/2012	\$1,970.96
VALLEY OFFICE EQUIPMENT, INC.	Fax/Copier Supplies	654702	6/22/2012	\$1,820.85
KENNY STRICKLAND, INC.	Lubricants & Oils	654480	6/8/2012	\$1,778.75
MAGALDI & MAGALDI, INC.	Repair Parts	654646	6/22/2012	\$1,769.37
NAME WITHHELD	Insurance Losses	654644	6/22/2012	\$1,750.00
<u>YELLOW CAB OF THE DESERT</u>	<u>Taxi Voucher Program</u>	<u>654705</u>	<u>6/22/2012</u>	<u>\$1,750.00</u>
VERIZON WIRELESS	Wireless Cell Service	654704	6/22/2012	\$1,692.81
CARQUEST OF THE DESERT	Repair Parts	654510	6/14/2012	\$1,674.68
GRAINGER	Facility Maintenance	654627	6/22/2012	\$1,596.68
VERIZON	Communications	654703	6/22/2012	\$1,556.77
CUMMINS CAL PACIFIC, LLC	Bus Repair Parts	654473	6/8/2012	\$1,528.16
OFFICETEAM	Temporary Services	654545	6/14/2012	\$1,513.61
SAFETY-KLEEN CORPORATION	Solvent Tank Service	654491	6/8/2012	\$1,503.00
NEW FLYER	Bus Parts	654542	6/14/2012	\$1,497.37
GFI GENFARE	Fare box	654477	6/8/2012	\$1,473.09
NEW FLYER	Bus Parts	654487	6/8/2012	\$1,470.18
KENNY STRICKLAND, INC.	Lubricants & Oils	654536	6/14/2012	\$1,466.26
DAIMLER BUSES NORTH AMERICA, INC.	Repair Parts	654474	6/8/2012	\$1,459.38
<u>TOPS N BARRICADES, INC.</u>	<u>Elect Serv Bus Stops</u>	<u>654563</u>	<u>6/14/2012</u>	<u>\$1,440.62</u>
TRI-STATE PUMP, INC.	Sun Fuel Parts	654495	6/8/2012	\$1,387.20
FRANCHISE TAX BOARD	Taxes Payable	654622	6/22/2012	\$1,355.57

**SunLine Transit Agency
Checks \$1,000 and Over
For the month of June 2012**

NOTE: 1). Bold check payments represent "pass through" payments that were, or will be reimbursed to SunLine under the provisions of specific grants or contracts. 2). Underlined check payments represent "shared" payments with SunLine and specific vendors/employees.

Vendor Name	Description	Check #	Check	Amount
EISENHOWER OCCUPATIONAL	Medical-Exams and Testing	654611	6/22/2012	\$1,265.00
CUMMINS-ALLISON CORP.	Contract Service-General	654601	6/22/2012	\$1,242.45
SMARTDRIVE SYSTEMS, INC.	Security Equipment	654680	6/22/2012	\$1,240.00
OFFICE DEPOT	Office Supplies	654544	6/14/2012	\$1,222.42
SUN CHEMICAL	Bus & Facility Cleaner	654685	6/22/2012	\$1,215.42
COSTCO-HSBC BUSINESS SOLUTIONS	Boardroom Supplies	654597	6/22/2012	\$1,197.20
BASIN VALVE COMPANY-SIGNAL HILL	CNG/Hydrogen Station Parts	654580	6/22/2012	\$1,124.01
CARRIER TRANSICOLD	Repair Parts	654588	6/22/2012	\$1,060.49
ENTERPRISE MEDIA	Public Notice	654614	6/22/2012	\$1,051.20
DESERT ALARM, INC.	Security Services	654607	6/22/2012	\$1,000.00
TOTALFUNDS BY HASLER	Postage Supplies	654692	6/22/2012	\$1,000.00

Total of Checks Over \$1,000	\$2,207,409.18
Total of Checks Under \$1,000	\$38,896.69
Total of All Checks for the Month	\$2,246,305.87

Total Amount of Checks Prior Years Same Month	\$1,749,152.71
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June Statement for activity from May 22, 2012 through Jun. 21, 2012
 SUNLINE TRANSIT
 C MIKEL OGLESBY (CPN 000648533)

Inquiries: 1-866-552-8855
 BUS 7 13 Page 1 of 3

Your Visa® Business Card account at a glance ... Account

Activity Summary	
Previous Balance	\$903.12
Payments	\$903.12CR
Other Credits	\$0.00
Purchases	\$1,488.16
Balance Transfers	\$0.00
Advances	\$0.00
Other Debits	\$0.00
Past Due Amount	\$0.00
Fees Charged	\$0.00
Interest Charged	\$0.00
New Balance	\$1,488.16
Credit Line	\$34,000.00
Available Credit	\$32,511.84
Statement Close Date	Jun. 21, 2012
Days in Billing Cycle	31

Payment Information	
New Balance	\$1,488.16
Minimum Payment Due (Current Month)	\$15.00
Minimum Payment Due (Past Due)	\$0.00
Total New Minimum Payment Due	\$15.00
Payment Due Date	Jul. 17, 2012
Late Payment Warning: If we do not receive your minimum payment by the date listed above, you may have to pay up to a \$39.00 Late Fee and your APRs may be increased up to the Penalty APR of 28.99%.	

To reduce or avoid paying additional fees and interest charges on your purchase balance, pay the total new balance of \$1,488.16 by 07/17/12. Any cash balance or balance transfer balance will continue to accrue daily interest until the date your payment is received.

Transactions

Post Date	Trans Date	Ref. Nbr	Description of Transaction	Amount	Notation
Payments and Other Credits					
06/04	06/04		PAYMENT THANK YOU	\$903.12CR	-----
Purchases and Other Debits					
05/29	05/25	2713	AMERICAN 0012368257590 DALLAS TX	\$350.00	-----
			OGLESBY/CHARLE 06/01/12 PALMSPRINGS TO DALLAS		
06/07	06/04	6300	DALLAS TO PALMSPRINGS OMNI DALLAS CON CTR HT DALLAS TX	\$1,138.16	-----

Continued on Next Page

No payment is required, however please use coupon when making additional payments. CPN 000648533

Automatic Payment

Your Account Number:
 Your new full balance of \$1,488.16 will be automatically deducted from your account on 07/05/12.

To change your address or for Cardmember Service please call:
 1-866-552-8855 **Every Hour! Every Day!**

000035608 1 MB 0.404 106481657652127 P

SUNLINE TRANSIT
 C MIKEL OGLESBY
 32505 HARRY OLIVER TRL
 THOUSAND PLMS CA 92276-3501





June Statement for activity from May 22, 2012 through Jun. 21, 2012
 SUNLINE TRANSIT
 C MIKEL OGLESBY

Inquiries: 1-866-552-8855
 Page 2 of 3

Transactions

Post Date	Trans Date	Ref. Nbr	Description of Transaction	Amount	Notation
			05/31/12 FOR 04 NIGHTS FOLIO: 111161		

2012 Totals Year-to-Date:	
Total Fees Charged in 2012	\$0.00
Total Interest Charged in 2012	\$0.00

Company Approval *(This area for use by your company)*

Signature/Approval: _____ Accounting Code: _____

Interest Charge Calculation

Your Annual Percentage Rate (APR) is the annual interest rate on your account.

** APR for current and future transactions.

Balance Type	Balance By Type	Balance Subject to Interest Rate	Variable	Interest Charge	Annual Percentage Rate	Expires with Statement	Interest Free Period
**BALANCE TRANSFER	\$0.00	\$0.00	YES	\$0.00	13.99%		NO
**PURCHASES	\$1,488.16	\$0.00	YES	\$0.00	13.99%		YES
**ADVANCES	\$0.00	\$0.00	YES	\$0.00	20.99%		NO

Important Messages

Your payment of \$1488.16 will be automatically deducted from your bank account on 07/05/2012. Please refer to your AutoPay Terms and Conditions for further information regarding this account feature.

ACTION NEEDED: Contact us to select a new AutoPay date! Due to a change in our payment processing system, it is necessary to select a new AutoPay date (the date your payment is automatically made each month).

To easily change your AutoPay date via the web: Log onto your account at myaccountaccess.com ---> Select "Manage Payments" ---> Select "View Autopay" ---> Select "Edit" ---> Under "Payment Day", select your new payment date. Or, you may call Cardmember Service at 800-208-7215 to select a new AutoPay date - it is quick and easy!

Save time and money by consolidating your debt into one monthly payment. Check your mail for a great offer or call Cardmember Service today for information on a great rate.

Pacific Western Bank
SunLine Transit Agency Visa Credit Card Statement
Closing Date: June 21, 2012

Detail:

05/29/12	American Airlines	Airfare change– G.M. American Public Transportation Foundation Mtg.	\$350.00
06/07/12	Omni Dallas	Hotel charges – G.M. American Public Transportation Foundation Mtg.	\$1138.16

Payments/Credits

06/04/12	Payments		\$903.12 CR
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Note: All travel is included in the Board approved FY 2012 budget.



SunLine Transit Agency Monthly Ridership Report June - 2012

FY
2011 & 2012

	Jun 2012	Jun 2011	May 2012	Month Var.	% Var.	FY 2012 YTD	FY 2011 YTD	YTD Var.	% Var.	Bikes		Wheelchairs	
										Monthly	YTD	Monthly	YTD
Fixed Route													
Line 14 DHS/PS	38,668	38,687	45,992	(19)	0.0%	519,958	492,231	27,727	5.6%	1,298	15,017	284	4,717
Line 15 DHS	7,230	6,224	8,796	1,006	16.2%	97,262	66,680	30,582	45.9%	123	1,424	33	934
Line 24 PS/CC	13,293	12,747	17,524	546	4.3%	192,019	167,608	24,411	14.6%	314	3,547	143	1,529
Line 30 CC/PS	58,872	57,993	69,295	879	1.5%	788,174	732,610	55,564	7.6%	1,866	22,049	555	6,304
Line 32 PD/TP/PS	18,639	17,766	22,542	873	4.9%	245,758	205,954	39,804	19.3%	941	10,079	143	1,040
Line 53 PD/IW	4,056	3,389	4,765	667	19.7%	51,349	39,159	12,190	31.1%	186	1,456	31	219
Line 70 La Quinta	15,942	15,430	22,549	512	3.3%	248,393	221,949	26,444	11.9%	620	8,036	80	444
Line 80 Indio	10,547	17,881	11,878	(7,334)	-41.0%	183,252	224,290	(41,038)	-18.3%	199	3,009	130	2,225
Line 81 Indio	7,569		8,296	7,569	0.0%	49,779	-	49,779	0.0%	182	932	75	525
Line 90 Coachella/Indio	16,792	16,835	19,303	(43)	-0.3%	224,930	209,492	15,438	7.4%	481	5,470	156	2,032
Line 91 Cch/Th/Mecca	17,769	16,488	22,325	1,281	7.8%	233,627	189,226	44,401	23.5%	386	4,545	49	527
Line 111 PS/Indio	119,531	121,164	134,630	(1,633)	-1.3%	1,602,416	1,485,253	117,163	7.9%	4,017	52,283	1,015	11,711
Fixed route total	328,908	324,604*	387,895	4,304	1.3%	4,436,917	*4,045,018	391,899	9.7%	10,613	127,847	2,694	32,207
Demand Response													
SunDial	10,669	10,255	11,455	414	4.0%	124,720	110,462	14,258	12.9%				
System total	339,577	334,859	399,350	4,718	1.4%	4,561,637	4,155,480	406,157	9.8%				

