



**Steering Committee and
Safety Committee Meeting**

April 20, 2017



**Steering Committee and Safety Committee Meeting
Thursday, April 20, 2017, 12:00 Noon
11800 Woodbury Road, 2nd floor, Room # 219-220
Garden Grove, CA 92843**

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact OCTAP at (949) 654-8294, no less than two (2) business days prior to this meeting to enable OCTAP to make reasonable arrangements to ensure accessibility to this meeting.

Agenda Descriptions

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committees may take any action that they deem to be appropriate on the agenda item and are not limited in any way by the notice of the recommended action.

Public Comments on Agenda Items

Members of the public may address the Committees regarding any item on the agenda. Please complete a speaker's card and submit it to OCTAP Staff, the Steering Committee Chairman, or stand to be recognized during the item to indicate your desire to speak on the item. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. Public comments shall be limited to three (3) minutes per speaker.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octap.net or through the OCTAP office at 11903 Woodbury Road, Garden Grove, California.

Call to Order and Introductions

Consent Calendar (Items 1 through 2)

All matters on the Consent Calendar are to be approved in one motion unless a Committee Member or member of the public requests a separate action on a specific item.

1. Approval of Minutes

Of the January 19, 2017, Combined Steering Committee and Safety Committee Meeting

2. OCTAP Quarterly Operations and Financial Reports

- A. OCTAP Quarterly Operations Report, January through March 31, 2017
- B. OCTAP Financial Report, December 2016 through January 2017
- C. CPI Historical Data
- D. Fuel Cost Historical Data

Regular Calendar

3. Orange County Transportation Authority's future administration of OCTAP and the letter to the Orange County City Manager's Association dated April 13, 2017

Update from Dave Simpson, OCTA Government Relations.

Discussion Items

4. OCTAP Staff Updates

OCTAP will present information and updates.

- A. Fiscal Year 2017-18 Budget
- B. Adjustment of OCTAP Fee Schedule

5. Committee Representative Reports

Members of the Committees may report on any items within the subject matter jurisdiction of the Steering Committee and Safety Committee. No action may be taken on off-agenda items unless authorized by law.

6. Public Comments

Members of the public may address the Committees regarding any item within the subject matter jurisdiction of the Steering Committee and Safety Committee. No action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per speaker, unless different time limits are established by the Chairman, subject to the approval of the Steering Committee.

7. Adjournment

The next regularly scheduled meeting of the OCTAP Steering Committee and Safety Committee will be held at 12:00 p.m. on July 21, 2017, at 11800 Woodbury Road, Annex 2nd floor, Room #219-220, Garden Grove, CA 92843.

ITEM 1

Orange County Taxi Administration Program (OCTAP)
Steering Committee and Safety Committee Meeting Minutes – January 19, 2016

Steering Committee and Safety Committee Members Present:

City of Anaheim Steering Committee, Sandra Sagert
City of Anaheim Safety Committee, Jesse Penunuri
City of Garden Grove Steering Committee, Jennifer Peterson
City of Irvine Steering and Safety Committees, Scott Cronos
City of Laguna Hills Steering and Safety Committees, Brittney Oldham
City of Laguna Niguel Safety Committee, Shawn Duffy
City of Laguna Woods Steering Committee, Bill Griffin
City of Laguna Woods Safety Committee, Brad Carrington
City of La Habra Steering and Safety Committees, (Alternate), Sumner Bohee
City of Mission Viejo Steering Committee, Brett Canedy
City of Newport Beach Steering Committee, Monique Navarrete
City of Orange Steering Committee, Leonie Crouch
City of Orange Safety Committee, Brian Marcotte
City of Santa Ana Safety Committee, Edward Mendoza
County of Orange Steering Committee, Robert Holden
County of Orange Safety Committee, (Alternate) Jorge Marquez
Large Taxi Cab Company Representative Steering Committee, Larry Slagle
Small Taxi Cab Company Representative Steering Committee, Mehdi Sarreshtedari
Tourism Representative, Christina Dawson

Not Represented:

City of Aliso Viejo
City of Brea
City of Buena Park
City of Costa Mesa
City of Cypress
City of Dana Point
City of Fountain Valley
City of Fullerton
City of Huntington Beach
City of Laguna Beach
City of Lake Forest
City of La Palma
City of Los Alamitos
City of Placentia
City of Rancho Santa Margarita
City of San Clemente
City of San Juan Capistrano
City of Seal Beach
City of Stanton
City of Tustin
City of Villa Park
City of Westminster

**Orange County Taxi Administration Program (OCTAP)
Steering Committee and Safety Committee Meeting Minutes – January 19, 2016**

City of Yorba Linda

Others Present:

Cassie Trapesonian, OCTA Legal Counsel
Sue Zuhlke, OCTAP
Patrick Sampson, OCTAP
Sandy Boyle, OCTAP
Richard Girard, OCTAP
Tim Conlon, California Yellow Cab Company
Patrick Dreis, California Yellow Cab Company
Andrew Bremer, Orange Police Department

Call to Order and Introductions

Steering Committee Chair Navarrete called the January 19, 2016, regular meeting of the Orange County Taxi Administration Program (OCTAP) Steering Committee and Safety Committee to order.

Steering Committee Chair Navarrete reminded the members of the public that they may address the committees concerning any item on the agenda by completing a request to speak card or by raising their hand to be acknowledged and that all public comments should be kept under three minutes in length.

Consent Calendar (Items 1 through 2)

All matters on the Consent Calendar are to be approved in one motion unless a Committee Member or member of the public requests a separate action on a specific item.

1. Approval of Minutes

Of the November 10, 2016, Combined Steering Committee and Safety Committee Meeting

2. Staff Information Items – Receive and file the:

- a) OCTAP Quarterly Operations and Financial Reports
 - 1. OCTAP Quarterly Operations Report, October 1, 2016 through December 31, 2016
 - 2. OCTAP Financial Report, October 2016 through November 2016
 - 3. CPI Historical Data
 - 4. Fuel Cost Historical Data

Orange County Taxi Administration Program (OCTAP)
Steering Committee and Safety Committee Meeting Minutes – January 19, 2016

A motion to approve the consent calendar Items 1 and 2 was made by Committee Member Peterson (City of Garden Grove) and seconded by Committee Member Slagle (Large Taxicab Company Representative). The motion passed unanimously.

Regular Calendar

3. Election of Steering Committee and Safety Committee Chairs and Vice Chairs for 2017

Steering Committee Chair

Steering Committee Chair Navarrete (City of Newport Beach) nominated Committee Member Sagert (City of Anaheim) for Steering Committee Chair for 2017. The nomination was seconded by Committee Member Crouch (City of Orange). A vote was called. The vote was unanimous to elect Committee Member Sagert (City of Anaheim) as the Steering Committee Chair for 2017. Steering Committee Chair Navarrete (City of Newport Beach) continued to chair the remainder of the meeting.

