

# AGENDA PACKET



## **Steering Committee and Safety Committee Meeting**

**April 17, 2014**

**Thursday, April 17, 2014, 12:00 p.m.**  
**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 assure 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. Please complete a speaker's card and submit it to the Steering Committee Chairman, or notify OCTAP staff regarding the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three (3) minutes.

### **Public Availability of Agenda Materials**

All documents relative to the items referenced in this agenda are available for public inspection at [www.octap.net](http://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 16, 2014, Combined Steering Committee and Safety Committee Meeting

#### **2. Staff Information Items – Receive and File the:**

a) Quarterly Operations and Financial Reports

1. OCTAP Quarterly Operations Report – January 1, 2014 through March 31, 2014

2. OCTAP Financial Report, Fiscal Year 2013-14, December 2013 – February 2014
3. Updated CPI and Fuel Cost Historical Data

### **Regular Calendar**

#### **3. Public Hearing to Consider A Taxicab Fare Increase**

Members of the Committees approved a public hearing on January 16, 2014, to consider a taxicab passenger fare increase at this meeting. At this time, members of the public may provide comment on the proposed taxicab fare increase averaging 9.05 percent.

#### **4. Consider Adoption of Taxicab Fare Increase**

Members of the Committees may consider approval of a taxicab passenger fare increase averaging 9.05 percent.

### **Discussion Items**

#### **5. Consider Taxicab Driver Representative to the Steering Committee**

A Member of the Steering Committee asked that this item be agendaized for discussion. Members of the Committees may discuss this item.

#### **6. OCTAP Staff Updates**

OCTAP Administrator will present information and updates.

- a) Coordinated Enforcement and Outreach Activities

#### **7. Committees Representatives 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.

#### **8. Public Comments**

Members of the public may address the Committees regarding 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. Comments shall be limited to three (3) minutes per speaker, unless different time limits are set by the Chairman subject to the approval of the Steering Committee.

## **9. Adjournment**

The next regularly scheduled meeting of the OCTAP Joint Meeting of the Steering Committee and Safety Committee will be held at 12:00 p.m. on July 17, 2014, at 11800 Woodbury Road, Annex 2<sup>nd</sup> floor, Room #219-220, Garden Grove, CA 92843.

**ITEM 1**

**Orange County Taxi Administration Program (OCTAP)  
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**Steering Committee and Safety Committee Members Present:**

City of Anaheim Steering Committee, Matt Letteriello  
City of Anaheim Safety Committee, Jesse Penunuri  
City of Brea Steering and Safety Committees, Mark Kane  
City of Costa Mesa Steering Committee (Alternate), Elizabeth Gonzales  
City of Cypress Steering and Safety Committees, Shaheen Shaheen  
City of Fullerton Steering and Safety Committees, Lenny Ledbetter  
City of Garden Grove Steering Committee, Pam Gillis  
City of Huntington Beach Steering and Safety Committees, Robert Barr  
City of Irvine Steering Committee, Scott Cronos  
City of Irvine Safety Committee, Matt August  
City of Laguna Beach Steering and Safety Committees, Matt Gregg  
City of Laguna Niguel Safety Committee, Scott Watson  
City of Laguna Woods Steering and Safety Committees, Douglas Reilly  
City of Laguna Woods Steering and Safety Committees (Alternate), Patrick Foley  
City of La Habra Steering and Safety Committees (Alternate), Rich Kanger  
City of Lake Forest Steering Committees, James Wren  
City of La Palma Safety Committee, Paul Braccioldieta  
City of Los Alamitos Steering and Safety Committees, Bruce McAlpine  
City of Mission Viejo Steering Committee, Brett Canedy  
City of Newport Beach Steering Committee, Monique Navarrete  
City of San Juan Capistrano Safety Committee, George Miller  
City of Santa Ana Steering Committee, Art Morales  
City of Santa Ana Safety Committee, Edward Mendoza  
City of Stanton Safety Committee, Kurt Bourne  
City of Tustin Steering Committee, Jason Wonser  
City of Tustin Safety Committee, Brian Greene  
City of Yorba Linda Safety Committee, Kara Boyd  
County of Orange Safety Committee (Alternate), Anthony Lim  
Orange County Tourism Representative Steering Committee, Christina Dawson  
Large Taxi Cab Company Representative Steering Committee, Tim Conlon  
Small Taxi Cab Company Representative Steering Committee, Mehdi Sarreshtedari

**Not Represented:**

City of Aliso Viejo  
City of Buena Park  
City of Dana Point  
City of Fountain Valley  
City of Laguna Hills  
City of Orange  
City of Placentia  
City of Rancho Santa Margarita  
City of San Clemente

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City of Seal Beach  
City of Villa Park  
City of Westminster

**Others Present:**

Sue Zuhlke, OCTAP  
Patrick Sampson, OCTAP  
James Donich, Esquire, OCTA Legal Counsel  
Jo-Ann Gadia Bravo, OCTAP  
Angela Gatchell, OCTAP  
Pavlos Giangos, Metro Taxi Cab  
Greg Atkins, California Yellow Cab  
Larry Slagle, Yellow Cab of Greater Orange County  
Luis Cruz, Taxicab Driver  
Charles Lantz, Yellow Cab of Greater Orange County  
John Williams, Taxi Driver

**Call to Order**

Steering Committee Chairman Letteriello called the January 16, 2014, regular meeting of the Orange County Taxi Administration Program (OCTAP) Steering Committee and Safety Committee to order at 12:07 pm.

Steering Committee Chairman Letteriello reminded the members of the public that they may address the committees concerning any item by completing a request to speak card and that all public comments should be kept to three minutes in length.

**Consent Calendar** (Items 1 and 2)

All matters on the Consent Calendar may 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**

To receive, approve, and file the minutes from the October 17, 2013, Orange County Taxi Administration Program Combined Steering Committee and Safety Committee Meeting.

**2. Staff Information Items** – Receive and File the:

- a) Quarterly Operations and Financial Reports

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1. OCTAP Quarterly Operations Report – October 1, 2013 through December 31, 2013.
2. OCTAP Financial Report, Fiscal Year 2013-14, September - November 2013.
3. Updated CPI and Fuel Cost Historical Data.

Committee Member Reilly (Laguna Woods) made a motion to approve Items 1 and 2 on the Consent Calendar. The motion was seconded by Committee Member Ledbetter (Fullerton). The motion passed.

**Regular Calendar**

**3. Election – Steering and Safety Committee Chairs and Vice Chair for 2014**

Steering Committee Chairman Letteriello requested nominations for chairs and vice chairs of the Steering Committee and Safety Committees.