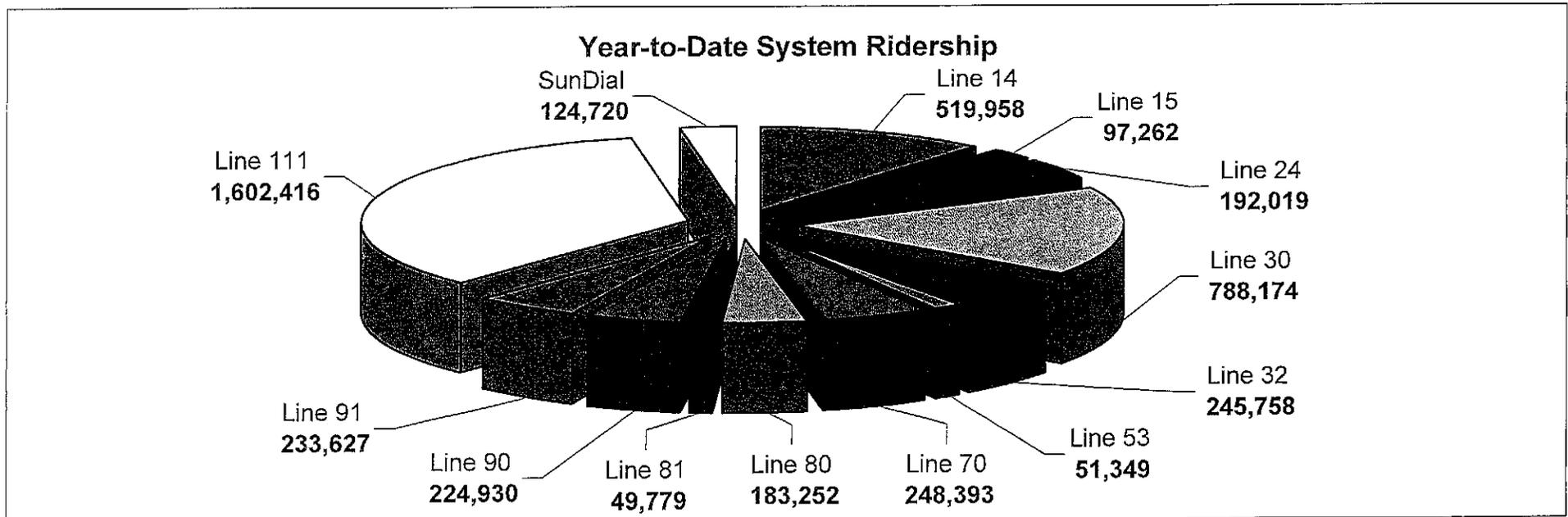
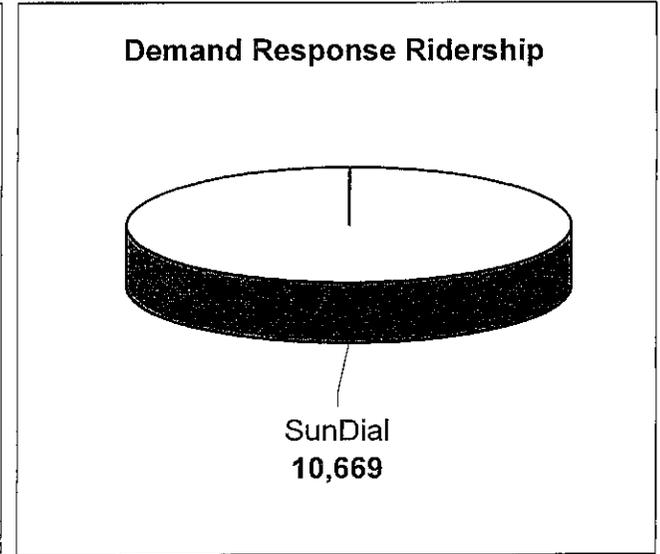
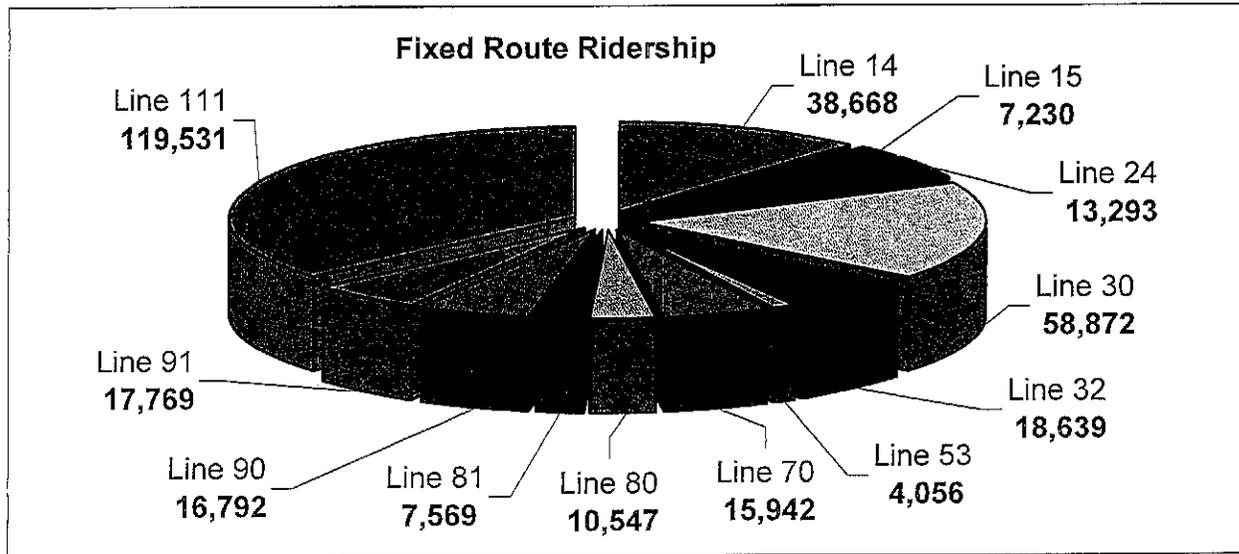
Please note:

Line 80 was separated into Lines 80 and 81 in January 2012. The percentage variances for Line 80 is calculating ridership before the routes where separated.

* FY 2011 YTD total ridership includes data for Line 50 (10,566 passengers). Line 50 was discontinued on September 4, 2010; fixed route and system totals are accurate.

Issued: 7/9/2012

SunLine Transit Agency Monthly Ridership Report June - 2012





Complimentary Paratransit Service
Serving Persons with Disabilities Throughout the Coachella Valley

SunDial Operational Notes
June 2012

1. ON-TIME PERFORMANCE

<u>Last Year</u>	<u>This Year</u>	
91.5	92.3	Total trips carried in the on-time window
836	795	Total trips late during the month
9,909	9,715	Total trips

2. RIDERSHIP and MILEAGE

<u>Last Year</u>	<u>This Year</u>	
10,255	10,699	Total passengers for the month
84,413	87,780	Total miles traveled for the month

3. SAFETY

<u>Last Year</u>	<u>This Year</u>	
0	0	Total preventable accidents

4. RIDE-A-LONG & ONBOARD EVALUATIONS

<u>Last Year</u>	<u>This Year</u>	
1	0	Total Ride-a-Long Evaluations
1	6	Total Onboard Inspections
2	0	Total Safety Evaluations

5. DENIALS

<u>Last Year</u>	<u>This Year</u>	
0	0	Total Denied Trips

6. WHEELCHAIR BOARDINGS

<u>Last Year</u>	<u>This Year</u>	
1,611	1,611	Total Mobility Device Boarding's

cc: Mikel Oglesby, Carolyn Rude, Polo Del Toro, Mannie Thomas, Jim Rayl, Diane Beebe

SunLine Transit Agency

DATE: July 25, 2012 **ACTION**
TO: Board of Directors
FROM: General Manager
RE: El Dorado Change Order to Include Avail System in New Fuel Cell Buses

Recommended Action

Recommend that the Board of Directors authorize General Manager to execute a Change Order to amend the contract with El Dorado National. The Change Order extends the scope of work to include the Avail System in the next two new fuel cell buses for an additional estimated cost of \$60,000.

Background

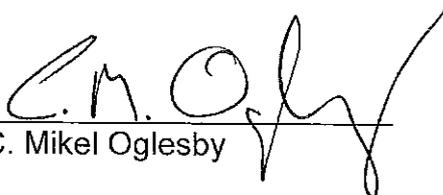
SunLine's Purchasing Manual authorizes the General Manager to approve Change Orders at a value less than \$25,000. This Change Order has an estimated value that exceeds that dollar threshold.

The Federal Transit Administration (FTA) awarded SunLine Transit Agency two additional fuel cell buses modeled after the American Fuel Cell Bus.

In July 2012, SunLine entered in to a contract with El Dorado for the purchase of two bus gliders, roof covers and hydrogen storage systems that will be integrated in to the fuel cell buses by BAE Systems. The original Board approval did not include the Avail System. The proposed Change Order will incorporate the Avail System to El Dorado's Statement of Work. The Avail System includes Automatic Vehicle Location (AVL) capabilities, Mobile Data Terminals (MDT), and Automatic Voice Announcers (AVA).

Financial Impact

SunLine was awarded 90 percent of the funding for this project in November 2011. The remaining 10 percent will come from local STA funds.


C. Mikel Oglesby

SunLine Transit Agency

DATE: July 25, 2012 **ACTION**
TO: Board of Directors
FROM: General Manager
RE: Administration Building and Transit Hub Construction Contract

Recommendation

Recommend that the SunLine Board of Directors delegate the General Manager authority to execute a contract for construction of the Administration Building and Transit Hub in the amount of \$9,823,275, subject to FTA concurrence and review and approval as to form by SunLine Legal Counsel, and authorize changes within a ten percent change contingency.

Background

SunLine has completed the design of the Administration Building and Transit Hub. This design was presented to the Board of Directors. SunLine publicized the bid on its website and advertised the bid in newspapers of general circulation including the Desert Sun in May 2012. SunLine received bids on July 12, 2012. The Penta Building Group, located in Palm Desert California, provided the low bid. Many of the subcontractors for this project are local firms which should help with the local economy.

Penta submitted a defective Buy America Certification that requires FTA concurrence prior to replacement of the defective certification and acceptance by SunLine. If concurrence is not obtained, Penta will be disqualified and staff will make a recommendation on how to proceed to the Board of Directors.

SunLine expects that the construction will be complete in the 4th quarter of 2013.

Financial Impact

This project is within the approved project budget. Funding for this project consists of approximately 85 percent Proposition 1B funds and approximately 15 percent Federal Transit Administration Funds.