Steering Committee Vice-Chair

Steering Committee Chair-Elect Sagert (City of Anaheim) nominated Committee Member Navarrete (City of Newport Beach) for Steering Committee Vice-Chair for 2017. The nomination was seconded by Committee Member Penunuri (City of Anaheim). A vote was called. The vote was unanimous to elect Committee Member Navarrete (City of Newport Beach) as the Steering Committee Vice-Chair for 2017.

Safety Committee Chair

Committee Member Navarrete (City of Newport Beach) nominated Committee Member Mendoza (City of Santa Ana) for Safety Committee Chair. The nomination was seconded by Steering Committee Chair-Elect Sagert (City of Anaheim). A vote was called. The vote was unanimous to elect Committee Member Mendoza (City of Santa Ana) as the Safety Committee Chair for 2017.

Safety Committee Vice-Chair

Committee Member Navarrete (City of Newport Beach) nominated Committee Member Penunuri (City of Anaheim) for Safety Committee Vice-Chair. The nomination was seconded by Committee Member Carrington (City of Laguna Woods). A vote was called. The vote was unanimous to elect Committee Member Penunuri (City of Anaheim) as the Safety Committee Vice-Chair for 2017.

**Orange County Taxi Administration Program (OCTAP)
Steering Committee and Safety Committee Meeting Minutes – January 19, 2016**

4. Taxicab Fare Study

OCTAP Administrator Sandy Boyle reported that a Taxicab Fare Study was performed and based on the results of the study, staff recommended no change to the current approved taxicab fare rates that were last modified on July 19, 2014.

Committee members had no comments or recommendations, the item was received and filed.

Discussion Items

5. Future of Taxi Administration in Orange County

Director of Maintenance and Motorist Services Sue Zuhlke reported that the Orange County Transportation Authority (OCTA) received a letter from the Orange County City Managers Association in response to OCTA's notice to withdraw administration of OCTAP. The letter asked OCTA to continue administering OCTAP services through 2018 and to find efficiencies and cost savings that would contain costs to only the remaining reserves and revenue income.

Director of Maintenance and Motorist Services Sue Zuhlke provided an overview of the current budget year and informed the committee members that reductions in taxi fleets, drivers, and permitted companies will increase the use of reserve funds by about 20 percent in the current Fiscal Year. She presented the budget projections for 2017/18, included a \$165,000 reduction in revenue when compared to the current year's budget. Savings have been achieved with a 90% reduction in the Transit Police Services (TPS) contract cost. The savings for the TPS contract will begin this year, reducing our costs by about \$14,000 in this fiscal year. Other cost savings proposed in the 2017/2018 budget are achieved by eliminating all training, conferences, and travel expenses, and reducing the legal services budget by one-third. There are two expenditure increases; salaries and benefits, and credit card processing fees. Salaries and benefits expense assumes a four percent increase, however; that will be adjusted to help balance the overall OCTA budget. The increase in credit card processing fees is due to the increased usage of credit cards for payment of permit fees.

Based on the projected budget, provided there are no changes in the projections for permit revenue or in OCTAP staff, the reserves and the projected revenue will not be sufficient to fund a full year. The final budget will be presented to the OCTA Chief Executive Officer, at which time, we expect a response to the Orange County City Managers Association's regarding the requested extension.

Committee Member Sarreshtedari (Small Taxicab Company Representative) asked for an explanation of the Administrative Services line item. Director of Maintenance and Motorist Services Sue Zuhlke explained OCTA has a Federal Transit Administration approved allocation plan formula that is used to cover overhead for

**Orange County Taxi Administration Program (OCTAP)
Steering Committee and Safety Committee Meeting Minutes – January 19, 2016**

services, facilities, and equipment provided by OCTA. She reminded the members that this line item was reduced significantly last year, and added that this expense is unlikely to change in the upcoming budget year.

Also, in response to a request made at the November Committee Meeting, Director of Maintenance and Motorist Services Sue Zuhlke reported the cost per vehicle to fund OCTAP, based on the budget projections, is \$1,304.71.

6. OCTAP Staff Updates

No staff updates were given.

7. Committee Representative Reports

No committee representative reports were given.

8. Public Comments

No public comments were made.

9. Adjournment

The next regularly scheduled meeting of the OCTAP Steering Committee and Safety Committee will be held at 12:00 p.m. on April 20, 2017, at 11800 Woodbury Road, Annex 2nd floor, Room #219-220, Garden Grove, CA 92843.

ITEM 2



April 20, 2017

To: OCTAP Steering and Safety Committees

From: Sandy Boyle, OCTAP Administrator

Subject: OCTAP Quarterly Operations and Financial Reports

Attached is the Orange County Taxi Administration Program (OCTAP) Quarterly Operations Report for the period of January through March 2017. Information in this report is based on actual events during the reporting period.

The Financial Report provides a revenue and expenditure summary for December 2016 through February 2017. March 2017 is not included in the report because this data is not available until after the committees meet. Updated CPI and Fuel Cost data are also included in the report as Attachments 3 and 4.

As requested by the Orange County cities, OCTAP is stepping back on field enforcement. On March 15, 2017 OCTAP staff was requested to participate in coordinated enforcement with John Wayne Airport staff and Orange County Sheriff Department Deputies at the airport. A total of 50 taxicabs were inspected. One taxicab was removed from service for no meter seal.

Please feel free to provide any comments or suggestions that you may have regarding report content or format to OCTAP staff.

Attachments:

1. OCTAP Quarterly Operations Report, January 1, 2017 through March 31, 2017
2. OCTAP Financial Report, December 2016 through January 2017
3. Updated CPI
4. Fuel Cost Historical Data