Steering Committee

Committee Member Crones (Irvine) nominated Lenny Ledbetter (Fullerton) for Steering Committee Chair. Committee Member Kane (Brea) seconded the nomination and a vote was called. The vote was unanimous to elect Lenny Ledbetter (Fullerton) as the 2014 Steering Committee Chair.

Committee Member Ledbetter (Fullerton) nominated Scott Crones (Irvine) for Steering Committee Vice Chair. Committee Member Letteriello (Anaheim) seconded the nomination and a vote was called. The vote was unanimous to elect Scott Crones (Irvine) as the 2014 Steering Committee Vice Chair.

Safety Committee

Committee Member Crones (Irvine) nominated Lenny Ledbetter (Fullerton) for Safety Committee Chair. Committee Member Reilly (Laguna Woods) seconded the nomination and a vote was called. The vote was unanimous to elect Lenny Ledbetter (Fullerton) as the 2014 Safety Committee Chair.

Committee Member Reilly (Laguna Woods) nominated Scott Crones (Irvine) for Safety Committee Vice Chair. Committee Member Kane (Brea) seconded the nomination and a vote was called. The vote was unanimous to elect Scott Crones (Irvine) as the 2014 Safety Committee Vice Chair.



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**4. Taxicab Fare Study – Consider Scheduling a Public Hearing for a Taxi Fare Increase**

Patrick Sampson (OCTAP Administrator) recommended that the Steering Committee schedule a public hearing to consider a fare increase averaging 9.05 percent, as follows:

\$3.50 for the flag drop and first 1/5 mile  
\$0.55 for each 1/5 mile, after the first 1/5 mile (\$2.75 Mile)  
\$32.00 per hour wait time (Approximately \$0.53 per minute)

Committee Member Reilly (Laguna Woods) asked if this increase was intended to bring the fare rates up-to-date. Patrick Sampson (OCTAP Administrator) responded that this increase would bring the fares to an appropriate level, and that the increase would bring OCTAP rates to a comparable level with peer jurisdictions. Committee Member Reilly stated that the committee can bring a range to the public hearing (4 to 9.05 percent). Committee Member Reilly also stated that he would like to hear from taxicab companies and drivers as to their thoughts concerning the proposed fare increase.

James Donich (OCTA Legal Counsel) acknowledged Committee Member Reilly's statement as true regarding considering a percentage range rather than a fixed percentage. However, the decision to bring a percentage range or a fixed percentage increase to the public hearing would have to be decided at this meeting.

Committee Member Conlon (Large Taxicab Company Representative) pointed out that an increase will benefit drivers more than companies due to the fact that drivers pay a set lease amount for their vehicles, and that everything they bring in above that amount is what they bring home. Mr. Conlon also stated that the recommended increase of 9.05 percent is the right number and is long overdue.

Patrick Sampson (OCTAP Administrator) stated that it is OCTAP's intention to front-load the rate so that a larger percentage of the increase is built into the flag drop, to help offset the cost of providing shorter trips. Mr. Sampson also stated that the recommendation provides for a decent per mile increase on longer trips.

Committee Member Reilly (Laguna Woods) explained that the recommended increase is designed to catch up from the last increase in 2008, but it loses all efforts to contain costs and to keep it competitive with other services. Committee Member Reilly stated that this is the reason why he's asking the committee to consider a smaller increase rather than the fixed 9.05 percent recommendation.

Committee Member Navarrete (Newport Beach) stated that this increase would make Orange County one of the highest among peer areas. Patrick Sampson (OCTAP Administrator) stated that though the numbers seem large up front, a closer

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look at the five-mile rate provides for a better feel as to what the actual average is going to be and that it will fall in line with peer jurisdictions.

Patrick Dreis (Happy Taxi) stated his support for the recommended fare increase.

Larry Slagle (Yellow Cab of Greater Orange County) asked if an increase other than the recommended increase would keep the committee on the same timeline. James Donich (OCTA Legal Counsel) replied that whatever the committee wants to bring to the public hearing in April, would have to be approved at this meeting (January 16, 2014). Patrick Sampson (OCTAP Administrator) stated that OCTAP could come back with different options, stating that the 9.05 percent is recommended because it is a realistic number. Mr. Sampson added that even with the recommended increase, taxicab companies and drivers have the option to discount fares.

Committee Member Reilly (Laguna Woods) made a motion that the Administrator's recommendation be approved with a language change that would allow the committee, in a public hearing, to consider an increase based on a range of 5 to 10 percent. Committee Member Navarrete (Newport Beach) seconded the motion, with clarification as to when the fare increase would take effect, if approved.

Committee Member Sarreshtedari (Small Taxicab Company Representative) stated that an exact percentage may not be workable with the meter. Steering Committee Chairman Letteriello stated that an average would be an approximate number and that the final increase approved will work with the meter and will fall within the approved range, if a range is used. The recommended 9.05 percent has been set to work with the meter with no modifications needed. James Donich (OCTA Legal Counsel) stated that if a range is approved, any increase amount that falls within the range can be approved at the public hearing.

Committee Member Sarreshtedari (Small Taxicab Company Representative) made a substitute motion to approve the staff report (with the fare increase recommendation of 9.05 percent) as it is written. The motion was seconded by Committee Member Conlon (Large Taxicab Company Representative). The motion passed. A public hearing will be scheduled for the next scheduled Quarterly Combined OCTAP Steering Committee and Safety Committee Meeting, to consider a taxi fare increase averaging 9.05 percent.

**5. Taxicab Advertising – Draft Letter to City Managers**

Patrick Sampson (OCTAP Administrator) informed the committee members that a letter informing member agencies about exterior advertising on taxicab vehicles has been drafted for committee review. The letter states that, due to a lack of consensus, OCTAP cannot manage exterior advertising on taxicab vehicles through the OCTAP regulations. The letter informs member agencies that, if advertising is a

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concern, exterior advertising on taxicab vehicles would have to be managed by each agency using their municipal codes.

Committee Member Sarreshtedari (Small Taxicab Company Representative) stated that the letter should be addressed to city councils and county supervisors. Patrick Sampson (OCTAP Administrator) stated that OCTAP will address the letters appropriately for each agency. Committee Member Sarreshtedari also stated that the letters state that “OCTAP periodically receives inquiries from advertisers.” Committee Member Sarreshtedari wants OCTAP to specify the media used by perspective advertisers (example, was OCTAP contacted by the advertisers via phone, email, etc.). Patrick Sampson (OCTAP Administrator) responded that inquiries come from phone calls, emails, and participation in regulatory and industry conferences or trade shows.