C. Mikel Oglesby



**BID OPENING/ TABULATION RECORD
CONSTRUCTION OF SUNLINE'S ADMINISTRATION BUILDING
IFB 12-025**

OPENING DATE: _____ July 12, 2012

TIME: _____ Due by 2pm. Opening at 2:30pm

BIDDER/ PROPOSER NAME	ADDRESS, CITY, STATE, ZIP	BID BOND RECEIVED	AMOUNT (BIDS ONLY)
Davis/ Reed Construction, Inc.	12250 El Camino Real, Suite 325 San Diego, CA. 92130	Yes	\$10,149,000.00
Doug Wall Construction, Inc.	78450 Ave. 41 Bermuda Dunes, CA. 92203	Yes	\$10,725,000.00
F & H Construction	1115 E. Lockeford Street Lodi, CA. 95240	Yes	\$10,963,000.00
Harbor Construction, Inc.	15520 Rockfield Blvd., Suite B Irvine, CA. 92618	Yes	\$11,077,000.00
The PENTA Building Group	36917 Cook Street, Suite 102 Palm Desert, CA. 92211	Yes	\$9,823,275.00
RDP / SCI, Inc.	83777 Avenue 45 Indio, CA. 92201	Yes	\$11,956,000.00
USS Cal Builders, Inc.	8051 Main Street Stanton, CA. 90680	Yes	\$11,427,000.00

SunLine Transit Agency

DATE: July 25, 2012 **Action**
TO: Board of Directors
FROM: C. Mikel Oglesby
RE: Resolution Updating Signatories on Bank Accounts

Recommendation

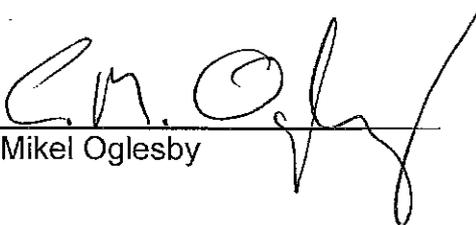
Recommend that the Board of Directors approve the attached Resolution updating signatories on bank accounts as follows: add new Vice Chairman of the Board, Yvonne Parks; change title of Robert A. Spiegel from Vice Chairman to Chairman; remove Eduardo Garcia as Chairman.

Background

It is necessary for SunLine Transit Agency to update bank signature cards with the change in SunLine officers for FY 2013 to include new Vice Chairman of the Board, Yvonne Parks, remove former Chairman Eduardo Garcia and to change title of Robert A. Spiegel from Vice Chairman to Chairman. This Resolution allows Mayor Spiegel and Mayor Parks to sign all Agency bank accounts.

Fiscal Implications

None.


C. Mikel Oglesby



SunLine Transit Agency

RESOLUTION No. _____

**RESOLUTION OF THE BOARD OF DIRECTORS
OF SUNLINE TRANSIT AGENCY TO CHANGE
AUTHORIZED SIGNATURES ON ALL SUNLINE
TRANSIT AGENCY BANK ACCOUNTS**

WHEREAS, SunLine Transit Agency has a number of existing bank accounts with Pacific Western Bank; and

WHEREAS, The Board of Directors desires to add to the designated signatories of the accounts, Vice Chairman of the Board, Yvonne Parks, change title of Robert A. Spiegel from Vice Chairman to Chairman, and remove former Chairman, Eduardo Garcia.

NOW THEREFORE, BE IT RESOLVED that any two of the signatories are required for any check issued over \$25,000, with the exception of items listed in SunLine Checks Policy.

Approved and Adopted this 25th day of July, 2012.

Ayes:

Noes:

Absent:

Abstain:

BY

Robert A. Spiegel
Chairman of the Board

C. Mikel Oglesby
General Manager

SunLine Transit Agency

DATE: July 25, 2012 **ACTION**
TO: Board of Directors
FROM: Director of Transit Planning
RE: Bus Stop Changes/Simme-Seat Purchase and Installation

Recommendation

Recommend that the Board of Directors approved proposed changes to bus stops in the SunLine service area, and purchase and installation of Simme-Seats.

Background

Staff requests the following bus stop changes:

- 11 new bus stops to be added – based on customer requests and stop spacing policy.
- 7 bus stops to be removed – based on low usage and/or very close proximity (0.1-0.2 miles) to existing higher usage stops.
- 24 new Simme-seats for stops that cannot justify a shelter or accommodate a bench.

If approved, the additions and deletions of bus stops would be implemented as part of the September 2012 service change, while the Simme-Seats would be installed by early 2013.

Fiscal Implications

- New stops: \$2,200 for Materials and installation.
- Stop deletions: \$7,000 (including equipment hire for removal of shelters).
- Simme-seat: \$18,000 for materials and installation

This work can be funded through existing capital grant funding.



J. Forgiarini

APPENDIX - Proposed Bus Stop Changes – SunLine Service Area

Attachment A – Additional Proposed Bus Stops (List)

Attachment B – Bus Stops Proposed For Deletion (List and Maps)

Attachment C – Simme-Seat Locations (Pictures and Proposed Locations)

APPENDIX - Proposed Bus Stop Changes – SunLine Service Area

SunLine currently has over five hundred active bus stop locations in the Coachella Valley. There are ongoing requests for new bus stops as well as a review of bus stop usage, and spacing on occasions suggests the need to remove selected bus stops.

Recommended Additional Bus Stops: SunLine has identified eleven (11) proposed locations for adding bus stops, based on customer requests. These locations are safe for the installation and operation of bus stops, are consistent with the SunLine target stop spacing policy (average 0.5 miles) and have been approved in terms of suitability of locations for bus stops by the relevant jurisdictions. Of the eleven (11) locations proposed for additional stops, four (4) are in Mecca, two (2) in Thermal, two (2) in Rancho Mirage/Palm Desert (for the Riverside Commuter Express project), two (2) in Desert Hot Springs, and one (1) in Cathedral City. Please refer to Attachment A list of the eleven (11) proposed locations.

Recommended Bus Stop Deletions: There are seven (7) bus stops proposed for deletion. The primary reasons for the deletion of these stops are their low usage and/or their extremely close proximity (0.1-0.2 miles) to existing higher usage bus stops. Two of the stops also have an associated safety concern due to their proximity to the bus turning left at a nearby intersection. Please refer to Attachment B for a detailed list of the seven locations as well as a map of each location showing the alternative stops available to riders. Four (4) of the stops to be deleted are in Cathedral City, two (2) are in Palm Springs, and one (1) is in Indio. Four shelter sheds from these stops will be relocated to active sites.

Recommended Specialized Bus Stop (Simme-Seat) Locations: At present there are selected bus stops located throughout the SunLine service area that consist of just a marker post. Low ridership has made these locations low priorities for seats or shelters. Some of these stops lack the sidewalks needed for installation of amenities while others have a sidewalk but the right-of-way is too small to install the traditional amenities.

It is this second group that is ideal for installation of a Simme-Seat, a unique product developed by a company for provision of simple but functional seating at bus stop locations where space is a premium. SunLine has identified twenty four (24) locations suitable for the Simme-Seat. Funding is available for purchase of these seats. It is recommended that these twenty four sites, as detailed in Attachment C (including pictures), be used to test passenger acceptance.

The Simme-Seat can be expanded to other locations that lack sidewalks, but this will require construction of concrete pads at those locations, which is not recommended until the concept has been tested and proven as successful at the above twenty four sites with existing sidewalk.

Costs

The new stops will initially be a marker post and sign. Expanded amenities will be considered in the future for these locations based on usage. Cost of materials is approximately \$100 and labor \$100 per site for this work, or \$2,200 total for the eleven (11) sites. This work can be funded through existing capital grant funding.

There is a similar small cost for the removal of stops of around \$500 per stop, plus some equipment hire of around \$1,000 per day for removal of shelters. To address the ten locations over two days is an estimated \$7,000 total for the seven locations. This can be funded through existing capital grant funding.

The Simme-Seat will cost \$625 plus \$125 per site installation, for a total of \$750 per site of \$18,000 total for the overall program. This work can be funded through existing capital grant funding.

Attachment A – Additional Proposed Bus Stops (List)



SUNLINE BUS STOP IMPROVEMENT PROGRAM - PHASE 4

Updated: 6/13/12

PROPOSED BUS STOPS TO BE INSTALLED

Bus Stop #	On Street	Cross Street	Position	Location	Direction	Line(s)	Jurisdiction	Comments
New	Mission Dr.	San Joaquin Dr.	Farside	Southeast	Eastbound	32	Cathedral City	Received customer requests for a bus stop.
New	Palm Dr.	20th Ave.	Farside	Northeast	Northbound	14	Desert Hot Springs	Received customer requests for a bus stop.
New	Hacienda Ave.	Red Bud Rd.	Farside	Northwest	Westbound	15	Desert Hot Springs	Received customer requests for a bus stop.
New	Monterey Ave.	Market Place Wy.	Farside	Northeast	Northbound	220	Palm Desert	Proposed new express route.
New	Monterey Ave.	Market Place Wy.	Farside	Southwest	Southbound	220	Rancho Mirage	Proposed new express route.
New	66th Ave.	Polk St.	Farside	Northwest	Westbound	91	Thermal	Received customer requests for a bus stop.
New	66th Ave.	Filmore Rd.	Farside	Northwest	Westbound	91	Thermal	Received customer requests for a bus stop.
New	5th St.	Dale Kiler Rd.	Farside	Northwest	Westbound	91	Mecca	Received customer requests for a bus stop.
New	5th St.	Dale Kiler Rd.	Nearside	Southwest	Eastbound	91	Mecca	Received customer requests for a bus stop.
New	Lincoln St.	7th St.	Farside	Northeast	Northbound	91	Mecca	Received customer requests for a bus stop.
New	Lincoln St.	7th St.	Nearside	Northwest	Southbound	91	Mecca	Received customer requests for a bus stop.

Total Number of Recommended New Bus Stops = 11

Attachment B – Bus Stops Proposed for Deletion (List and Maps)