ORANGE COUNTY TAXI ADMINISTRATION PROGRAM

QUARTERLY REPORT



JANUARY 2017 THROUGH MARCH 2017

OCTAP REVENUE
January 2017 through March 2017

TRANSACTION TYPE	JANUARY		FEBRUARY		MARCH		QUARTER TOTAL		FISCAL YTD		TOTALS and CHANGE FROM PRIOR PERIODS							
	Totals	Fees	Totals	Fees	Totals	Fees	Totals	Fees	Totals	Fees	PRIOR YEAR SAME QUARTER				PRIOR FISCAL YTD			
											Totals	Fees	Totals Change	Fees Change	Totals	Fees	Totals Change	Fees Change
COMPANY PERMIT RENEWAL	3	\$4,623.84	1	\$1,541.28	0	\$0.00	4	6,165	14	\$21,577.92	3	\$4,446	1	\$1,719	13	\$19,266	1	\$2,312
COMPANY PERMIT - INITIAL PERMIT	0	\$0.00	0	\$0.00	0	\$0.00	0	0	0	\$0.00	0	\$0	0	\$0	0	\$0	0	\$0
COMPANY TOTALS	3	\$4,623.84	1	\$1,541.28	0	\$0.00	4	\$6,165.12	14	\$21,577.92	3	\$4,446	1	\$1,719	13	\$19,266	1	\$2,312
ANNUAL VEHICLE INSPECTION	38	\$16,479.84	51	\$22,117.68	67	\$29,056.56	156	38,598	493	\$213,804.13	179	\$74,643	-23	(\$36,045)	624	\$260,625	-131	(\$46,821)
MAJOR VEHICLE RE-INSPECTION	0	\$0.00	5	\$821.60	7	\$1,154.24	12	822	21	\$3,455.72	16	\$2,528	-4	(\$1,706)	55	\$8,690	-34	(\$5,234)
MINOR VEHICLE RE-INSPECTION	4	\$289.96	7	\$507.43	5	\$362.45	16	797	59	\$4,277.42	17	\$1,185	-1	(\$388)	72	\$5,019	-13	(\$741)
VEHICLE PERMIT - REPLACEMENT	1	\$58.50	4	\$234.00	1	\$58.50	6	293	16	\$936.00	3	\$169	3	\$124	6	\$338	10	\$599
VEHICLE PERMIT SUBSTITUTION	1	\$58.50	1	\$58.50	7	\$409.50	9	117	22	\$1,287.00	0	\$0	9	\$117	11	\$619	11	\$668
VEHICLE TOTALS	44	\$16,886.80	68	\$23,739.21	87	\$31,041.25	199	\$40,626.01	611	\$223,760.27	215	\$78,525	-16	(\$37,899)	768	\$275,290	-157	(\$51,530)
DRIVER PERMIT RENEWAL	68	\$7,867.86	48	\$5,090.80	67	\$7,751.90	183	12,959	503	\$57,739.04	222	\$24,472	-39	(\$11,514)	660	\$73,197	-157	(\$15,458)
ANNUAL DRIVER PERMIT	4	\$462.80	10	\$1,157.30	6	\$694.20	20	1,620	84	\$9,719.45	36	\$4,009	-16	(\$2,389)	139	\$15,145	-55	(\$5,426)
DRIVER PERMIT TRANSFER	9	\$194.67	7	\$151.41	6	\$129.78	22	346	71	\$1,535.73	35	\$730	-13	(\$384)	118	\$2,457	-47	(\$921)
DRIVER PERMIT REINSTATEMENT	2	\$43.26	2	\$43.26	0	\$0.00	4	87	8	\$173.04	6	\$125	-2	(\$38)	14	\$291	-6	(\$118)
DRIVER PERMIT REPLACEMENT	2	\$37.85	0	\$16.22	3	\$48.66	5	54	7	\$135.17	2	\$31	3	\$23	4	\$62	3	\$73
DRIVER TOTALS	85	\$8,606.44	67	\$6,458.99	82	\$8,624.54	234	\$15,065.43	673	\$69,302.43	301	\$29,368	-67	(\$14,302)	935	\$91,152	-262	(\$21,850)
LATE FEE - VEHICLE	3	\$125.44	3	\$188.16	0	\$0.00	6	314	30	\$3,919.72	22	\$2,264	-16	(\$1,951)	90	\$7,734	-60	(\$3,814)
LATE FEE - DRIVER	1	\$125.44	1	\$62.72	2	\$156.80	4	188	6	\$501.76	0	\$0	4	\$188	2	\$241	4	\$261
ADMINISTRATIVE FINE - DRIVER	0	-\$150.00	0	\$0.00	0	\$0.00	0	(150)	7	\$75.00	4	\$225	-4	(\$375)	16	\$725	-9	(\$650)
ADMINISTRATIVE FINE - COMPANY	1	\$100.00	0	\$0.00	1	\$300.00	2	100	11	\$1,500.00	6	\$750	-4	(\$650)	23	\$3,800	-12	(\$2,300)
MISC.FEES AND FINES	5	\$200.88	4	\$250.88	3	\$456.80	12	\$451.76	54	\$6,047.05	32	\$3,239	-20	(\$2,788)	131	\$12,500	-77	(\$6,453)
TOTAL	137	\$30,317.96	140	\$31,990.36	172	\$40,122.59	449	\$62,308.32	1352	\$320,687.67	551	\$115,578	-102	(\$53,270)	1847	\$398,208	-495	(\$77,521)

FY 2017 Inspection Summary

INSPECTION TYPE	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD Total
ANNUAL													
Pass	48	51	61	57	55	46	35	45	62				460
Fail	3	4	4	1	5	3	3	6	5				34
Total	51	55	65	58	60	49	38	51	67				494
Pass %	94%	93%	94%	98%	92%	94%	92%	88%	93%				93%
MAJOR RE-INSPECTION													
Pass	2	1	1	2	2	1	0	4	6				19
Fail	0	0	0	0	0	0	0	1	1				2
Total	2	1	1	2	2	1	0	5	7				21
Pass %	100%	100%	100%	100%	100%	100%	0%	80%	86%				90%
MINOR RE-INSPECTION													
Pass	6	9	5	4	7	7	3	6	3				50
Fail	1	0	1	1	2	0	1	1	2				9
Total	7	9	6	5	9	7	4	7	5				59
Pass %	86%	100%	83%	80%	78%	100%	75%	86%	60%				85%
TRANSFER & REPLACEMENT													
Pass	5	2	2	2	8	1	2	5	6				33
Fail	1	1	0	0	0	0	0	0	2				4
Total	6	3	2	2	8	1	2	5	8				37
Pass %	83%	67%	100%	100%	100%	100%	100%	100%	75%				89%
RANDOM													
Pass	5	49	55	44	27	12	28	29	39				288
Fail	1	4	6	3	6	6	6	8	7				47
Total	6	53	61	47	33	18	34	37	46				335
Pass %	83%	92%	90%	94%	82%	67%	82%	78%	85%				86%
CURSORY													
Pass	40	32	20	86	0	0	0	0	48				226
Fail	4	6	1	1	0	0	0	0	1				13
Total	44	38	21	87	0	0	0	0	49				239
Pass %	91%	84%	95%	99%	0%	0%	0%	0%	98%				95%

ALL INSPECTIONS	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD Total
Pass	106	144	144	195	99	67	68	89	164				1,076
Fail	10	15	12	6	13	9	10	16	18				109
Total	116	159	156	201	112	76	78	105	182				1,185
Pass %	91%	91%	92%	97%	88%	88%	87%	85%	90%				91%

Administrative Action Summary

FINES AND PERMIT ACTIONS

FINES

Failure to drop driver

Failure to cooperate

Failure to provide correct receipt

PERMIT ACTIONS (Denials, Suspensions, and Revocations)