Committee Member Sarreshtedari (Small Taxicab Company Representative) mentioned that external advertising has been brought up in the past. A discussion took place, with the conclusion that the letter to be sent will state that each agency will have to determine advertising requirements in their respective areas of jurisdiction and, as long as the external advertising does not violate the OCTAP regulations by altering, detracting, or impeding from the external required vehicle markings, a vehicle would not be denied a vehicle permit because of advertising.

Committee Member Navarrete (Newport Beach) stated that further efforts should be made to bring all agencies to a general consensus, since she believes that most agencies don't want external advertising on taxicabs. Patrick Sampson (OCTAP Administrator) stated that OCTAP has spent eighteen months trying to bring the agencies together; and that at this point, OCTAP will concede to local (agency) authority for regulatory control, oversight, and enforcement of this matter.

James Donich (OCTA Legal Counsel) clarified that the letter states that OCTAP will no longer pursue agency direction on this issue, and external advertising will not be a consideration as part of the permitting process when issuing vehicle permits through scheduled vehicle inspections. Mr. Donich indicated that this does not mean that the committee cannot act on the issue at a later date. Mr. Donich also stated that OCTAP was not able to get clear direction and a consensus on the issue of advertising, defaulting to each agency's authority and right to legislate taxicabs in their areas of jurisdictions through local ordinances.

Committee Member Gillis (Garden Grove) stated that the issue may have been neglected due to the fact that this has been an election year and that there may be more success in future years.

Committee Member Reilly (Laguna Woods) made a motion to direct staff to send the draft letter, as written, to all city managers/agencies. The motion was seconded by

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Committee Member Conlon (Large Taxicab Company Representative). The motion passed.

**Presentation Item**

**6. Steve Parson OCTAP Public Safety Award – 2013 Recipient**

The 2013 Steve Parsons Public Safety Award was presented by Patrick Sampson (OCTAP Administrator). The 2013 recipients of the Steve Parsons Public Safety Award were Corporal Lenny Ledbetter and Officer Mike Hagen from the City of Fullerton, Fullerton Police Department.

**Discussion Items**

**7. OCTAP Staff Updates**

Patrick Sampson (OCTAP Administrator) spoke about Uber, A Transportation Network Company (TNC), and recent lawsuits, regulatory consensus, and TNC regulation by the California Public Utilities Commission (CPUC).

James Donich (OCTA Legal Counsel) notified the committee of a multi-million dollar lawsuit that has been filed against OCTAP. Mr. Donich stated that the details of the lawsuit cannot be disclosed except in closed session.

**8. Committees Representatives Reports**

Committee Member Crones (Irvine) spoke concerning a letter that the City of Irvine received from the Taxi Drivers Association of Orange County. Committee Member Crones asked that a closed session be agendized for the next quarterly meeting, for discussion. James Donich (OCTA Legal Counsel) stated that the letters sent by the TDAOC to all member agencies were simply a request that a driver representative be added to the Steering Committee and that a closed session of the committee was not needed. Mr. Donich stated that a discussion to consider adding a driver representative may be agendized for the next meeting.

Committee Member Sarreshtedari (Small Taxicab Company Representative) made a motion for a closed session. James Donich (OCTA Legal Counsel) reiterated that this issue does not require a closed session of the Steering Committee and that it will be agendized for the next meeting.

Committee Member Conlon (Large Taxicab Company Representative) stated that TNCs such as Uber, Sidecar, and Lyft are in service, and recently more than 100 vehicles were in service. These services operate with questionable insurance and questionable driver background checks. Committee Member Conlon stated that OCTAP's "wait and see" approach is unacceptable and that OCTAP must act

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immediately. Committee Member Conlon stated that OCTAP should be more responsive and proactive in addressing TNC services.

Committee Member Conlon (Large Taxicab Company Representative) asked that a subcommittee be formed to study the TNC issue. Steering Committee Chairman Letteriello stated that he will direct that a sub-committee be formed asking Committee Member Conlon if he would lead the committee; in which he agreed. Steering Committee Chairman Letteriello stated that an attempt would be made to gather volunteers for involvement in the subcommittee.

Committee Member Reilly (Laguna Woods) thanked Steering Committee Chairman Letteriello for his two years of service on the committee.

Committee Member Sarreshtedari (Small Taxicab Company Representative) spoke about letters that were sent in October by OCTAP to specific taxicab companies concerning their insurance carriers rating, and that their insurance carrier no longer met the requirements in accordance with the OCTAP Regulations. Committee Member Sarreshtedari wanted to thank OCTAP for that notification. Committee Member Sarreshtedari asked if the committee could agendaize, for discussion, what course of action to take in case an insurance carrier should become insolvent. Steering Committee Chairman Letteriello stated that he would speak with the Administrator concerning the request to agendaize the issue.

**9. Public Comments**

Members of the public may address the Committees regarding 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. Comments shall be limited to three (3) minutes per speaker, unless different time limits are set by the Chairman subject to the approval of the Steering Committee.

Patrick Dreis (Happy Taxi) commented that TNC companies need to be immediately addressed by OCTAP. Mr. Dreis also commented that OCTAP should stay open late at least one day a week to accommodate drivers.

John Williams (Public) commented on the Los Angeles City ordinance concerning kickbacks and compensations to hotels and nightclubs. Mr. Williams also spoke concerning the number of small companies permitted through OCTAP. Mr. Williams stated that smaller companies don't have the proper infrastructure to operate as a full service taxicab company.

**10. Adjournment**

The meeting was adjourned at 1:13 pm.

**Orange County Taxi Administration Program (OCTAP)  
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The next regularly scheduled meeting of the OCTAP Joint Meeting of the Steering Committee and Safety Committee will be held at 12:00 p.m. on April 17, 2014, at 11800 Woodbury Road, Annex 2<sup>nd</sup> floor, Room #219-220, Garden Grove, CA 92843.

Meeting signs will be posted on the day of the meeting. For additional information on meeting location, or for directions, please contact OCTAP at [octaxi@octa.net](mailto:octaxi@octa.net) or (949) 654-8294.

All attachments to the minutes of the meeting are on file and available upon request from the OCTAP office through [octaxi@octa.net](mailto:octaxi@octa.net) or (949) 654-8294.