SUNLINE BUS STOP IMPROVEMENT PROGRAM - PHASE 4

Updated: 6/12/12

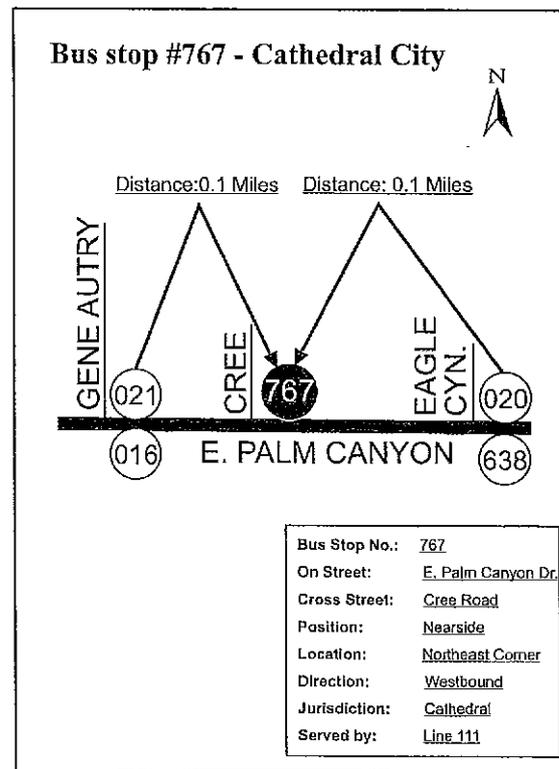
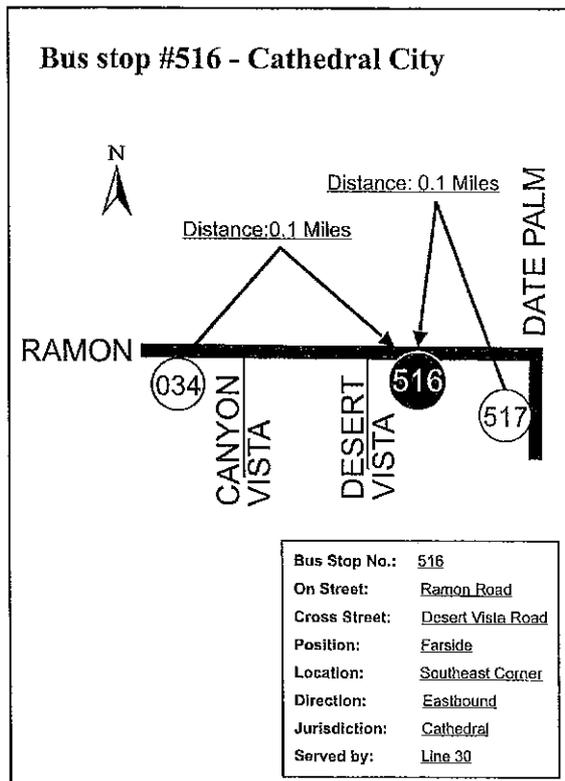
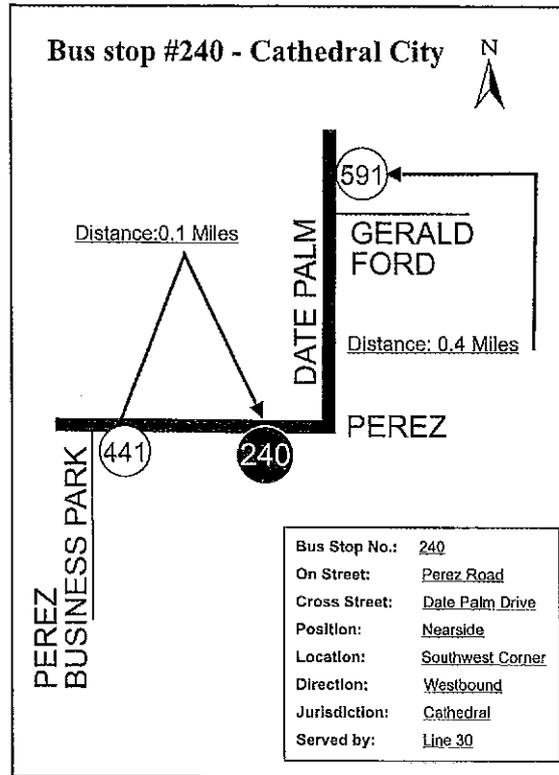
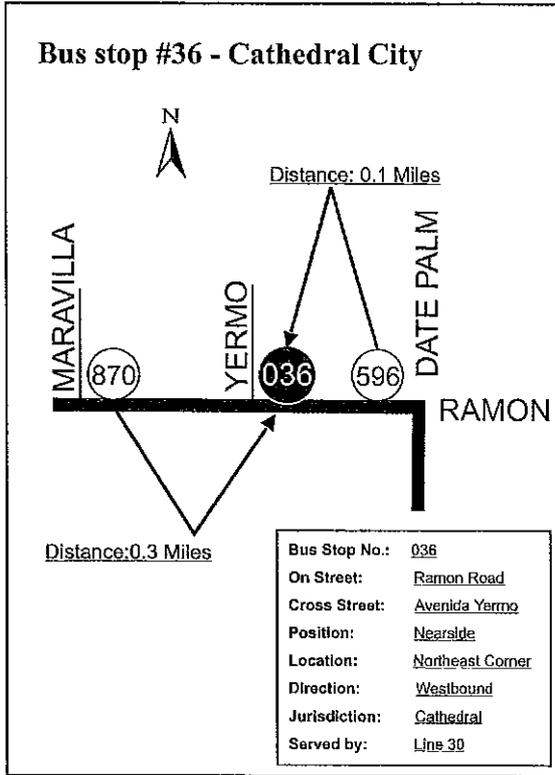
PROPOSED BUS STOPS TO BE DELETED

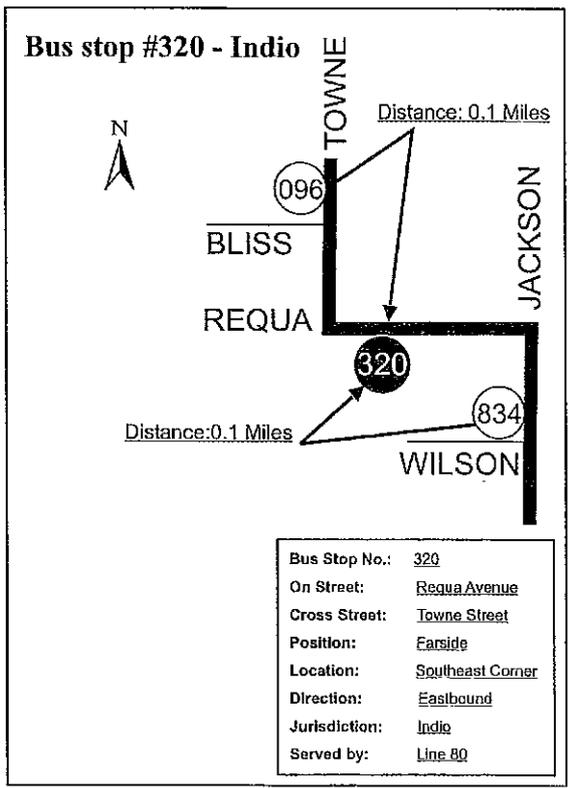
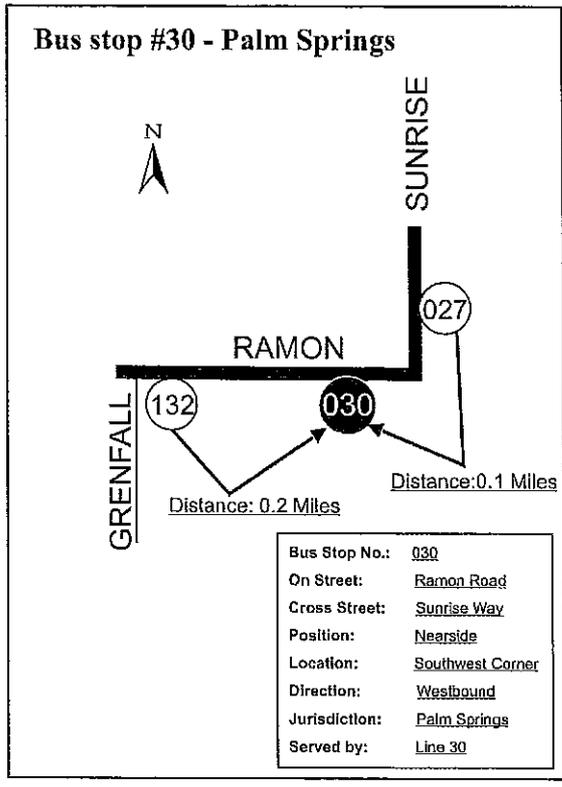
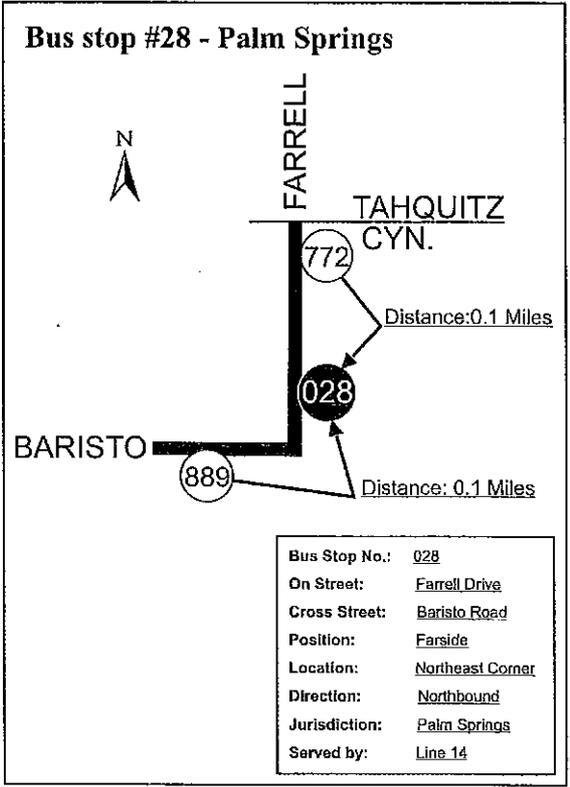
Bus Stop #	On Street	Cross Street	Position	Location	Direction	Line(s)	Jurisdiction	Existing Amenities	Comments	Ave Daily	Ave Daily
										Ons May 2012	Offs May 2012
36	Ramon Rd.	Avn. Yermo	Nearside	Northeast	Westbound	30	Cathedral City	SunLine Older Shelter	Bus stop is too close to bus stops #593 and #870, does not meet spacing standards.	15	10
240	Perez Rd.	Dale Palm Dr.	Nearside	Southwest	Eastbound	30	Cathedral City	I-Stop, Concrete Bench & Waste Cont.	Proximity of the bus stop location and where the bus has to make the turn at the intersection is a safety concern. Bus stop is not ADA accessible and low ridership numbers.	3	1
767	E. Palm Cyn. Dr.	Cree Rd.	Nearside	Northeast	Westbound	111	Cathedral City	SunLine Older Shelter	Bus stop is too close to bus stops #20 and #21, does not meet spacing standards.	11	5
516	Ramon Rd.	Desert Vista Rd.	Farside	Southeast	Eastbound	30	Cathedral City	Concrete Bench	Bus stop is too close to bus stops #34 and #517, does not meet spacing standards.	4	20
320	Requa Ave.	Smurr St.	Farside	Southeast	Eastbound	80	Indio	Signage/Pole	Bus stop is too close to bus stops #96 and #834, does not meet spacing standards.	1	1
30	Ramon Rd.	Sunrise Wy.	Nearside	Southwest	Eastbound	30	Palm Springs	SunLine Older Shelter	Bus stop is too close to bus stops #27 and #132, does not meet spacing standards.	17	16
28	Farrell Dr.	Baisto Rd.	Farside	Northeast	Northbound	14	Palm Springs	SunLine Older Shelter	Bus stop is too close to bus stops #772 and #889, does not meet spacing standards.	27	20