1 Driver Permit Revoked, Subsequent Arrest Notification

1 Driver Permit Revoked, Positive Drug Test

QUARTERLY COMPLIANCE ACTIVITIES

DMV Pull Notice Checks	9
24/7 Dispatch Checks	0
Insurance Policy Reviews	4

MOST COMMON INSPECTION DEFICIENCIES

Headlights not working
Taximeter seals broken/expired
Aftermarket window tint
AC/Heat not working
Body damage

**OCTAP-PERMITTED TAXI COMPANIES - Sorted by CAB TOTALS
As of March 2017**

Permit No.	Taxicab Company	No. of Drivers	No. of Vehicles	5+ Capacity	Alternate Fuel	Wheelchair Accessible
10	YELLOW CAB OF GREATER ORANGE COUNTY, INC.	360	384	x	x	x
17	CALIFORNIA YELLOW CAB (CABCO YELLOW, INC.)	191	164	x	x	x
60	24/7 YELLOW CAB - 24/7 TAXI CAB	34	30	x	x	x
80	PIER YELLOW CAB	13	10	x		
78	HUNTINGTON BEACH YELLOW CAB, INC.	13	9	x		
159	DOWNTOWN HUNTINGTON BEACH YELLOW CAB	10	8	x		
165	TAXI MAXI	8	8	x		
41	LONG BEACH YELLOW CAB CO-OP	8	6	x	x	
59	ORANGE COUNTY TAXI	5	5	x		
18	ORANGE COUNTY YELLOW CAB	5	4	x		
66	ORANGE TAXI CAB	2	2			
152	SURF SIDE TAXI	3	2	x		
167	WHITE CAB CO.	3	2	x		
172	H A TAXI INC.	2	2	x		
173	BEACH CITIES TAXI	3	2	x		
32	AFFORDABLE TAXI	1	1			
33	FIESTA TAXI	1	1		x	
168	AMERICAN FLAG YELLOW CAB CO	1	1	x		
169	1A GREEN TAXICAB, LLC	1	1	x		
170	GO YELLOW TAXI INC.	2	1	x		
177	AWESOME TAXI CAB	1	1	x		

667 644

Totals from March 2016	855	771
Change from 2016 to 2017	-22.0%	-16.5%

CPI Historical Data

Year	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Annual Avg.
2007	202.4	203.5	205.4	206.7	207.9	208.4	208.3	207.9	208.5	208.9	210.2	210.0	207.3
2008	211.1	211.7	213.5	214.8	216.6	218.8	220.0	219.1	218.8	216.6	212.4	210.2	215.3
2009	211.1	212.2	212.7	213.2	213.9	215.7	215.4	215.8	216.0	216.2	216.3	215.9	214.5
2010	216.7	216.7	217.6	218.0	218.2	218.0	218.0	218.3	218.4	218.7	218.8	219.2	218.1
2011	220.2	221.3	223.5	224.9	226.0	225.7	225.9	226.5	226.9	226.4	226.2	225.7	224.9
2012	226.7	227.7	229.4	230.1	229.8	229.5	229.1	230.4	231.4	231.3	230.2	229.6	229.6
2013	230.2	232.1	232.8	232.5	232.9	233.5	233.6	233.9	234.1	233.5	233.0	233.0	232.9
2014	233.9	234.8	236.3	237.1	237.9	238.3	238.3	237.9	238.0	237.8	237.1	236.3	237.0
2015	234.7	235.2	235.7	236.0	237.0	237.8	238.1	237.9	237.6	238.0	238.3	238.0	237.0
2016	238.1	237.7	237.9	238.9	239.4	239.9	239.8	240.3	241.0	241.7	242.2	242.8	240.0
2017	244.2	244.5											244.3

Percent Change*													
Year	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Annual Avg.
2007 to 2008	4.10%	3.87%	3.83%	3.79%	4.01%	4.78%	5.30%	5.10%	4.70%	3.53%	1.06%	0.09%	3.68%
2008 to 2009	0.03%	0.24%	-0.39%	-0.74%	-1.30%	-1.45%	-2.14%	-1.51%	-1.30%	-0.18%	1.81%	2.65%	-0.36%
2009 to 2010	2.56%	2.10%	2.26%	2.19%	1.98%	1.04%	1.22%	1.14%	1.13%	1.16%	1.13%	1.47%	1.61%
2010 to 2011	1.61%	2.06%	2.61%	3.07%	3.45%	3.44%	3.50%	3.63%	3.72%	3.41%	3.28%	2.88%	3.05%
2011 to 2012	2.84%	2.79%	2.58%	2.25%	1.68%	1.64%	1.39%	1.66%	1.95%	2.11%	1.72%	1.71%	2.03%
2012 to 2013	1.54%	1.91%	1.45%	1.05%	1.34%	1.72%	1.92%	1.51%	1.17%	0.96%	1.20%	1.48%	1.44%
2013 to 2014	1.59%	1.14%	1.49%	1.92%	2.08%	2.01%	1.97%	1.68%	1.62%	1.77%	1.72%	1.37%	1.70%
2014 to 2015	0.32%	0.17%	-0.23%	-0.46%	-0.37%	-0.22%	-0.08%	0.01%	-0.18%	0.12%	0.52%	0.74%	0.03%
2015 to 2016	1.44%	1.06%	0.92%	1.22%	0.99%	0.89%	0.72%	0.99%	1.43%	1.51%	1.61%	1.97%	1.23%
2016 to 2017	2.48%	2.76%											1.77%

* This reflects the percent change from the current month to the same month last year

Source: <http://www.bls.gov/cpi/> - Table 2 - All Items

Fuel Rate Historical Data

Year	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Annual Avg.	% Change Dec to Dec	Annual Avg % Change
2007	\$2.616	\$2.713	\$3.105	\$3.339	\$3.485	\$3.329	\$3.174	\$2.948	\$2.922	\$3.112	\$3.394	\$3.353	\$3.124		
2008	\$3.296	\$3.231	\$3.609	\$3.846	\$4.015	\$4.531	\$4.511	\$4.128	\$3.842	\$3.440	\$2.507	\$1.871	\$3.569	-44.20%	14.24%
2009	\$2.051	\$2.265	\$2.239	\$2.377	\$2.531	\$2.969	\$2.920	\$3.057	\$3.169	\$3.062	\$3.006	\$2.964	\$2.718	58.42%	-23.86%
2010	\$3.065	\$2.993	\$3.104	\$3.138	\$3.136	\$3.134	\$3.171	\$3.186	\$3.064	\$3.146	\$3.205	\$3.297	\$3.137	11.23%	15.42%
2011	\$3.389	\$3.576	\$4.002	\$4.206	\$4.229	\$3.965	\$3.844	\$3.823	\$3.971	\$3.890	\$3.848	\$3.648	\$3.866	10.65%	23.25%
2012	\$3.747	\$4.027	\$4.414	\$4.292	\$4.353	\$4.133	\$3.821	\$4.109	\$4.211	\$4.458	\$3.893	\$3.628	\$4.091	-0.55%	5.81%
2013	\$3.678	\$4.127	\$4.192	\$4.031	\$4.051	\$4.050	\$4.056	\$3.919	\$3.989	\$3.829	\$3.641	\$3.642	\$3.934	0.39%	-3.83%
2014	\$3.666	\$3.726	\$3.984	\$4.210	\$4.220	\$4.163	\$4.109	\$3.961	\$3.820	\$3.580	\$3.234	\$2.916	\$3.799	-19.93%	-3.42%
2015	\$2.596	\$2.756	\$3.388	\$3.261	\$3.804	\$3.596	\$3.812	\$3.594	\$3.175	\$2.945	\$2.819	\$2.776	\$3.210	-4.80%	-15.50%
2016	\$2.823	\$2.477	\$2.679	\$2.822	\$2.855	\$2.930	\$2.911	\$2.745	\$2.803	\$2.862	\$2.788	\$2.738	\$2.786	-1.37%	-13.21%
2017	\$2.848	\$2.946	\$3.059										\$2.951		5.92%