# ITEM 2



**April 17, 2014**

**To:** OCTAP Steering and Safety Committees

**From:** Patrick Sampson, 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 1, 2014 through March 31, 2014. Information in the report is based on actual events during the reporting period. In addition, the attached Financial Report provides a summary of revenue and expenditures for December 2013 through February 2014, as Attachment 2. March 2014 is not included in the report because March financial statements are not available until after the committees meet. Updated CPI and Fuel Cost data is also included in the report, as Attachment 3.

An OCTAP countywide enforcement event was held on January 29, 2014. All agencies were encouraged to focus on the enforcement of taxicab regulations as part of their regular enforcement plan. The coordinated countywide enforcement event helps to heighten officer and public awareness of OCTAP regulations, and helps to ensure that all taxicabs and drivers are compliant with OCTAP Regulations. Member agency enforcement partners reported 25 contacts and two citations during the event.

OCTAP staff supported Orange County Sheriff's Department and John Wayne Airport (JWA) Ground Operations personnel in performing high profile enforcement at JWA on January 29, 2014. There were 125 taxicab contacts, two vehicles were removed from service, and seven OCTAP administrative actions were issued to taxicab companies and drivers for violations of OCTAP regulations.

OCTAP staff performed nighttime enforcement, and driver outreach in the Anaheim Resort area and downtown Fullerton area, on January 17, 2014. Driver outreach consisted of the distribution of a pamphlet containing specific bullet-pointed regulation items that are most often problem areas during random inspections. The outreach is designed to better educate drivers about the OCTAP Regulations, so that they may comply.

OCTAP staff attended the Crime Alert Network (CAN) meeting in the City of Anaheim on March 6, 2014, and announced the Public Hearing for proposed



Taxicab Fare Increase. OCTAP also made the Public Hearing notice available to taxicab drivers, as part of the OCTAP outreach.

OCTAP staff developed outreach materials related to Transportation Network Companies (TNC) services and their operating guidelines. OCTAP started distributing the outreach materials to agency law enforcement partners, and have made it available to taxicab drivers that visited OCTAP office.

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

**Attachments:**

1. OCTAP Quarterly Operations Report – January 1, 2014 through March 31, 2014
2. OCTAP Financial Report, Fiscal Year 2013-14, December 2013 – February 2014
3. Updated CPI and Fuel Cost Historical Data

**OCTAP Quarterly Operations Report  
January 2014 to March 2014**

| <b>OCTAP Revenue</b>             | <b>Jan 2014</b>    | <b>Feb 2014</b>    | <b>Mar 2014</b>    | <b>Quarter Total</b> |
|----------------------------------|--------------------|--------------------|--------------------|----------------------|
| <b>Company Permit Fees</b>       | <b>\$4,275</b>     | <b>\$5,700.00</b>  | <b>\$7,125</b>     | <b>\$17,100</b>      |
| Annual Vehicle Inspection        | \$28,070           | \$27,694           | \$30,079           | \$85,843             |
| Vehicle Re-inspection Fees       | \$4,076            | \$2,860            | \$2,123            | \$9,059              |
| Vehicle Permit Substitution Fee  | \$54               | \$108              | \$54               | \$216                |
| Vehicle Permit Replacement       | \$54               | \$0                | \$0                | \$54                 |
| <b>Total Vehicle Permit Fees</b> | <b>\$32,254</b>    | <b>\$30,662</b>    | <b>\$32,256</b>    | <b>\$95,172</b>      |
| Annual Driver Permit Fees        | \$13,482           | \$15,523.00        | \$17,013           | \$46,018             |
| Driver Permit Re-Instatement     | \$60               | \$40               | \$80               | \$180                |
| Driver Replacement Fees          | \$15               | \$50               | \$0                | \$65                 |
| Driver Permit Transfer Fees      | \$580              | \$562              | \$680              | \$1,822              |
| <b>Total Driver Permit Fees</b>  | <b>\$14,137</b>    | <b>\$16,175</b>    | <b>\$17,773</b>    | <b>\$48,085</b>      |
| <b>Fines and Late Fees</b>       | <b>\$804</b>       | <b>\$1,961</b>     | <b>\$1,296</b>     | <b>\$4,061</b>       |
| <b>Revenue Total</b>             | <b>\$51,470.00</b> | <b>\$54,498.00</b> | <b>\$58,450.00</b> | <b>\$164,418.00</b>  |

| <b>OCTAP Statistics</b>    | <b>Jan 2014</b> | <b>Feb 2014</b> | <b>Mar 2014</b> | <b>Average or Total</b> |
|----------------------------|-----------------|-----------------|-----------------|-------------------------|
| Company Permits (Current)  | 38              | 36              | 37              | <b>37</b>               |
| Vehicle Permits (Current)  | 1187            | 1168            | 1168            | <b>1174</b>             |
| Driver Permits (Current)   | 1602            | 1609            | 1595            | <b>1,602</b>            |
| Complaints and Incidents   | 7               | 6               | 11              | <b>24</b>               |
| Random Inspections         | 41              | 30              | 28              | <b>99</b>               |
| Random Inspection % Failed | 22%             | 33%             | 14%             | <b>23%</b>              |
| Appeals Hearing            | 0               | 8               | 3               | <b>11</b>               |
| Actions Overturned %       | 0%              | 0%              | 0%              | <b>0%</b>               |
| Administrative Actions     | 11              | 11              | 9               | <b>31</b>               |
| Other Enforcement          | 298             | 152             | 109             | <b>559</b>              |

| <b>Complaints And Incidents</b> | <b>Jan 2014</b> | <b>Feb 2014</b> | <b>Mar 2014</b> | <b>Total</b> |
|---------------------------------|-----------------|-----------------|-----------------|--------------|
| Bandit Report                   | 2               | 1               | 3               | <b>6</b>     |
| Credit Card                     | 1               | 0               | 0               | <b>1</b>     |
| Fare Dispute                    | 1               | 2               | 0               | <b>3</b>     |
| Lost and Found                  | 0               | 0               | 0               | <b>0</b>     |
| Taxicab Driver Complaint        | 3               | 2               | 6               | <b>11</b>    |
| Taxicab Company Complaint       | 0               | 1               | 2               | <b>3</b>     |
| Other * (See Comments)          | 0               | 0               |                 | <b>0</b>     |
| <b>Total</b>                    | <b>7</b>        | <b>6</b>        | <b>11</b>       | <b>24</b>    |

\* Other includes :