Total Number of Bus Stop to be Deleted = 7

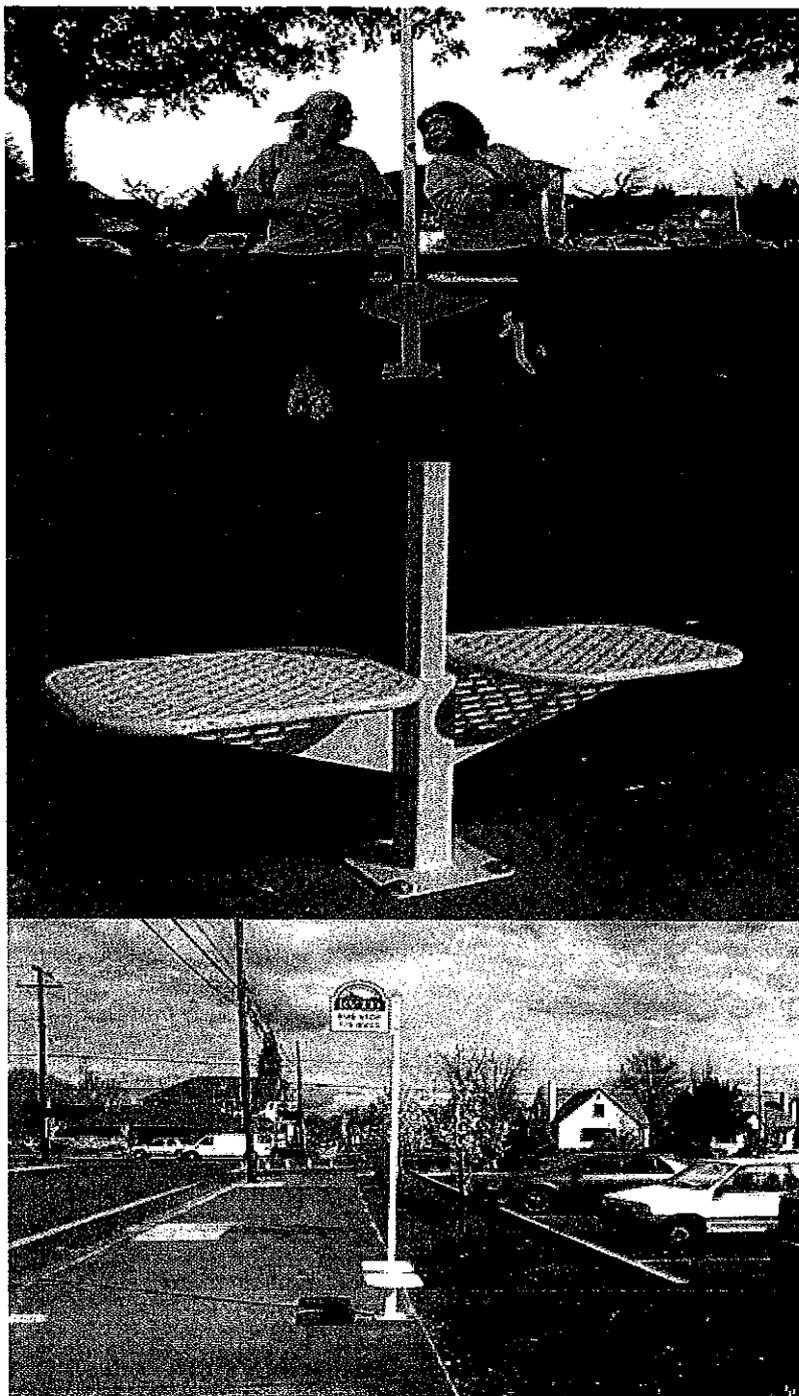
SunLine Bus Stop Improvement Program – Phase 4

The following maps show the distance between the stops that will be removed (black dots) from the stops that will remain along the route:





Attachment C – Simme-Seat Pictures and Proposed Locations





SUNLINE BUS STOP IMPROVEMENT PROGRAM - PHASE 4

Updated: 7/6/12

POTENTIAL SIMME SEAT LOCATIONS

Bus Stop #	On Street	Cross Street	Position	Location	Direction	Line(s)	Jurisdiction	Comments
CATHEDRAL CITY								
162	Avn. Maravilla	Risueno Rd.	Nearside	Northwest	Southbound	32	Cathedral City	
216	Avn. Maravilla	Espada Rd.	Nearside	Northwest	Southbound	32	Cathedral City	
425	Ramon Rd.	Da Vall Dr.	Farside	Northwest	Westbound	32	Cathedral City	
665	E. Palm Canyon Dr.	Auto Club Dr.	Farside	Northwest	Westbound	111	Cathedral City	Remove existing concrete bench and waste container
864	Ave. 30	Avn. Ximino	Nearside	Southwest	Eastbound	32	Cathedral City	
874	Ave. 30	Ave. Maravilla	Nearside	Northeast	Westbound	31	Cathedral City	
875	Avn. Maravilla	Tachevah Dr.	Nearside	Southeast	Northbound	32	Cathedral City	
894	Ramon Rd.	Da Vall Dr.	Nearside	Southwest	Eastbound	32	Cathedral City	

Total Number of Recommended Simme Seat Locations = 8

DESERT HOT SPRINGS								
135	Two Bunch Palms Tr.	West Dr.	Nearside	Northeast	Westbound	15	Desert Hot Springs	
136	West Dr.	Hacienda Ave.	Farside	Northeast	Northbound	15	Desert Hot Springs	
762	West Dr.	4th St.	Nearside	Northwest	Southbound	14	Desert Hot Springs	
827	West Dr.	8th St.	Farside	Southwest	Southbound	14	Desert Hot Springs	
829	Hacienda Ave.	Mesquite Ave.	Farside	Southeast	Eastbound	15	Desert Hot Springs	
830	Hacienda Ave.	Tamar Dr.	Farside	Southeast	Eastbound	15	Desert Hot Springs	
832	Hacienda Ave.	Hidalgo St.	Farside	Southeast	Eastbound	15	Desert Hot Springs	

Total Number of Recommended Simme Seat Locations = 7

INDIO								
221	Calhoun St.	Ave. 48	Farside	Northeast	Northbound	90	Indio	
335	Dr. Carreon Blvd.	Santa Rosa Villas	Farside	Southeast	Eastbound	81	Indio	
336	Dr. Carreon Blvd.	Janet Dr.	Farside	Southeast	Eastbound	81	Indio	
338	Jackson St.	Dr. Carreon Blvd.	Farside	Northeast	Northbound	81	Indio	
371	Clinton St.	Hwy. 111	Farside	Northeast	Northbound	80	Indio	
856	Dr. Carreon Blvd.	Bristol St.	Farside	Northwest	Westbound	80 & 90	Indio	
855	Jackson St.	Dr. Carreon Blvd.	Farside	Southwest	Southbound	80	Indio	

Total Number of Recommended Simme Seat Locations = 7

RANCHO MIRAGE								
442	Bob Hope Dr.	Ginger Rogers Rd.	Farside	Northeast	Northbound	32	Rancho Mirage	
443	Bob Hope Dr.	Ginger Rogers Rd.	Farside	Southwest	Southbound	32	Rancho Mirage	

Total Number of Recommended Simme Seat Locations = 2 TOTAL: 24



SUNLINE SERVICES GROUP BOARD MEETING AGENDA

**Wednesday, July 25, 2012
1:00 pm
(or immediately following the STA meeting)
Kelly Board Room
32-505 Harry Oliver Trail
Thousand Palms, CA 92276**

NOTE: IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUNLINE AT (760) 343-3456. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE SUNLINE TO MAKE REASONABLE ACCOMMODATION TO ENSURE ACCESSIBILITY TO THIS MEETING.

The Chair requests that all cellular phones and beepers be either turned off or set on silent mode for the duration of the Board Meeting.

AGENDA TOPICS

RECOMMENDATION

1. **Call to Order**
Chairman Robert Spiegel

2. **Roll Call**

3. **Finalization of Agenda**

4. **Presentations**

5. **Correspondence**
None.

6. **Public Comments**
(NOTE: Those wishing to address the Board should complete a Public Comment Card and will be called upon to speak.)

Receive Comments

NON AGENDA ITEMS

Anyone wishing to address the Board on items not on the agenda may do so at this time. Each presentation is limited to 3 minutes.

AGENDA ITEMS

Anyone wishing to address specific items on the agenda should notify the Chair at this time so those comments can be made at the appropriate time. Each presentation is limited to 3 minutes.

7. Board Member Comments**Receive Comments**

Any Board Member who wishes to speak may do so at this time.

ACTION**8. Consent Calendar****Approve**

All items on the Consent Calendar will be approved by one motion, and there will be no discussion of individual items unless a Boardmember requests a specific item be pulled from the calendar for separate discussion. The public may comment on any item.

- a) Minutes of the June 27, 2012 Board of Directors Meeting (Pages 1-12)
- b) SSG/SRA checks over \$1000 issued June, 2012 (Page 13)
- c) SSG/SRA Monthly Budget Report for June, 2012 (To be provided at the September meeting.)
- d) Taxi Vehicle/Rides Analysis (Pages 14-15)

9. Approval of Taxicab Budget & Fee Schedule**Approve****Resolution for FY 2013 (Naomi Nightingale)**

Request to the Board to approve FY 2013 taxicab budget and fee schedule Resolution. (Budget separate attachment) (Pages 16-17)

10. Next Meeting Date

September 26, 2012
12 o'clock Noon – Kelly Board Room

11. Adjourn

MINUTES
SunLine Services Group
Board of Directors Meeting
June 27, 2012

A regular meeting of the SunLine Services Group Board of Directors was held on Wednesday, June 27, 2012 in the Kelly Board Room at SunLine Transit Agency, 32-505 Harry Oliver Trail, Thousand Palms, CA 92276.

1. Call to Order

The meeting was called to order at 1:15p.m. by Vice Chairman Robert Spiegel.

2. Roll Call

Completed.

Members Present

Robert Spiegel, Vice Chairman, Mayor, City of Palm Desert
Yvonne Parks, Mayor, City of Desert Hot Springs
Rick Hutcheson, Councilmember, City of Palm Springs
Bud England, Councilmember, City of Cathedral City
G. Dana Hobart, Councilmember, City of Rancho Mirage
Patrick Mullany, Councilmember, City of Indian Wells
Don Adolph, Mayor, City of La Quinta
Glenn Miller, Mayor, City of Indio

Members Absent

John J. Benoit, Supervisor, County of Riverside
Eduardo Garcia, Chairman, Mayor, City of Coachella (Left after STA meeting)

Guests:

Britt Wilson, City of Rancho Mirage
Joseph Pradetto, Office of Supervisor Benoit
Colin Atagi, The Desert Sun
Michal Brock, Yellow Cab
Bill Meyers, Yellow Cab
Gadi Srulovitz, Yellow Cab
Mabu Hossein, Desert City Cab
Harry Incs, American Cab
Scott Russo, American Cab
Peter Kurzon, American Cab
Francesco Giura, American Cab
Kimberly Webb, Public

Staff:

C. Mikel Oglesby, General Manager
Jeffrey Goldfarb, Interim Legal Counsel
Carolyn Rude, Special Asst. to the General Manager/Clerk of the Board
Polo Del Toro, Director of Operations

Joe Forgiarini, Director of Transit Planning
Mike Morrow, Interim Director of Maintenance
Tommy Edwards, Contracting Officer Technical Representative
Rudy LeFlore, Procurement Consultant
Michael Jones, Manager Taxicab Administration
Manny Garcia, Operations Senior Supervisor
David Manriquez, Safety Specialist
Ivanna Samokish, Safety and Security Coordinator
Rick Barone, Procurement Officer
Frank Shardy, Facilities Maintenance Supervisor
Vanessa Mora, Accounting Clerk
Diann Chumney, Desktop Publisher
Anita Petke, Transit Planning Assistant
Amy Heilman, Coin Counter
Karen Thomas, Administrative Assistant

3. **Finalization of Agenda**

No changes to Agenda.

4. **Presentations**

None.

5. **Correspondence**

None.

6. **Public Comments**

NON - AGENDA ITEMS

Scott Russo – American Cab, provided the Board with a spreadsheet and stated the following: "Please look at our chart that shows the lease rates and profits for drivers; everything that has been assembled by staff, we put in a chart. Behind it is in fact, the excel spread sheet. I have made sure that this was e-mailed to Mr. Jones during the break as you asked for that. Simply stated, for months and months, American Cab has been badgered for having high lease rates; drivers aren't making enough money and the like. We now have a twelve month report that Mr. Jones and Ms. Nightingale have prepared that is in your packet that has all the raw data and in fact, when you actually put that data together, shows that in fact – if you are comparing apples to apples, American Cab's lease rates are actually less than Yellow Cab of the Desert and slightly more than Airport Taxi. Further, you will see in this report and the data is right behind it, it comes right from their reports - ultimately, although it is a pass through from the passengers, because of the greater number of rides that American Cab has, it actually provides more revenue, although it comes from the passengers, for the SunLine budget – and that is the second bar chart. What you see is the lease fees are actually higher for Yellow Cab of the Desert than they are for American Cab. The reason for that is that they are on a 50/50 split with their drivers; the cab company gets 50% of the meter rates. So when we compare apples to apples, they actually pay a higher lease rate than

American Cab. Finally, as we discussed – also being badgered that the drivers are not making enough money, we actually looked at the numbers provided by the companies that Mr. Jones assembled, you actually see that American Cab's drivers make more money than the other cab companies. During the Taxi Committee meeting there was a comment by Yellow Cab of the Desert that in fact their per ride is actually \$24 per ride and not \$15 per ride. If you put into this chart, that I have for you and I will give it to Ms. Rude, if in fact their rides were \$24 per ride as said, which is not what they turned in to Mr. Jones, in fact their lease rates are a lot higher than everybody else.”