Percent Change*													
Year	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Annual Avg.
2007 to 2008	25.99%	19.09%	16.23%	15.18%	15.21%	36.11%	42.12%	40.03%	31.49%	10.54%	-26.13%	-44.20%	14.24%
2008 to 2009	-37.77%	-29.90%	-37.96%	-38.20%	-36.96%	-34.47%	-35.27%	-25.94%	-17.52%	-10.99%	19.90%	58.42%	-23.86%
2009 to 2010	49.44%	32.14%	38.63%	32.02%	23.90%	5.56%	8.60%	4.22%	-3.31%	2.74%	6.62%	11.23%	15.42%
2010 to 2011	10.57%	19.48%	28.93%	34.03%	34.85%	26.52%	21.22%	19.99%	29.60%	23.65%	20.06%	10.65%	23.25%
2011 to 2012	10.56%	12.61%	10.29%	2.04%	2.93%	4.24%	-0.60%	7.48%	6.04%	14.60%	1.17%	-0.55%	5.81%
2012 to 2013	-1.84%	2.48%	-5.03%	-6.08%	-6.94%	-2.01%	6.15%	-4.62%	-5.27%	-14.11%	-6.47%	0.39%	-3.83%
2013 to 2014	-0.33%	-9.72%	-4.96%	4.44%	4.17%	2.79%	1.31%	1.07%	-4.24%	-6.50%	-11.18%	-19.93%	-3.42%
2014 to 2015	-29.19%	-26.03%	-14.96%	-22.54%	-9.86%	-13.62%	-7.23%	-9.27%	-16.88%	-17.74%	-12.83%	-4.80%	-15.50%
2015 to 2016	-29.19%	-26.03%	-14.96%	-22.54%	-9.86%	-13.62%	-7.23%	-9.27%	-16.88%	-17.74%	-12.83%	-4.80%	-13.21%
2016 to 2017	0.89%	18.93%	14.18%										

* This reflects the percent change from the current month to the same month last year

SOURCE: http://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_sca_m.htm

**Orange County Tax Administration Program
Financial Report
Fiscal Year 2016-17
December 2016 - February 2017**

	Budgeted	December 2016	January 2017	February 2017	Total to Date	Budget to Actual Under/(Over)	Percent Remaining
Revenues							
Company Permits	\$35,449.00	\$0.00	\$4,623.84	\$1,541.28	\$21,577.92	\$13,871.08	39.1%
Vehicle Permits	\$372,835.00	\$21,546.91	\$16,886.80	\$23,739.21	\$192,719.02	\$180,115.98	48.3%
Driver Permits	\$111,966.00	\$7,259.92	\$8,606.44	\$6,458.99	\$60,677.89	\$51,288.11	45.8%
Interest/Investment Earnings	\$7,690.00	\$515.42	\$509.26	\$553.11	\$4,460.89	\$3,229.11	42.0%
Other Misc. Revenue & Fines	\$13,349.00	\$406.80	\$200.88	\$250.88	\$5,590.25	\$7,758.75	58.1%
Use of Reserves	\$254,503.00	\$38,351.46	\$27,108.39	\$27,392.08	\$222,387.60	\$32,115.40	12.6%
Total Revenues	\$795,792.00	\$68,080.51	\$57,935.61	\$59,935.55	\$507,413.57	\$288,378.43	36.2%

	Budgeted	December 2016	January 2017	February 2017	Total to Date	Budget to Actual Under/(Over)	Percent Remaining
Expenditures							
Salaries & Benefits	\$475,562.00	\$41,748.94	\$31,971.04	\$38,013.44	\$305,451.80	\$170,110.20	35.8%
Professional Services - Legal	\$15,000.00	\$2,589.61	\$1,630.39	\$455.10	\$8,312.71	\$6,687.29	44.6%
Investment Fee - Portfolio Manager	\$939.00				\$131.71	\$807.29	86.0%
Credit Card Processing Fees	\$2,568.00	\$590.29	\$468.46	\$415.03	\$3,208.77	(\$640.77)	-25.0%
Equipment Repair/Maintenance	\$2,500.00				\$0.00	\$2,500.00	100.0%
Security Services	\$33,574.00	\$2,787.00	\$2,905.00		\$22,167.00	\$11,407.00	34.0%
Telephone	\$3,440.00	\$114.03	\$114.03	\$114.03	\$683.21	\$2,756.79	80.1%
Internet Expenses	\$180.00				\$0.00	\$180.00	100.0%
Travel	\$1,719.00			\$6.00	\$6.00	\$1,713.00	99.7%
Mileage	\$400.00	\$2.70	\$29.26	\$21.00	\$61.55	\$338.45	84.6%
Training & Registration Fees	\$811.00				\$0.00	\$811.00	100.0%
Office Supplies & Equipment	\$4,800.00		\$93.96	\$436.66	\$5,056.80	(\$256.80)	-5.4%
Software	\$120.00		\$110.00		\$110.00	\$10.00	8.3%
Dues & Memberships	\$925.00		\$400.00		\$400.00	\$525.00	56.8%
Business Expenses	\$2,000.00	\$370.89	\$65.47	\$326.29	\$911.18	\$1,088.82	54.4%
Administrative Services	\$251,254.00	\$20,148.00	\$20,148.00	\$20,148.00	\$161,183.79	\$90,070.21	35.8%
Total Expenses	\$795,792.00	\$68,351.46	\$57,935.61	\$59,935.55	\$507,684.52	\$288,107.48	36.2%

Change in Net Assets
(Negative Indicates Use of Reserves)

(\$38,622.41) (\$27,108.39) (\$27,392.08) (\$222,658.55)

Reserves			
Beginning Fund Balance	\$415,599.29	\$376,976.88	\$349,868.49
Monthly Change In Net Assets	(\$38,622.41)	(\$27,108.39)	(\$27,392.08)
Ending Fund Balance	\$376,976.88	\$349,868.49	\$322,476.41