**Complaint and Incident Areas Include:**

Taxicab company complaint about Transportation Network Company (TNC) operating as a bandit taxicab; Driver refused to accept credit card as a form of payment; driver allegedly overcharged customers; taxicab company reported TNC services as bandit operators and practices reckless business; OCTAP staff forwarded several complaint to California Public Utilities Commission (CPUC) from drivers and companies regarding Transportation Network Companies (TNC); driver allegedly threw a water bottle at a customer; permitted driver was arrested for illegal drugs; unpermitted driver operating in the City of Anaheim; customer complained that a taxicab driver didn't know how to get to Irvine; taxicab company reported (TNC) advertising on Craig List as a bandit taxicab; passenger missed his flight because the taxicab was late on picking him up; complaint about a driver verbally abusing other drivers at the Fullerton Train Station; driver tried to overcharge a passenger by quoting a higher fare; driver overcharged passenger's credit card; driver driving wrecklessly, and tailgating other motorists; driver refused to pick-up customer; unmarked taxi at a car wash without "not in service signs;" permitted taxicab cab was allegedly allowing unpermitted drivers to drive "Dial-a-Ride" taxi vehicles in a city outside of Orange County; driver allegedly failed to turn on the taximeter, tried to overcharged customer, could not provide receipt until prompted, and tried to avoid accepting credit card as a form of payment; driver was rude to a passenger due to a short distance trip and driver refused to stop smoking inside the vehicle when asked by the passenger; driver driving with an expired permit; and driver was reported yelling and cursing at the reporting party.

| <b>Number of Vehicle Permits</b> | <b>Jan 2014</b> | <b>Feb 2014</b> | <b>Mar 2014</b> |
|----------------------------------|-----------------|-----------------|-----------------|
| 1A Green Taxicab, LLC            | 1               | 1               | 1               |
| 24/7 Yellow Cab                  | 53              | 54              | 56              |
| A Taxi Cab                       | 297             | 297             | 299             |
| ABC Ride Taxi                    | 7               | 7               | 7               |
| Access Taxi Yellow Cab           | 1               | 1               | 1               |
| Active Taxi                      | 4               | 2               | 2               |
| Advanced Yellow Cab              | 1               | 0               | 0               |
| Affordable Taxi                  | 1               | 1               | 1               |
| American Flag Yellow Cab         | 5               | 5               | 5               |
| An OC Taxi Graph                 | 1               | 1               | 1               |
| Beach Cities                     | 4               | 4               | 5               |
| CABCO                            | 222             | 221             | 218             |
| Checker Cab Co.                  | 5               | 4               | 4               |
| Ciao Taxi                        | 1               | 1               | 1               |
| Coastal Taxi                     | 4               | 0               | 0               |
| Discount Cab Fares               | 2               | 2               | 2               |
| Downtown Huntington Beach        | 8               | 10              | 12              |
| Fiesta Taxi                      | 3               | 3               | 3               |
| Green Cab                        | 2               | 2               | 3               |
| Go Yellow Taxi Inc.              | 9               | 9               | 9               |
| Ha Taxi, Inc.                    | 1               | 1               | 1               |
| Happy Taxi                       | 7               | 6               | 6               |
| Huntington Beach Yellow          | 17              | 18              | 18              |
| Long Beach Yellow Cab            | 11              | 11              | 9               |
| Metro Taxi                       | 7               | 8               | 8               |
| Newport Beach Cab                | 6               | 4               | 4               |
| Nova Car                         | 1               | 1               | 1               |
| Orange County Fairgrounds        | 3               | 3               | 4               |
| Orange County Taxi               | 9               | 11              | 12              |
| Orange County Yellow Cab         | 15              | 15              | 14              |
| Orange Taxi Cab                  | 4               | 4               | 4               |
| Pier Yellow Cab                  | 13              | 12              | 10              |
| Surf Side Taxi                   | 7               | 7               | 7               |
| Taxi Maxi                        | 19              | 17              | 22              |
| Union Taxi Cab                   | 20              | 17              | 15              |
| USA Green Group                  | 8               | 8               | 6               |
| White Cab Co.                    | 5               | 5               | 5               |
| YCGOC                            | 403             | 395             | 392             |
| <b>Total</b>                     | <b>1187</b>     | <b>1168</b>     | <b>1168</b>     |

| <b>Random Inspections</b>                 | <b>Jan 2014</b> | <b>Feb 2014</b> | <b>Mar 2014</b> | <b>Total</b> |
|---|-----------------|-----------------|-----------------|--------------|
| 1A Green Taxicab, LLC                     | 0               | 0               | 1               | 1            |
| 24/7 Yellow Cab                           | 3               | 4               | 1               | 8            |
| A Taxi Cab                                | 15              | 11              | 11              | 37           |
| ABC Ride Taxi                             | 0               | 0               | 0               | 0            |
| Access Taxi Yellow Cab                    | 0               | 0               | 1               | 1            |
| Active Taxi                               | 0               | 0               | 1               | 1            |
| Advanced Yellow Cab                       | 0               | 0               | 0               | 0            |
| Affordable Taxi                           | 0               | 1               | 0               | 1            |
| American Flag Yellow Cab                  | 0               | 0               | 0               | 0            |
| An OC Taxi Graph                          | 0               | 0               | 0               | 0            |
| Beach Cities                              | 0               | 0               | 1               | 1            |
| CABCO                                     | 10              | 7               | 2               | 19           |
| Checker Cab Co.                           | 0               | 0               | 0               | 0            |
| Ciao Taxi                                 | 0               | 0               | 0               | 0            |
| Coastal Taxi                              | 0               | 0               | 0               | 0            |
| County Cab                                | 0               | 0               | 0               | 0            |
| Discount Cab Fares                        | 1               | 1               | 0               | 2            |
| Downtown Huntington Beach                 | 0               | 0               | 0               | 0            |
| Fiesta Taxi                               | 0               | 0               | 0               | 0            |
| Green Cab                                 | 0               | 0               | 0               | 0            |
| Go Yellow Taxi Inc.                       | 0               | 0               | 1               | 1            |
| Ha Taxi, Inc.                             | 0               | 0               | 0               | 0            |
| Happy Taxi                                | 0               | 0               | 0               | 0            |
| Huntington Beach Yellow                   | 0               | 0               | 0               | 0            |
| Long Beach Yellow Cab                     | 0               | 0               | 0               | 0            |
| Metro Taxi                                | 0               | 0               | 0               | 0            |
| Newport Beach Cab                         | 2               | 0               | 0               | 2            |
| Nova Car                                  | 0               | 0               | 0               | 0            |
| Orange County Fairgrounds                 | 0               | 0               | 0               | 0            |
| Orange County Taxi                        | 0               | 0               | 0               | 0            |
| Orange County Yellow Cab                  | 2               | 0               | 0               | 2            |
| Orange Taxi Cab                           | 0               | 0               | 1               | 1            |
| Pier Yellow Cab                           | 0               | 1               | 0               | 1            |
| Surf Side Taxi                            | 0               | 0               | 1               | 1            |
| Taxi Maxi                                 | 0               | 1               | 1               | 2            |
| Union Taxi Cab                            | 1               | 0               | 0               | 1            |
| USA Green Group                           | 0               | 0               | 0               | 0            |
| White Cab Co.                             | 1               | 0               | 0               | 1            |
| YCGOC                                     | 6               | 4               | 6               | 16           |
| <b>Total</b>                              | <b>41</b>       | <b>30</b>       | <b>28</b>       | <b>99</b>    |
| Random Inspection In-Service Failures     | 4               | 7               | 2               | 13           |
| Random Inspection Out-Of-Service Failures | 5               | 3               | 2               | 10           |
| <b>% Failed</b>                           | <b>22%</b>      | <b>33%</b>      | <b>14%</b>      | <b>23%</b>   |