Kimberly Webb – stated the following: “One of the regulations that I asked for revision on last month had to do with the use of cell phones and personal business cards by the drivers so they could conduct business and establish the rapport with their clients which is what gets them through these long summers. The original regulation was put into place because drivers were setting up rides with clients and then they get a better ride and they left that first guy stranded. So this regulation came to pass. What the drivers would like to see done to prevent that, which none of the drivers that I spoke with do that, this may have been a problem in the past, if for some reason there is a conflict, they always have somebody else covering that ride to make sure that it is taken care of. I would beg that the Board direct Taxi Administration to allow the cell phones and the use of personal business cards and institute a severe financial penalty to an individual driver that is taking liberties such as that. And if they don't want to pay the fine, they lose their permit to drive so that would resolve it right off the bat. The second issue I would like to bring up is that 5% pass through charge. You guys have all heard about pass through – the credit card transactions by American Cab. Neither Desert Cities nor Yellow Cab of the Desert pass that fee on. It is part of doing business. These are independent contractors, which mean that they should be able to regulate their own business. When I open up a business, I can decide whether or not I want to accept a credit card. Because it is SunLine's regulation, the drivers do not have that option to choose whether or not they pay 5%. This is another pass through fee. I want you to know that because they made \$1.6 million in 2011, according to Mr. Incs on the radio – they should have a pretty rating to where they are probably getting 2.35 maybe 2.5 – off the internet 2.75 is the average. That means that by charging 5%, and I am just calculating using 45 permits, which are their non-temporary permits, they would be making \$1170 per year, per vehicle. You multiply that by the 45 permits, if their drivers are averaging \$800 a week, which many of them are in credit card - that is a \$42,120 credit in American Cab's pocket. If they are doing \$1000, which some of their drivers are definitely doing in credit cards, especially the new little machines that prompt them 'use me, use me, use me', that's an excess \$52,650. This is another way in which they skim money and another way in which they extort money from their American Cab drivers.”

Bill Meyers – Yellow Cab of the Desert stated: “I just wanted to say that statistics can be manipulated to prove any point you want. I did refute the \$15 per ride; it is \$24 per ride for our trips. The bottom line is not what your lease costs, but how much did you take home and how long did you have to work to make that money.

Our 50/50 split is also not an upfront fee. It is an end of the shift fee. Our 50/50 split has proven a few things – safety, number one. Our drivers are less stressed and more rested and have two days off if they choose. They make what they make. Job satisfaction – we have recently had a huge influx of ex-American Cab drivers come to work. Right now, 35% of our fleet is ex-American Cab drivers. We also have the highest driver retention in the industry. We also have several incentive programs to help drivers earn a little bit more money. We have an incentive program in Indio that is \$4 per ride that has been in effect since November, 2011. We have a \$2 per ride incentive to work in Palm Springs since March, 2012. We also have a summer time commission rate for half the week of 60/40 to let the drivers make a little bit more money on the lower end of the activity because the summer time is so slow.”

AGENDA ITEMS:

Peter Kurzon – Agenda item# 9, stated the following: “I would suggest that you remove the revenue – the \$.75 pass through. It is an antiquated 1990 system and this is 2012. It penalizes the drivers that take the shorter rides. You guys went to a franchise system to streamline things. In the boiler plate of my lease agreement it says it is a franchise and we will take care of the fees to the regulator. As it sits now, the person that provides the most public good, that does 10 and 12 short rides, takes the elderly women to the doctor, takes the family to school, or picks up the groceries; he is paying the same \$.75 I pay for \$375 rides to L.A.X. It is not a fair system. Whatever your budget is going to be, figure out a per car and then just charge them ten separate payments so it’s not too tough on the franchise themselves. They can figure out what the fees are and they can recoup the cost from my lease. And two other real quick comments - I caution Mr. Goldfarb - what Ms. Webb spoke about, according to the advertising part of the Ordinance, actually an objective arbiter of my legal status – am I an employee or independent contractor - could use that to say I am an employee of Mr. Incs. I’m not allowed to advertise. If I’m not allowed to build my own business, I am an employee, not an independent contractor. And the last thing I would like to say is that I have been coming to these for about twelve to fourteen months. You guys run a state-of-the-art transit system here. It surprises me Mr. Oglesby is still here – he hasn’t been scooped up by a larger jurisdiction; you are very fortunate to have him. This cab nonsense – the red-headed step child that we are, I think detours you from providing the best service that you can with the bus line. I strongly urge you to find a streamlined JPA that handles the cabs separately. I think that is to the benefit to every citizen in this Valley.”

Kimberly Webb, Item# 10: stated: “In reference to line three, having to do with the duration of the franchise, there is the ten year and then there is the RFP that says the five, plus one, plus one. With all the shenanigans that have gone on with the current franchise holders, I would highly recommend that we do the five years, plus one, plus one. Can you image going on for another five, six, seven years with this kind of bizarre behavior. Number 2, in reference to the manner of holding the taxicab fleet, whether or not the vehicle holder can have an interest as opposed to owning it outright, that would harm - if you go to where the ownership has to be by

the franchise, that would harm drivers that are already with Yellow Cab that have been beat up once with the revisions with SunLine. Many of them, a few of them, have cars that they own and they basically lease the medallion. If the car has to be owned by the franchise, you have just injured them one more time – taking money away from them. Most importantly, with the discussion regarding the possible cap, as noted in the document, the regulations are generally found to pass constitutional muster so long as the law does not deprive investors. And as I stated last month...\$1.6 million all off the backs of the drivers; \$1.9 million is the projection for 2012 for American Cab by Mr. Incs on the radio network. This is not going to hinder them. We realize now with the summer rates coming down, you have drivers that are no longer driving fifteen, sixteen hours. They are driving seven or eight hours. They are making their money and they have an actual life now. The ones that were on 50/50 shifts where they were sharing a vehicle, they have come back – they are working full shifts because now they can have a life with their families. This is what a cap is all about. For them to have to come to you five days in advance and say gee, we are going to raise it to \$1300. How is that going to improve the life of your taxi drivers – just that you know about it five days in advance? Also, the drivers need to be advised as soon as it is established with SunLine - what the rates are going to be. If that is the direction that you go, they need to know so they can decide whether or not they want to move to another company, which you have seen happen – 35% of Yellow Cab. This rate – this little flag that American Cab has passed out today, were accurate, why are these drivers still staying with Yellow? Why are they so happy when I talk to them? They are obviously making money. The numbers are obviously skewed and there are many options in there to prove that.”

Councilmember England stated: “I would like to make a clarification of the record – Ms. Webb had spoke moments ago about a medallion system. I wanted to remind the record and the Board that we do not operate the taxicab system on a medallion system. It is a franchise system and we try to stay away from a medallion.”

Bill Meyers - Yellow Cab of the Desert – Agenda item #12 – stated the following: “I hate to disagree with you, Mayor. Regulating cabs has been very frustrating over the years. The Board has done some very hard work on improving the process of regulating the cabs. We are very close to the finish line. With the strengthening of the Ordinance, most of the problems have been addressed. Our fear with moving of regulation, the opportunity to gain favor with the new regulator increases tremendously. As it is, it can’t happen right now. As stated in the taxicab meeting earlier by Mr. Goldfarb, your collective cab experience is invaluable and irreplaceable. That’s why we are above par as far as regulators go across the County. We feel we should stay with the regulator as it is at least until the end of the current franchise agreement. If we change regulators now, are you sure that public safety and public welfare will be the primary objective of the new regulator, or will it become a franchise wishing to monopolize the industry?”

7. Board Member Comments

None.

8. Consent Calendar

Mayor Adolph moved for approval of the consent calendar. The motion was seconded by Councilmember England and was approved by a unanimous vote.

9. Approval of Taxicab Budget & Fee Schedule Resolution for FY 2013

General Manager, Mikel Oglesby addressed the Board recommending that the Board of Directors approve the FY 2013 budget and fee schedule Resolution for SunLine Regulator administration. He stated that there was a lot of discussion in the Taxi Committee meeting, and the members will speak on moving forward, but he presented the general portion of where we are. He stated that FY 2013 budget sets us up to collect \$460,260 to cover expenses. This includes: \$321,000 passenger paid surcharges, which the general public pays; \$84,000 is franchise vehicle permit fees, which the owner pays; \$18,650 taxicab driver permit fees, which the drivers pays; \$50 per fee, but I just want to note that \$32 of that funding goes to the Department of Justice for a background check; only \$18 is actually going to Administration; \$36,610 in fines, vehicle inspection, vehicle transfer, misc., which is a pass-through to our maintenance. Oglesby stated that we have maintenance set up to do all of those things. This does not go to Administration. Oglesby stated that in the budget there are a few wild cards that were discussed. One, we cut down on legal services and other areas from the expense standpoint. The Committee agreed that it might be a little aggressive based on some recent information that we have received. This is the budget put together to move forward. The Taxi Committee came up with two options. One, to approve the budget in order to move forward as the end of the fiscal year takes place in a few days, but bring back at the next Board meeting, an amended budget with a new legal dollar amount given some new information that we have, and to take a hard look at our surcharge fee information. One of the ways we were able to cut it down was that we were going to stop charging the \$.75 surcharge fee from July to August to create a summer relief program. That would be a good opportunity to save some money for a two month period. Oglesby stated that some of the reserve issues that may come about given the legal issues, it was suggested to come back and bring another budget with these two items adjusted. Councilmember England felt another sixty days was agreed upon. Oglesby stated that if we move quicker, we will bring to the next Board meeting.

Mayor Adolph asked about the \$.75 surcharge. Councilmember England stated: "What we are looking at is what our reserves look like and take a look at that as the budget pulls an \$8000 amount out of reserves and plugs it in to balance that budget. My question is what is our reserves at and do we have a policy that basically gives us a ceiling on this. If you have a policy, then we are going to build up to that. And anything over and above should be an automatic give back to the franchises. We don't have that policy. My concern is that we dip into reserves to balance the budget – it is never a good policy. So let's rewrite – so we can get going down a correct road and give Mikel the opportunity to fix that and give him the ability to take a look at what type of legal issues that might be looking at us."

Mayor Miller asked: "So you are putting the \$.75 on hold for the next two months?" Oglesby stated: "We are just moving forward with the budget that is before the Board, as is. We will not discuss the \$.75 until then. If comes out that the relief can happen, then it will be two months. Oglesby stated that he will bring the Budget back, as well as some additional information on reserves as far as where we are so we can discuss to that. Would you like for us to come back and address the \$.75 issue again in totality? We went through it a few times. We did it one way as suggested, then went back to the \$.75 which actually, as I recall, it was the owners that got together and came up with that concept. That was discussed and approved by all the franchise owners that we move forward with it. We can still do a presentation as to how we got here from there." Mayor Parks stated: "I think we also discussed - we want to know, do we currently have a cap or some kind of policy on what we want to maintain in reserves."

Mayor Miller asked the following: "When is the \$.75 surcharge going to be sunset? When does it get to a point - when the reserves hit that certain point? When does it go away?" Oglesby stated: "I think I can come back and address that when we see where we are with reserves. Once you are at that point, stop charging. One of the issues is that the reserve fluctuates; it would need to be a little higher and then we would be safe."