*Note: A negative monthly change in net assets requires the use of funds from the OCTAP Reserve Fund balance to meet expenditure obligations.
Reserve Ending Fund Balance does not account for employee liabilities such as accrued leave time and unfunded pension costs.*

ITEM 3



April 20, 2017

To: OCTAP Steering and Safety Committees

From: Sandy Boyle, OCTAP Administrator

Subject: Orange County Transportation Authority's future administration of OCTAP and the letter to the Orange County City Manager's Association dated April 13, 2017

Overview

In 1998 the thirty-four Orange County Cities and the County of Orange (member agencies) formed the Orange County Taxi Administration (OCTAP) to meet California Government Code requirements to regulate taxicabs within their jurisdictions. The Orange County Transportation Authority (OCTA), pursuant to interagency agreements, administers the program on behalf of the member agencies. Each member agency adopts OCTAP regulations into their Municipal codes and enforces OCTAP regulations within their jurisdiction. Under the cooperative agreements the member agencies may withdraw from the OCTAP program or OCTA may withdraw as the administrator of the OCTAP program after providing 12 months' notice.

Discussion

The OCTAP program was intended to be funded through permit fees from taxicab companies, drivers, and vehicles. With significant declines in the number of permitted taxicabs in Orange County the funding model for OCTAP is no longer sustainable. On June 30, 2016, OCTA provided 12-months' notice to the member agencies that OCTA intends to withdraw as the administrator of the OCTAP program effective July 1, 2017.

OCTA Government Relations staff has been working with the Orange County City Managers Association (OCCMA) to help identify solutions for the future regulation of taxicabs in Orange County, beyond June 30, 2017. Potential solutions have included one of the cities assuming the role as the administrator of the OCTAP program; asking OCTA to consider continuing their role as the administrator of the OCTP program with cities funding revenue shortfalls as necessary to sustain the program; or the dissolution of OCTAP with each city developing their own mechanism for regulating taxicabs.

On January 5, 2017, OCCMA responded to OCTA's letter asking OCTA to suspend its notice of termination of the administration of OCTAP and to continue operations through June, 2018.

OCTA financial analysis has projected that OCTAP may have sufficient reserve funds to operate through December 31, 2017. On April 13, 2017 OCTA issued a response to the OCCMA agreeing to extend administration of OCTAP until December 31, 2017 or when all reserve funds have been exhausted, whichever is sooner. OCTA further agreed to continue administration of the OCTAP program through June 30, 2018, provided a commitment to fund the anticipated funding gap of approximately \$192,000 is received from member agencies (Orange County cities and the County of Orange) by June 1, 2017.

Summary

OCTA has agreed to continue as the Administrator of the OCTAP program until December 31, 2017 or when all reserve funds have been exhausted, whichever is sooner. The OCTAP member agencies may request that OCTA continue as the Administrator of the program through June 30, 2018 by committing to fund the program through June 30, 2018 at an estimated cost of \$192,000.

Attachment:

- A. OCTA Letter to Member Agencies Dated June 30, 2016
- B. OCCMA Letter to OCTA
- C. OCTA Letter to Member Agencies Dated April 13, 2017



BOARD OF DIRECTORS

Lori Donchak
Chair

Michael Hennessey
Vice Chair

Lisa A. Bartlett
Director

Andrew Do
Director

Steve Jones
Director

Jim Katapodis
Director

Jeffrey Lalloway
Director

Gary A. Miller
Director

Al Murray
Director

Shawn Nelson
Director

Miguel Pulido
Director

Tim Shaw
Director

Todd Spitzer
Director

Michelle Steel
Director

Tom Tait
Director

Frank Ury
Director

Gregory T. Winterbottom
Director

Ryan Chamberlain
Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Darrell Johnson
Chief Executive Officer

June 30, 2016

Mr. David Doyle
City Manager
City of Aliso Viejo
12 Journey, Suite 100
Aliso Viejo, California 92656

Dear Mr. Doyle,

The Orange County Transportation Authority (OCTA) has been working with the Orange County City Manager's Association (OCCMA) over the last two months to address future financial sustainability issues associated with the Orange County Taxi Administration Program (OCTAP). Earlier this year OCCMA created an ad-hoc committee that includes the cities of Anaheim, Fullerton, Garden Grove, Huntington Beach, Irvine, Newport Beach as well as the County of Orange. OCTA has met twice with the ad-hoc and our last meeting included representatives from the taxi industry.

OCTAP was created in 1998 to consolidate the licensing, application and utilization of regulations, and to provide the staff and services pursuant to the requirements set forth in Government Code Section 53075.5 and Vehicle Code Section 21,100(b), wherein cities and counties are required to protect the public health, safety, and welfare of their residents when using a taxicab service by licensing and regulating the operation of vehicles for hire and drivers of passenger vehicles for hire. At that time OCTA was selected to provide staff and administrative services necessary to implement and enforce the adopted OCTAP regulations.

OCTAP has interagency agreements with each Orange County city and the County of Orange and is funded solely through permit fees of taxicab companies, drivers and cars. This model was sufficient to cover OCTAP's and OCTA's administrative costs and to maintain a reserve of funds until Transportation Network Companies (TNCs) like UBER and Lyft entered the market. The model is no longer sustainable at the current fee structure. OCTA has determined that OCTAP has sufficient funds to cover operations through fiscal year (FY) 2016-17 but not beyond and, therefore, pursuant to Subsection 3.2.3 of the OCTAP Regulations, OCTA is providing the required 12-month notice to all member agencies of OCTAP that OCTA intends to terminate all agreements and withdraw from OCTAP as the administrative agency effective July 1, 2017 in the absence of a viable solution that is acceptable by all parties.

David Doyle
June 30, 2016
Page 2

It is OCTA's intention to continue to work through OCCMA to identify solutions that may allow for OCTAP's continuation beyond FY 2016-2017. It is apparent in our discussions with the ad-hoc that OCTAP offers a service and efficiencies to support needed taxi services in their communities and throughout Orange County.

OCTA looks forward to further discussions with OCCMA on this issue. If you have any questions please contact Dave Simpson, OCTA Government Relations, at (714) 560-5570 or DSimpson@octa.net.