**Vehicles were failed-in service during random inspections in the following areas:**

(includes multiple violations of OCTAP regulations)

Exterior condition of the vehicle was in need of washing, one bulb in the license plate light was not working, driver permit was not posted, interior door lock cap was missing on the right rear door, receipt information was incomplete; paint was in state of disrepair, dried vomit on the left rear interior door panel, foul smell inside the taxicab; paint was in need or repair, air conditioning system does not operate on all OEM speeds, front window defroster does not operate on all OEM speeds, rear seat climate control panel was missing a knob, two components in the interior walls and rear air condition vent hood in the luggage area were broken; strong cigarette smell inside the taxicab and several ashes were scattered on the carpet and the dashboard area, carpets were very dirty, soiled and stained, dashboard area, door handles, and luggage area were very dirty; mismatched paint on the roof, right front passenger window does not operate; right side tail light does not operate, paint faded on the roof; front bumper was hanging, minor damage on the trunk lid, and overall condition of the vehicle was very dirty; paint damaged in the rear side bumper, mismatched wheel covers, and electronic receipt does not contain the required information; mismatched wheel cover; large crack on the right side front reflector lens, CNG vehicle filler cap was missing and nozzle hardware was loose (broken weld), and paint condition was in moderate state of disrepair in four body parts; cracked lens in the left side tail light, all wheel covers were dirty, luggage area was cluttered with personal belongings and carpets were dirty; exterior condition of the vehicle was very dirty, right side wiper blade is oversized and was not secured, interior dome light does not auto-activate, and hubcaps did not match; left turn signal was not working.

**Vehicles were failed out-of-service during random inspections in the following areas:**

Mismatched paint in the left, front panel, hood, and left passenger door, left side windshield wiper blade was damaged, driver compartment area was cluttered, and all door panels were dirty; minor body damage in the right rear panel, paint was bubbling and peeling on the rear passenger door and in the roof top area; paint on the front bumper was damaged, rear bumper paint was in disrepair, all wheel covers were dirty; missing hubcaps in the right rear side, driver compartment was dirty, strong cigarette smell inside the taxicab and ashes were scattered on the carpet and on the dashboard area, carpets are very dirty, soiled and stained, interior panel were dirty, missing interior locking knob on the left front passenger door; minor damage on the front bumper, moderate damage on the right rear body panel, moderate damage on the right rear door, paint defect in the front, paint defect in the front bumper and in the right and left body panel; vehicle was not able to process credit card electronically, small dent in the right front panel, chipped paint in the rear bumper, license plate lights inoperable, wheel covers were dirty, paper taxi meter seal was missing, wheel covers were dirty, carpets, door panel and driver's compartment were dirty and cluttered, and luggage area was cluttered with personal belongings; missing taxi meter seal and paper seal; left rear door does not open from the inside of the vehicle; parking break does not hold with gear engaged, and no front windshield defroster.

| Appeals Hearings    | Jan 2014  | Feb 2014  | Mar 2014  | Total     |
|---------------------|-----------|-----------|-----------|-----------|
| Denials             | 0         | 2         | 1         | 3         |
| Revocations         | 0         | 3         | 0         | 3         |
| Suspensions         | 0         | 0         | 0         | 0         |
| Fines               | 0         | 2         | 2         | 4         |
| Violations          | 0         | 0         | 0         | 0         |
| Other *             | 0         | 1         | 0         | 1         |
| <b>Total</b>        | <b>0</b>  | <b>8</b>  | <b>3</b>  | <b>11</b> |
| Upheld On Appeal    | 0         | 7         | 1         | 73%       |
| Modified On Appeal  | 0         | 1         | 2         | 27%       |
| Overtured on Appeal | 0         | 0         | 0         | 0%        |
| <b>% Overtured</b>  | <b>0%</b> | <b>0%</b> | <b>0%</b> |           |

\* Other includes :

**Appeals hearing modifications and overturned occurred in the following areas:**

In February, appeals hearing panel granted a conditional permit to an applicant for one year and to submit to quarterly drug and alcohol testing for the first year. In March, appeals hearing panel reduced a fine from \$100 to \$25, and granted a conditional permit to an applicant for one year and to submit to monthly drug testing for the first year.

| <b>Administrative Actions</b> | <b>Jan 2014</b> | <b>Feb 2014</b> | <b>Mar 2014</b> | <b>Total</b> |
|-------------------------------|-----------------|-----------------|-----------------|--------------|
| Administrative Hearing        | 0               | 0               | 0               | <b>0</b>     |
| Warnings                      | 4               | 5               | 1               | <b>10</b>    |
| Fines                         | 2               | 4               | 5               | <b>11</b>    |
| Suspensions                   | 0               | 0               | 0               | <b>0</b>     |
| Denials                       | 1               | 0               | 3               | <b>4</b>     |
| Revocations                   | 4               | 2               | 0               | <b>6</b>     |
| <b>Total</b>                  | <b>11</b>       | <b>11</b>       | <b>9</b>        | <b>31</b>    |