Councilmember England moved to approve the budget before the Board today, with an amendment within sixty days to adjust legal services and the \$.75 surcharge. Mayor Adolph seconded the motion and was approved by a unanimous vote.

10. First Reading of SSG Revised Ordinance #2012-01

Legal Counsel, Jeffrey Goldfarb stated the following: "I am pleased to come back with the proposed revisions to our operating Ordinance. The highlights are as follows: item#2, 'Insurance Requirements' – it is my suggestion that we change the insurance requirements from \$1 million up to \$2 million. I would ask that the motion include a change in Section 1.050 to go to \$2 million for insurance. (Mr. Goldfarb was asked about an increase of cost) I don't imagine it is going to cost a significant amount, but I don't know. One thing that we have added to the Ordinance that was not there before is the regulation relating to transfer control of a franchise. The purpose of this is to make sure that 25% change in interest of any member or entity that holds the franchise, that prior approval of the Board is necessary beforehand, and if prior approval is not obtained, it a public nuisance and is also grounds for revocation of a franchise. We changed the denial, revocation, suspension or termination of a permit procedure. The intent there was to ensure everybody gets their due process rights. That has been spelled out in the Ordinance, so that is included. With the regard to regulation of taxi leases, there was a discussion on whether we should impose a cap or ceiling – the decision was not to do that at this point in time, but rather to monitor. In order to monitor, it was my suggestion to add a new section, which would be Section 1.247. That section states that within five days of any increase in any pass through cost – whether it is a lease or any other pass through cost – SunLine be notified. We then have the information and is something we can track. After trying that for a while, the Board may decide to make

a different decision on the lease cap rates, or any other cap rate associated with pass through – the Board has the ability to do. That is my report.”

Mayor Miller asked the following: “Would this take into account for future times? Or would this be imposed on the current contracts that we have that are signed and in place? Can you really change the rules of engagement half way through?” Mr. Goldfarb stated: “A lot of these regulations are going to be in effect currently because a lot of it affects prospective behavior. It’s not meant to be retrospective in its effect. In looking at it, I don’t think that it is affecting vested rights in terms of owning stock and that kind of thing. It affects the way business is operating on a go forward basis. And so it is my assumption that most of this is going to be effective on a go forward basis. But as it comes to any issue, that is something we can always evaluate.”

Councilmember Hobart moved for approval of First Reading of SSG Ordinance 2012-01 with changes. Councilmember England seconded the motion and was approved by a unanimous vote.

Councilmember Hobart stated the following: “Mr. Goldfarb, you have done a tremendous amount of work in going through all of this. Your suggestions are thoughtful. We know that you really worked hard on this and we will all benefit for many years.” Mr. Goldfarb thanked Councilmember Hobart.

11. Request For Proposal Revisions

Legal Counsel, Jeffrey Goldfarb informed the Board that in conjunction with the changes to the Ordinance, changes were also made to the RFP for consistency.

Mayor Miller asked the following: “If there is an emergency – say that we have a big event like the Palm Springs Film Festival, Coachella Fest, Stagecoach, and we decided that we needed more cabs for a reason because it was not adequate, would a temporary permit be something that we could do? What happens if there is a need? Is there a way for the Board to reallocate some on a temporary basis for one month like we did before?” Mr. Goldfarb stated: “We incorporated a procedure for the issuance of temporary cab permits. Temporary cab permits can be based on one of two criteria; one is exactly what you are talking about. A situation where, Coachella Fest, for example – there is a short term demand for additional cabs, you can authorize additional cabs. The other one is if there is a belief that sometime mid cycle, it turns out that our estimates were wrong and there is just a huge unmet demand for taxis. That huge unmet demand – even though it is not a single event – can be satisfied by a staff action on temporary permits.”

12. Creation of a New JPA to Regulate Taxi

Vice Chairman Spiegel stated the following: “This is something that I asked for and that is to possibly move the JPA for taxis to a different location. As you all know, I have been trying for years to relocate taxis to create a new JPA. Reason being is it in direct competition with buses. We are not on the same page. So I tried everywhere and I finally talked to Tom Kirk who runs CVAG and he has office space

available in CVAG to take this on. I don't think he wants to run it, but he can take this on. He knows somebody that he feels is qualified to run it. What I am asking for is that we ask first the TAC group over at CVAG – that is the City Managers – to say, okay let's do this. Then if they say okay, let's do this, then we go to the Executive Committee at CVAG. If they say okay, then we get it started. It needs three different approvals; one from SunLine, from TAC and the Executive Committee at CVAG. That's what I would like to see happen.”

Councilmember Hobart asked Vice Chairman how he would propose to embark on that. Vice Chairman Spiegel stated: “First thing would be for the SunLine Board to say yes, that would be a good choice. Then you go to Tom Kirk and he will put it on the TAC agenda and then if they approve it, move forward.”

Mayor Parks stated the following: “I just have one big concern and that is the experience necessary to inspect and regulate taxicabs out on the road – not just anybody can do that. We have got some staff here that can do it in their sleep. That is a concern. And who Tom has, or thinks he has got to run it, would be...”

Councilmember England stated: “One thing I would like to add to that – I have been on the Taxi Committee the longest of anybody that has been here. What I have noticed is that we do have some administrative staff that knows the industry inside and out. We just approved the taxicab budget - \$470,000 I think it was. That is being paid for by riders, by taxicab franchise owners and some fees by the drivers. Those costs will go up dramatically when CVAG gets the bill to adequately run the taxicab industry. I have been one that has been pushing to get this franchise thing done so we could hand it off as a completed piece of work that could stand on its own to an entity like CVAG or the Airport. I am in agreement that it just doesn't work – I think staff's time would be better used in transit itself. But right now we are still on the tail end of this thing and we need to give it enough time to actually complete the work before we hand it off. The bottom line is cost. We are already touted as being the most expensive in the nation as far as taxicab fees. Those fees are going to go up because CVAG is going to have to charge more money to attract people like Naomi Nightingale or some of these other people. They split their time. Half their time is in transit, the other half is with the taxicab. Now you are going to hire people of their caliber full time to administer taxicab. That comes at a cost that this body has never - I see what those numbers are. CVAG will see those numbers and those numbers will be paid for by the industry. I can tell you that Tom Kirk is going to want to spread that out to all of the other communities as the industry can't support it. The second thing is that John Wohlmuth, your City Manager, sat across the table from myself and they had two executive board members, when we were trying to hand this thing off years ago and he agreed with us saying that timing is everything. If you want to get this thing handed off to an entity like CVAG, you need to clean it up. And that is what we are in the process of doing. I think once we get this done, and like I said, timing is everything. It doesn't work before you get it fixed. It only works after. I think you will have a much easier road to go down as far as accepting the hand off. Right now it is too early. We will take major steps backwards because of the timing.”

Vice Chairman Spiegel stated: "I have been on this Board for a few years. We have spent more time talking about taxicabs than we do about buses. And that's our job – buses, not taxicabs. We have to start somewhere and I think we are far enough along. We have franchises which we did not have before. They can take it over and they can do the job."

Councilmember Hobart stated: "I want to address what Councilmember England just said. We just totally revised the Ordinance. We revised the Request for Proposal. We went through a horrible experience over the last year that we have all learned from. Maybe this is as good a time as any to give a chance to see what could be developed." Vice Chairman Spiegel further stated: "It may never go any further. It may just die, but I would like to give it a shot. I couldn't get the CVA involved. They didn't want it. First they wanted it and then they decided they didn't want it. There are not many places that you could put it."

Councilmember England stated: "I think you will find 100% agreement amongst all of us once we actually get this thing rolled out to where everybody can put their thumbprint of approval on it and say, yes, this actually works. We have a length of time to where we actually rolled it out and there are no hiccups on it. We have given birth to it and now you are going to hand it off as an entity that can stand on its own so that the TAC and the Executive Board does not have to do it – they have maintain it. They don't have to hire a Naomi and whatever dollar amount, or somebody else where the dollar amount has a negative impact on that budget. Look at how much time we have given Mr. Goldfarb. They would always need to have somebody like Naomi, but we are spending an enormous amount of time and we have the resources – the knowledge of the industry that we can tap into that does not cost us anything. Why would we not want to complete this task – make this the best product to hand over to give to CVAG." Vice Chairman Spiegel asked Councilmember England what he would like to see accomplished. He responded: "I guess I'm at a loss – I would like to see a franchise agreement where we have buttoned everything down so we are going to have a taxicab community that actually functions without too many problems. What does that look like? I don't know, but I think we are really close to it. We need to continue working through it. Mr. Goldfarb and Councilmember Hobart just said to my question – how are we doing - how do you compare us to other taxicab industries. He said 'look, you guys are light years ahead'. Do we still have problems? Yes, we are going down the road to fix those problems. Councilmember Hobart just said a few minutes ago with his critical eye saying 'look, this is good.' Is CVAG going to hire Mr. Goldfarb to be their legal counsel to deal with this? Or are we going to continue to keep this in house for a short period of time, I would imagine, and see this thing through. That's all I'm asking for. I agree with you that it needs to go. I'm just saying timing is everything." Councilmember Hobart asked: "See it through to what? It seems vague. It seems like it is a lifetime project. Taxi regulation is a life time project." Councilmember England stated: "I don't know. I think that is a good question that we need to ask at the next meeting – what do we want and ask legal counsel and the General Manager – what does that look like? I don't think we have ever asked the question."

We have just been reacting, so to speak, instead of pushing for and having something to hand off and that CVAG is going to readily accept this.”

Mayor Miller stated: “I don’t think anybody is going to readily accept this. There are three competing cab companies that are fighting among themselves – internally or not. That you are not going to cure as long as you have people that are worried about other industries beside their own personal business. I agree with Vice Chairman Spiegel – I think it needs to go and I think we need to clean it up. I think we need to set parameter goals and where we want to take the cab company. Set a plan in place to implement those goals and then have a plan in place when we go to CVAG – I think it should go to CVAG – that is my own personal opinion.” Mayor Parks stated: “This is what is going to cost you.” Mayor Miller further stated: “We don’t know what it is going to cost.” Mayor Parks stated: CVAG - whenever they can’t pay for something, what do they do? They go to every city.” Mayor Miller further stated: “I understand that, but they are not going to be any different than we are. They are not going to be able to charge any more than what we do. We are paying for Naomi. If we have a full time person that is working only on taxi, what is the difference in having two part time people work on it? It is going to be the same cost. I agree to a point.”

Councilmember Mullany stated: “I would like to add my two cents so I can earn my lunch. When I listen to this discussion, my mind really turns more to CVAG and the nature of CVAG. I have been around for a very short time – five or six years. I kind of see CVAG as an organization that is constantly on a quest to set things up. It’s like an octopus with hands out. I look at certain things that they tried to set up – homelessness and opening that center is a perfect example. And now is CVAG in the business of the homeless shelters? Not really – if they are, they shouldn’t be. And look at one of the other committees they have. They have a committee on human resources. That committee died of people snoring during the course of the meeting. It had no mission – nowhere to go. My criticism of CVAG right now is that it seems like an organization, other than helping out and building roads and so forth, and producing monies that we can use at cities, they don’t really have a clear cut mission and they are looking to reach out. I just wonder if CVAG would be the wrong organization to take this problem. I throw it as a question, not a conclusion.” Vice Chairman Spiegel stated: “Probably the right organization would be the Airport because that is where they drive out of. They don’t have a JPA, so they can’t take it. They could become one.”