Sincerely,



Darrell Johnson
Chief Executive Officer

DJ:ds

c: OCTA Board
Mr. Fred Wilson, President, Orange County City Managers Association

Sal.	First Name	Last Name	Title	Organization	Address	City	State	Zip
Mr.	David	Doyle	City Manager	City of Aliso Viejo	12 Journey, Suite 100	Aliso Viejo	California	92656
Mr.	Paul	Emery	City Manager	City of Anaheim	200 S. Anaheim Blvd.	Anaheim	California	92805
Mr.	Bill	Gallardo	City Manager	City of Brea	1 Civic Center Circle	Brea	California	92821
Mr.	Jim	Vanderpool	City Manager	City of Buena Park	6650 Beach Blvd.	Buena Park	California	90621
Mr.	Tom	Hatch	City CEO	City of Costa Mesa	77 Fair Drive	Costa Mesa	California	92626
Mr.	Peter	Grant	City Manager	City of Cypress	5275 Orange Avenue	Cypress	California	90630
Mr.	Doug	Chotkevys	City Manager	City of Dana Point	33282 Golden Lantern, Dana Point	Dana Point	California	92629
Mr.	Bob	Hall	City Manager	City of Fountain Valley	10200 Slater Avenue	Fountain Valley	California	92708
Mr.	Joe	Felz	City Manager	City of Fullerton	303 W. Commonwealth	Fullerton	California	92832
Mr.	Scott	Stiles	City Manager	City of Garden Grove	11222 Acacia Parkway	Garden Grove	California	92840
Mr.	Fred	Wilson	City Manager	City of Huntington Beach	2000 Main Street	Huntington Beach	California	92648
Mr.	Sean	Joyce	City Manager	City of Irvine	1 Civic Center Plaza	Irvine	California	92606
Mr.	Jim	Sadro	City Manager	City of La Habra	201 E. La Habra Blvd.	La Habra	California	90631
Ms.	Laurie	Murray	City Manager	City of La Palma	7822 Walker Street	La Palma	California	90623
Mr.	John	Pietig	City Manager	City of Laguna Beach	505 Forest Avenue	Laguna Beach	California	92651
Mr.	Bruce	Channing	City Manager	City of Laguna Hills	24035 El Toro Road	Laguna Hills	California	92653
Mr.	Rod	Foster	City Manager	City of Laguna Niguel	30111 Crown Valley Pk	Laguna Niguel	California	92677
Mr.	Chris	Macon	City Manager	City of Laguna Woods	24264 El Toro Road	Laguna Woods	California	92637
Mr.	Robert	Dunek	City Manager	City of Lake Forest	25550 Commerce Cent	Lake Forest	California	92630
Mr.	Bret	Plumlee	City Manager	City of Los Alamitos	3191 Katella Avenue	Los Alamitos	California	90720
Mr.	Dennis	Wilberg	City Manager	City of Mission Viejo	200 Civic Center	Mission Viejo	California	92691
Mr.	Dave	Kiff	City Manager	City of Newport Beach	100 Civic Center	Newport Beach	California	92660
Mr.	Rick	Otto	City Manager	City of Orange	300 E. Chapman Ave	Orange	California	92866
Mr.	Damien	Arrula	City Administrator	City of Placentia	401 E. Chapman Ave.	Placentia	California	92870
Ms.	Jennifer	Cervantez	City Manager	City of Rancho Santa Margarita	22112 El Paseo	Rancho Santa Margarita	California	92688
Mr.	James	Makshanoff	City Manager	City of San Clemente	100 Avenida Presidio	San Clemente	California	92672
Mr.	Ben	Siegel	City Manager	City of San Juan Capistrano	32400 Paseo Adelanto	San Juan Capistrano	California	92675
Mr.	David	Cavazos	City Manager	City of Santa Ana	20 Civic Center Plaza	Santa Ana	California	92701
Ms.	Jill	Ingram	City Manager	City of Seal Beach	211 8th Street	Seal Beach	California	90740
Mr.	Jim	Box	City Manager	City of Stanton	7800 Katella Avenue	Stanton	California	90680
Mr.	Jeff	Parker	City Manager	City of Tustin	300 Centennial Way	Tustin	California	92780
Mr.	Jarad	Hildenbrand	City Manager	City of Villa Park	17855 Santiago Blvd.	Villa Park	California	92861
Mr.	Eddie	Manfro	City Manager	City of Westminster	8200 Westminster Blvd	Westminster	California	92683
Mr.	Mark	Pulone	City Manager	City of Yorba Linda	P.O. Box 87014	Yorba Linda	California	92885
Mr.	Frank	Kim	CEO	County of Orange	333 W. Santa Ana Blvd	Santa Ana	California	92703



TO: OCCMA City Managers

FROM: OCTAP Ad Hoc Committee

DATE: January 4, 2017

SUBJECT: UPDATE AND SUGGESTED RESPONSE TO OCTA

An Ad Hoc Committee was assigned the task of reviewing options due to ongoing changes to the Orange County Taxi Administration Program (OCTAP), created in 1998 in fulfillment of California Government Code Section 53075.5, which required cities and counties to regulate the taxi industry. Due to changes arising mostly from the quick ascension of Personal Transportation Network Companies (TNCs – in particular Uber and Lyft), OCTAP has seen a 43% reduction in new permits as of March 2016. This corresponds to a reduction in revenues which are the sole source of operating the program and its budgeted four positions, as administered by OCTA. A June 30, 2016 letter from OCTA CEO, Darrell Johnson, to all city managers outlined this issue and provided a 12 month termination notice to all OCTAP members absent a viable solution to continue OCTAP operations.

The Ad Hoc Committee has met several times with various interested parties to discuss potential solutions and to monitor the 2016 State Legislative session as several bills addressing the taxi industry were active and sent to the Governor. Unfortunately, no legislation of significance was signed by the Governor and therefore cities and counties must continue to regulate the taxi industry while the California Public Utilities Commission regulates TNC's. Thus, while taxis and TNC's directly compete with each other, they are regulated in completely different manners, by different governmental entities, and under different requirements that create an unequal "playing field."

At this time, the Ad Hoc Committee is recommending that the OCCMA, on behalf of all city managers, send a letter to OCTA in response to the June 30, 2016 letter. In summary, the letter will acknowledge the following:

- That the State may assume taxi industry regulation through future legislation; however, such action does not forestall known budget shortfalls to the OCTAP program and any action may be several years in the making.
- There is a continuing need to monitor, if not actively push for, legislation in the 2017 cycle in which to consolidate regulatory obligations.
- That cities do not desire to subsidize the taxi industry with General Funds and acknowledge that any increase in taxi permit fees will negatively affect drivers and companies and exacerbate the imbalance in the industry.
- The OCTAP regulatory scope should be analyzed to reduce it to what is required by State law, but individual cities may opt to pay additional for services above and beyond State requirements.
- The services offered by OCTAP in compliance with State law should be reviewed to determine if any efficiencies can be achieved through contracting out the services.

- OCTA should provide a budget for OCTAP that stretches the program (after taking into consideration any reductions, contracting out, and use of reserves) to at least June, 2018. During this time, the cities will continue to work with OCTA for either a permanent replacement program or interim solution pending a leveling of the playing field as dictated by changes enacted by the State.

The OCTAP Ad Hoc Committee believes it is important to continue to meet and provide quarterly updates to OCCMA. Additionally, as more information is obtained, to include the ability of OCTA to stretch the current OCTAP resources through June, 2018, the Ad Hoc Committee will analyze how to maintain State requirements without, or to an absolute minimum, impacting a city's General Fund.