**Administrative action areas include:**

Missing required information on the fare receipt; three companies were issued a warning for failure to provide 24-hour live human response telephone service; fine was issued to a driver for no proof of insurance in the vehicle; fine was issued to a company for charging unauthorized fares on the taxicab company website; two drivers failed criminal background check; two drivers failed pre-permitting drug test result; driver failed to submit to a random drug test; company was issued a warning for advertising a different (non-permitted) company name on their website; two drivers were issued a warning for possession of another's driver permit; driver was issued a warning for tinted windows; failure to disclose permit number in an advertising material and missing required information in a customer's receipt; three companies were issued a fine for invalid meter seal; fine for no proof of insurance in the vehicle; failure to cooperate with an OCTAP staff; failure to submit to a random drug test; taxicab company was issued a warning for failure to provide 24-hour live human response telephone service; two companies were issued a fine for failure to provide 24-hour live human response telephone service; driver was issued a fine for not properly displaying his driver permit; driver was issued a fine for no proof of current registration in the vehicle; driver was issued a fine for smoking inside taxicab; two applicants were denied for failed criminal background check; and driver failed pre-permitting drug test.

| <b>Other Activities</b>  | <b>Jan 2014</b> | <b>Feb 2014</b> | <b>Mar 2014</b> | <b>Total</b> |
|--|-----------------|-----------------|-----------------|--------------|
| Company Compliance Check   | 38              | 36              | 36              | <b>110</b>   |
| DMV Pull Notice Check  | 58              | 60              | 0               | <b>118</b>   |
| Web Content Checks   | 0               | 0               | 3               | <b>3</b>     |
| Public Outreach  | 4               | 1               | 1               | <b>6</b>     |
| Bandit Enforcement   | 3               | 1               | 4               | <b>8</b>     |
| Observation/Contact/Cursory (No Violation/Warning Issued)                | 189             | 54              | 65              | <b>308</b>   |
| Warnings Issued  | 3               | 0               | 0               | <b>3</b>     |
| Violations Issued  | 3               | 0               | 0               | <b>3</b>     |
| <b>% OCTAP Permit Actions</b> (Total contacts / warnings and violations) | <b>3%</b>       | <b>0%</b>       | <b>0%</b>       | <b>2%</b>    |
| <b>Total Activities</b>  | <b>298</b>      | <b>152</b>      | <b>109</b>      | <b>559</b>   |

**Activity Highlights:**

**Company Compliance Checks:** 24-hour Live Human Dispatch Check. **DMV Pull Notice Check:** Sampled 118 driver pull notice records. **Public Outreach:** OCTAP developed outreach materials matching city municipal codes for law enforcement partners in the city of Irvine, Fullerton, Laguna Beach and Costa Mesa, OCTAP staff distributed outreach materials at Island Hotel in the city of Newport Beach, and made a contact with a TCP operator and distributed PUC outreach materials, OCTAP developed outreach materials related to Transportation Network Companies (TNC) and distributed to Costa Mesa Police Department. OCTAP made TNC brochures available to all enforcement partner cities and to drivers who visit the OCTAP offices. **Bandit Enforcement:** OCTAP staff made a contact with Elmore Toyota in the City of Westminster regarding two vehicles that are painted and marked as a taxicab, used to shuttle their customers and employees. OCTAP staff forwarded several complaint to California Public Utilities Commission (CPUC) from drivers and companies regarding Transportation Network Companies (TNC). OCTAP staff reported a TCP operator operating without a permit to CPUC, CPUC disconnected the TCP operators phone number and remains on investigative review. Law enforcement partner reported a TCP operator picking up passengers without using a waybill to CPUC. **OCTAP Joint Enforcement:** OCTAP conducted a joint enforcement exercise with John Wayne Airport officers and staff on January 29, 2014, there were 125 taxicab contacts, 2 vehicles were removed from service and seven OCTAP Administrative actions were issued to taxicab companies and drivers. OCTAP Countywide Enforcement day was held on January 29, 2014, there were 25 taxicab contacts, and two citations were reported from seven cities that participated.

**Orange County Tax Administration Program  
Financial Report  
Fiscal Year 2013-14  
December 2013 - February 2014**

|                              | <b>Budgeted</b>     | <b>December<br/>2013</b> | <b>January<br/>2014</b> | <b>February<br/>2014</b> | <b>Total<br/>to Date</b> | <b>Budget to Actual<br/>Under/(Over)</b> |
|------------------------------|---------------------|--------------------------|-------------------------|--------------------------|--------------------------|--|
| <b>Revenues</b>              |                     |                          |                         |                          |                          |  |
| Company Permits              | \$54,145.00         | \$2,850.00               | \$4,275.00              | \$5,700.00               | \$38,120.00              | \$16,025.00                              |
| Vehicle Permits              | \$493,116.00        | \$32,354.00              | \$32,254.00             | \$30,662.00              | \$373,723.00             | \$119,393.00                             |
| Driver Permits               | \$185,731.00        | \$14,532.00              | \$14,137.00             | \$16,175.00              | \$132,693.00             | \$53,038.00                              |
| Interest/Investment Earnings | \$9,792.00          | \$1,412.65               | \$311.55                | \$646.40                 | \$7,483.51               | \$2,308.49                               |
| Other Misc. Revenue & Fines  | \$2,048.00          | \$1,367.00               | \$804.00                | \$1,961.00               | \$12,563.00              | (\$10,515.00)                            |
| <b>Total Revenues</b>        | <b>\$744,832.00</b> | <b>\$52,515.65</b>       | <b>\$51,781.55</b>      | <b>\$55,144.40</b>       | <b>\$564,582.51</b>      | <b>\$180,249.49</b>                      |