Mayor Adolph stated: “Mr. Kirk said he had office space. He didn’t say anything about taking over the cab business. He just said he has office space that he can offer. We have been trying to get rid of the cab business from this entity for years now. Councilmember England is right – if we turn over what we know about the cab system, and the cab drivers and everybody is in agreement with everything, we can turn over something that they can pick up and run with it. They may want to make some improvements. But you have to have somebody who knows what they are doing to run this operation. That is the question. Who are we going to get to do this?” Vice Chairman Spiegel stated: “I was told that a person is available.” Mayor

Adolph stated: "If there is somebody who is available who is knowledgeable about this and can work with both the cab companies and us to turn over the system in a good state, that they can run with it without major problems, then that is fine. I think we are all in agreement with that. Until we know, there are questions that need to be answered." Councilmember Hobart stated: "Why don't we authorize him to explore that. Make that first step and find out what Tom has got in mind and what this other person, whoever that is, has in mind. And then take that second step. Either we make it or we don't make it." Mayor Adolph stated: "No problem. I think that is the way to go."

Councilmember Hutcheson stated: "I agree with many incumbents here – the ink needs to dry just a little bit more before this is a pretty package. I don't think we are quite there yet, but that ought to be the objective. I think a plan needs to be developed by staff to put that package together and propose a timeline. I think in the meantime, informal conversation saying how will this work, just helps us go even further."

Mayor Parks asked: "Will Tom tell you who he has in mind?" Vice Chairman Spiegel stated: "Yes, I'm sure he would."

Vice Chairman Spiegel asked to continue this item indefinitely until we get on more solid ground. The Board agreed.

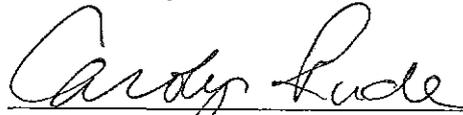
13. Next Meeting Date

Vice Chairman Spiegel announced that the next regular meeting of the Board of Directors will be held July 25, 2012 at 12 noon – Kelly Board Room, 32-505 Harry Oliver Trail, Thousand Palms, CA 92276.

14. Adjourn

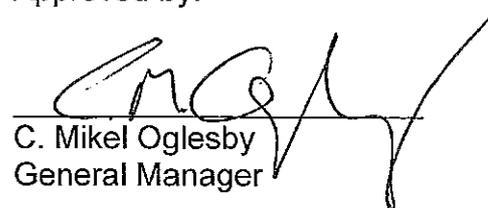
Vice Chairman Spiegel adjourned meeting at 2:08 p.m.

Respectfully Submitted,



Carolyn Rude
Clerk of the Board

Approved by:



C. Mikel Oglesby
General Manager

Date: 7/12/12

**SunLine Transit Agency
Checks \$1,000 and Over
For the month of June 2012**

NOTE: 1). Bold check payments represent "pass through" payments that were, or will be reimbursed to SunLine under the provisions of specific grants or contracts. 2). Underlined check payments represent "shared" payments with SunLine and specific vendors/employees.

Vendor Name	Description	Check #	Check	Amount
RUTAN & TUCKER, LLP	Legal fees	089543	6/22/2012	\$29,551.00
SUNLINE TRANSIT AGENCY	Payroll Liabilities Expense	089546	6/22/2012	\$10,821.07
SUNLINE TRANSIT AGENCY	Payroll Liabilities Expense	089545	6/22/2012	\$9,824.65
Total of Checks Over \$1,000				\$50,196.72
Total of Checks Under \$1,000				\$2,201.32
Total of All Checks for the Month				\$52,398.04
Total Amount of Checks Prior Years Same Month				\$69,571.81

TRIP vs. VEHICLE ANALYSIS

TRIP vs. VEHICLE ANALYSIS

	FY 04/05			FY 05/06			FY 06/07			FY 07/08			FY 08/09		
	CABS	TRIPS	TRIP/VEH												
JUL	193	32,877	170	205	33,123	161	240	28,204	117	269	25,681	95	184	27,321	148
AUG	185	25,911	140	209	24,445	117	240	24,010	100	269	28,635	106	184	28,450	154
SEP	195	29,145	149	215	35,072	163	240	35,278	147	269	28,182	105	184	28,206	153
OCT	196	44,593	227	221	32,817	148	240	38,459	160	205	33,063	161	184	37,131	202
NOV	197	36,344	184	227	40,343	178	240	41,751	174	203	41,851	206	184	33,450	182
DEC	187	38,687	207	232	34,534	149	243	46,866	193	204	36,141	177	184	26,942	146
JAN	191	40,638	212	240	42,539	177	245	27,290	114	204	30,363	149	183	39,745	217
FEB	196	43,880	224	241	41,587	173	246	41,520	169	206	50,594	246	185	38,116	206
MAR	204	42,973	210	241	51,373	213	255	54,598	214	205	41,492	202	186	42,705	230
APR	206	53,980	262	241	50,791	211	269	46,823	174	205	44,697	218	186	59,997	323
MAY	204	38,698	190	240	42,916	179	271	43,593	161	205	49,071	239	186	41,175	221
JUN	203	33,348	164	240	34,427	143	271	35,711	132	183	26,819	147	186	38,696	208
TOTALS	2357	461,074	196	2752	463,967	169	3000	464,103	155	2627	436,589	166	2216	441,934	199

	FY 09/10			FY 10/11			FY 11/12			FY 12/13			FY 13/14		
	CABS	TRIPS	TRIP/VEH	CABS	TRIPS	TRIP/VEH	CABS	TRIPS	TRIP/VEH	CABS	TRIPS	TRIP/VEH	CABS	TRIPS	TRIP/VEH
JUL	170	26,487	156	151	31,211	207	125	30,391	243						
AUG	155	23,671	153	148	29,238	198	123	29,459	240						
SEP	158	29,239	185	150	31,807	212	131	34,446	263						
OCT	153	37,468	245	117	40,222	344	139	43,009	309						
NOV	153	40,466	264	126	40,494	321	144	44,173	307						
DEC	160	32,084	201	128	36,226	283	143	39,180	274						
JAN	155	38,276	247	133	45,232	340	152	45,048	296						
FEB	157	36,557	233	132	42,331	321	156	53,840	345						
MAR	159	44,219	278	138	48,942	355	158	62,962	398						
APR	167	57,645	345	141	60,821	431	170	71,576	421						
MAY	157	42,074	268	142	43,910	309	156	49,091	315						
JUN	156	29,940	192	120	31,088	259	140	39,190	280						
TOTALS	1900	438,126	231	1626	481,522	296	1737	542,365	312	0	0	#DIV/0!	0	0	#DIV/0!

	FY 04/05		FY 05/06		FY 06/07		FY 07/08		FY 08/09	
HIGHEST TRIPS	Apr	53,980	Mar	51,373	Mar	54,598	Feb	50,594	APR	59,997
LOWEST TRIPS	Aug	25,911	Aug	24,445	Aug	24,010	Jul	25,681	DEC	26,942
MOST VEHICLES	Apr	206	Apr	269	May	271	Jul	269	M, A, M	186
LEAST VEHICLES	Aug	185	Jul	205	Jul	240	Jun	183	JAN	183
MOST TRIPS/VEH	Apr	262	Mar	213	Mar	214	Feb	246	MAY	323
LEAST TRIPS/VEH	Aug	140	Aug	117	Aug	100	Jul	95	JULY	148
	FY 09/10		FY 10/11		FY 11/12		FY 12/13		FY 13/14	
HIGHEST TRIPS	APR	57,645	APR	60,821	APR	71,576				
LOWEST TRIPS	AUG	23,671	AUG	29,238	AUG	29,459				
MOST VEHICLES	JUL	170	JULY	151	APR	170				
LEAST VEHICLES	NOV	153	OCT	117	AUG	123				
MOST TRIPS/VEH	APR	345	APR	1004	APR	421				
LEAST TRIPS/VEH	AUG	153	AUG	198	AUG	240				

SunLine Services Group

DATE: July 25, 2012 **ACTION**
TO: Board of Directors
FROM: Taxi Administrator
RE: FY 2013 Taxicab Budget & Fee Schedule Resolution

Recommendation

Recommend that the Board of Directors approve the attached (separate attachment) fiscal year 2013 budget and approve the fee schedule for SunLine Regulatory Administration.

Background

Staff submits the proposed FY 2013 budget in consideration of input and concerns expressed by the Board of Directors at the June 27, 2012 Board Meeting.

To address concerns discussed by the Board Members, the General Manager requested an independent assessment of the taxi revenues. The independent assessment returned a revised budget that provides some additional clarity in the area of taxi revenue.

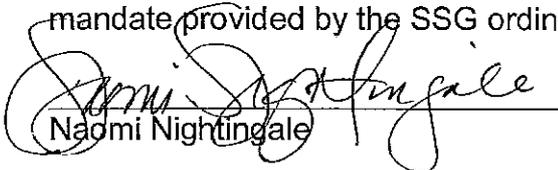
The highlights of this revised budget include the following:

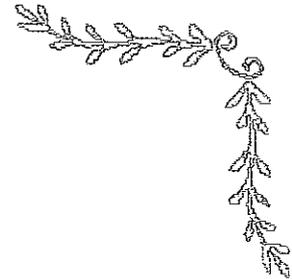
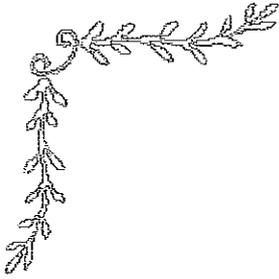
- A 60 percent reduction in the surcharge paid by taxi customers
- Expenses increased by 1 percent
- Maintenance of the Board directed \$100,000 reserve
- Establishment of a \$40,000 legal fund reserve
- A revenue carryover from prior years

In accordance with the SunLine Service Group (SSG) Joint Powers Agreement, the SSG Board of Directors must approve an annual budget. In addition to the annual budget approval process, the Board approves the fees that serve as a basis for the Fiscal Year Budget.

Fiscal Impact

This proposal is designed to generate sufficient revenue to sustain SRA's regulatory mandate provided by the SSG ordinance.


Naomi Nightingale



SunLine Services Group

RESOLUTION NO. _____

**RESOLUTION ADOPTING RATES FOR
TAXICAB SERVICES WITHIN THE COACHELLA VALLEY
August 1, 2012 THROUGH June 30, 2013**

WHEREAS, SunLine Services Group is a local agency authorized by Government Code section 53075.5 and SunLine Services Group Ordinance to establish by resolution of its Board of Directors the maximum rates to be charged for provision of taxicab services within the Coachella Valley; and

WHEREAS, the budget for SunLine Regulatory Administration for Fiscal Year 2013 will be presented to the Board; and

NOW, THEREFORE, be it resolved by the Board of Directors of SunLine Services Group:

Section 1. That the following are the maximum rates that may be charged by taxicab operators for provision of taxicab services within the Coachella Valley:

The following rates are effective August 1, 2012:

Maximum Base Rate	\$ 2.80
Maximum Rate per Mile	\$ 3.04
Maximum Hourly Wait Time Rate	\$ 24.00

Section 2. That the Maximum Rate per Mile is charged to passengers in increments of 1/8 of a mile.

PASSED, APPROVED AND ADOPTED by the Board of Directors of SunLine Services Group on this 25th day of July 2012, by the following vote:

AYES: NOES: ABSENT: ABSTAIN:

Date: _____

Robert A. Spiegel
Chairman of the Board

Date: _____

C. Mikel Oglesby
General Manager