Recommended Action:

It is recommended that the membership authorize the OCCMA President to send a letter, as outlined, to the OCTA CEO regarding the OCTAP program.



AFFILIATED AGENCIES

Orange County
Transit District

Local Transportation
Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management
Agency

Service Authority for
Abandoned Vehicles

April 13, 2017

Mr. Fred A. Wilson
President, Orange County City Manager's Association
City Manager
City of Huntington Beach
200 Main Street
Huntington Beach, CA 92648

Dear Mr. Wilson:

Since receiving your January 5, 2017 letter regarding the future financial sustainability of the Orange County Taxi Administration Program (OCTAP), the Orange County Transportation Authority (OCTA) has thoroughly reviewed the OCTAP budget and current operations.

For background purposes, it is important to remember that OCTAP was created in 1998 to consolidate the licensing, application and administrative functions to assist Orange County cities in meeting their requirements set forth in Government Code Section 53075.5 and Vehicle Code Section 21100, *et seq.*, which require cities and counties to protect the public health, safety and welfare of their residents by licensing and regulating the operation of taxicab transportation service, vehicles for hire, and drivers of passenger vehicle for hire. At that time, OCTA was selected by the cities to provide staff and administrative services necessary to develop and enforce OCTAP Regulations.

Since its inception, OCTAP has been funded entirely through permit and license fees. With the arrival of Transportation Network Companies (TNCs) such as Uber, Lyft and others, the marketplace has greatly reduced the number of taxi permits in the county, which, in turn, has created a financially unsustainable condition for the continuation of OCTAP as currently funded.

Within the last twelve months, OCTA has taken the following steps to balance costs of administering OCTAP with decreasing revenues for OCTAP operations:

- Elimination of a full-time administrative support position
- 40 percent reassignment of the OCTAP administrator
- Reduction in Transit Police Services (OC Sheriff) contract cost
- Reductions in staff overtime as a result of reduced enforcement
- Reductions in administrative services expense as a result of reduced staffing (anticipated)

Mr. Fred A. Wilson
Orange County City Manager's Association
April 13, 2017
Page 2

With these steps taken, OCTAP is operating at an "essential service" level that meets state requirements as referenced in your letter. Any further budget reductions would compromise OCTAP's ability to meet its public safety objectives.

The cost to administer OCTAP for fiscal year 2017-18 is anticipated to be \$628,700. Based on expected revenues, it is projected that OCTAP will only have sufficient funds to operate for six (6) months, through December 31, 2017. In order to reach your stated goal of having OCTA continue to administer OCTAP through June 2018, outside revenues from the cities will be needed. It is expected that the amount needed to fully fund OCTAP operations beyond December 31, 2017 and through the end of fiscal year 2017-18 is approximately \$166,800 or \$333,700 for calendar year 2018.

OCTA requests that the Orange County City Managers Association (OCCMA) provide a commitment by June 1, 2017 to fully fund OCTAP for the last six months of fiscal year 2017-18. If such a commitment cannot be provided by this date, OCTA will plan to cease OCTAP administration effective December 31, 2017 or when all reserves have been exhausted, whichever is sooner. This deadline is necessary to provide employees who work for OCTAP with timely information about their positions and to make staffing adjustments. Provided the OCTAP funding gap is funded through outside revenue, OCTA will continue to administer OCTAP through June 30, 2018, which is, in essence, extending our previous deadline by one year.

OCTA agrees that OCTAP is an effective model that delivers efficiencies benefitting all member agencies. We have a strong relationship with taxi companies locally and utilize their services through several contracts for needed mobility services throughout Orange County. However, due to the changing marketplace with taxis and TNCs, and the fact that OCTA has no legal requirement to regulate taxis, further administration of OCTAP by OCTA beyond June 30, 2018 may not be an option.

OCTA will continue to work with OCTAP member agencies, the OCCMA ad-hoc committee, and OCTAP stakeholders on a long-term solution for the administration of OCTAP. Thank you for your partnership in working through this and other transportation issues affecting Orange County.

Mr. Fred A. Wilson
Orange County City Manager's Association
April 13, 2017
Page 3

Thank you for your attention in the matter and please do not hesitate to contact myself or Dave Simpson, OCTA Government Relations, at (714) 560-5570 or dsimpson@octa.net with any questions.

Sincerely,



Darrell Johnson
Chief Executive Officer

DJ:ds

c: Orange County City Managers
Mr. Frank Kim, CEO, County of Orange

ITEM 4



April 21, 2017

To: OCTAP Steering and Safety Committees

From: Sandy Boyle, OCTAP Administrator

Subject: Adjustment of OCTAP Fee Schedule

Overview

On December 13, 2004, the Orange County Transportation Authority (OCTA) Board of Directors approved an Orange County Taxi Administration Program (OCTAP) fee schedule that would allow OCTAP to be fully self-sustaining. This fee schedule, implemented on January 1, 2005, included fixed-fee increases in 2005, 2006, and increases of 4 percent each fiscal year, beginning in 2007. Increases did not occur in 2009, 2012, 2013, or 2014 when revenue was sufficient to cover expenses.

Discussion

OCTAP was designed to be self-supported through payment of permits, fees, and fines collected from taxi companies and drivers. Since September 2014, the revenue collected has not been sufficient to support the program and OCTAP has used program reserves to cover the shortfall.

It is necessary to increase OCTAP permit fees, as mandated by the OCTA Board of Directors. OCTAP and OCTA staff have implemented cost reductions; however it is expected that the reserves will be exhausted prior to the end of FY 2017-18. OCTA will continue to explore alternative funding options with the Member Agencies in an effort maintain the program on behalf of the member agencies.

Summary

As directed by the OCTA Board of Directors, fees for all OCTAP services will be increased by 4 percent effective July 1, 2017. An updated OCTAP Permit Fee schedule effective July 1, 2017 is included as attachment A.

Attachment:

A. OCTAP Fee Schedule Effective July 1, 2017

Permit Fees
Effective: July 1, 2017

Company Permit

New One-Year Permit	\$4,845.57
Renewal One-Year	\$1,602.93
Renewal Three-year	\$5,003.71

Vehicle Permits

Annual Vehicle Inspection and Permit	\$451.03
Random Vehicle Inspection	No Charge
Re-inspection for Failed Major Item	\$170.89
Re-inspection for Failed Minor Item (within 10 days of original inspection)	\$75.39
Substitution or Replacement	\$60.84

Driver Permits

Annual Permit	\$120.33
Replacement	\$16.87
Transfer (to another company)	\$22.50
Re-Instatement	\$22.50

Late Fees (Per Calendar Day)

Vehicle Permit - Maximum 15 days	\$32.61
Driver Permit – Maximum 4 days	\$32.61