|                                     | <b>Budgeted</b>     | <b>December<br/>2013</b> | <b>January<br/>2014</b> | <b>February<br/>2014</b> | <b>Total<br/>to Date</b> | <b>Budget to Actual<br/>Under/(Over)</b> |
|-------------------------------------|---------------------|--------------------------|-------------------------|--------------------------|--------------------------|--|
| <b>Expenditures</b>                 |                     |                          |                         |                          |                          |  |
| Salaries & Benefits                 | \$400,487.00        | \$33,047.42              | \$35,709.10             | \$27,352.97              | \$265,395.04             | \$135,091.96                             |
| Professional Services - Legal       | \$30,000.00         | \$2,930.40               | \$3,292.80              | \$475.20                 | \$14,516.95              | \$15,483.05                              |
| Professional Services - Other       | \$47,000.00         |                          |                         |                          | \$0.00                   | \$47,000.00                              |
| Investment Fee - Portfolio Manager  | \$899.00            |                          |                         | \$275.27                 | \$544.75                 | \$354.25                                 |
| Telephone                           | \$0.00              |                          |                         |                          | \$0.00                   | \$0.00                                   |
| Internet Expenses                   | \$500.00            |                          |                         |                          | \$0.00                   | \$500.00                                 |
| Travel                              | \$2,815.00          | \$1,036.32               |                         |                          | \$2,307.39               | \$507.61                                 |
| Mileage                             | \$500.00            | (\$1,036.32)             |                         | \$9.04                   | \$197.75                 | \$302.25                                 |
| Training & Registration Fees        | \$2,545.00          |                          |                         |                          | \$1,084.00               | \$1,461.00                               |
| Office Supplies & Equipment         | \$29,718.00         | \$424.69                 | (\$1,144.11)            | \$141.63                 | \$7,558.53               | \$22,159.47                              |
| Subscriptions, Books, & Periodicals | \$250.00            |                          |                         |                          | \$0.00                   | \$250.00                                 |
| Dues & Memberships                  | \$1,075.00          | \$480.00                 | \$525.00                |                          | \$1,005.00               | \$70.00                                  |
| Business Expenses                   | \$5,592.00          | \$25.01                  | \$344.58                | \$438.64                 | \$1,722.18               | \$3,869.82                               |
| Administrative Services             | \$159,586.00        | \$19,567.42              | \$19,567.42             | \$19,567.42              | \$156,539.36             | \$3,046.64                               |
| Security Services                   | \$26,399.00         | \$1,946.52               |                         | \$3,885.99               | \$16,630.99              | \$9,768.01                               |
| <b>Total Expenses</b>               | <b>\$707,366.00</b> | <b>\$58,421.46</b>       | <b>\$58,294.79</b>      | <b>\$52,146.16</b>       | <b>\$467,501.94</b>      | <b>\$239,864.06</b>                      |

**Change in Net Assets**

|  |                     |                     |                   |
|--|---------------------|---------------------|-------------------|
|  | <b>(\$5,905.81)</b> | <b>(\$6,513.24)</b> | <b>\$2,998.24</b> |
|--|---------------------|---------------------|-------------------|

**Beginning Fund Balance**

|  |                     |                     |                     |
|--|---------------------|---------------------|---------------------|
|  | <b>\$979,318.23</b> | <b>\$973,412.42</b> | <b>\$966,899.18</b> |
|--|---------------------|---------------------|---------------------|

**Change In Net Assets**

|  |                     |                     |                   |
|--|---------------------|---------------------|-------------------|
|  | <b>(\$5,905.81)</b> | <b>(\$6,513.24)</b> | <b>\$2,998.24</b> |
|--|---------------------|---------------------|-------------------|

**Ending Fund Balance**

|  |                     |                     |                     |
|--|---------------------|---------------------|---------------------|
|  | <b>\$973,412.42</b> | <b>\$966,899.18</b> | <b>\$969,897.42</b> |
|--|---------------------|---------------------|---------------------|

## 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 |       |       |       |       |       |       |       |       |       |       | 234.3       |

| % 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% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.60%       |

|                     |       |       |       |       |       |       |       |       |       |       |       |        |       |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| 2008 to 2013 Change | 9.06% | 9.64% | 9.01% | 8.24% | 7.53% | 6.71% | 6.20% | 6.76% | 7.02% | 7.84% | 9.69% | 10.86% | 8.21% |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|

\* March 2014 data scheduled for release on April 15



## 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 |         |         |         |         |         |         |         |         |         | \$3.792     | -100.00%            | -3.60%              |

| Year         | % Change |         |         |         |         |         |         |         |         |         |         |         | Annual Avg. |
|--------------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------|
|              | Jan.     | Feb.    | Mar.    | Apr.    | May.    | Jun.    | Jul.    | Aug.    | Sep.    | Oct.    | Nov.    | Dec.    |             |
| 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%  |         |         |         |         |         |         |         |         |         | -3.60%      |

|                     |        |        |        |       |       |         |         |        |       |        |        |        |        |
|---------------------|--------|--------|--------|-------|-------|---------|---------|--------|-------|--------|--------|--------|--------|
| 2008 to 2013 Change | 11.59% | 27.73% | 16.15% | 4.81% | 0.90% | -10.62% | -10.09% | -5.06% | 3.83% | 11.31% | 45.23% | 94.66% | 10.22% |
|---------------------|--------|--------|--------|-------|-------|---------|---------|--------|-------|--------|--------|--------|--------|

Using Department Of Energy Retail Gasoline Pricing information, monthly average, for "All Grades - Reformulated Areas" gasoline.

# ITEM 3



**April 17, 2014**

**To:** OCTAP Steering and Safety Committees  
**From:** Patrick Sampson, OCTAP Administrator  
**Subject:** Public Hearing to Consider Taxicab Fare Increase

### **Overview**

On January 16, 2014, staff recommended that the Orange County Taxi Administration Program (OCTAP) Steering Committee consider a taxicab fare increase averaging 9.05%. The OCTAP Steering Committee directed staff to schedule a public hearing to consider a taxicab fare increase.

### **Discussion**

The methodology used to monitor economic activity for considering a taxicab fare increase has been previously approved by the Steering Committee, and includes a review of Consumer Price Index (CPI) data, average fuel cost data, and neighboring market taxicab metered rates. The OCTAP Administrator compared OCTAP meter rates to economic activity and neighboring markets and developed recommendations that would allow Orange County metered rates to be consistent with economic trends and neighboring market rates.

On January 16, 2014, staff presented the OCTAP Steering Committee with a recommended taxicab fare increase and rate structure. The Steering Committee directed staff to schedule a public hearing to allow the public an opportunity to provide input on the proposed taxicab fare increase.

On March 3, 2014, the Orange County Transportation Authority (OCTA) posted a public notice consistent with the State of California Brown Act (Government Code §§ 54950-54962) regarding the public hearing scheduled for April 17, 2014, to discuss the proposed taxicab fare increase. OCTA posted the public hearing notice in both the Orange County Register and the Excelsior (Spanish translation) newspapers. The public hearing will allow the public to provide input on the proposed taxicab fare increase averaging 9.05 percent.

**Summary**

Orange County Transportation Authority (OCTA) staff have made all required notifications and postings required to conduct a public hearing to consider a proposed taxicab fare increase averaging 9.05 percent.

Steering Committee members will conduct a public hearing, at the joint meeting of the Steering Committee and Safety Committee on April 17, 2014.

**Recommendation**

Conduct a public hearing to receive public input on the proposed taxicab fare increase.

# **ITEM 4**



**April 17, 2014**

**To:** OCTAP Steering and Safety Committees  
**From:** Patrick Sampson, OCTAP Administrator  
**Subject:** Consider Adoption of Taxicab Fare Increase

Orange County Taxi Administration Program (OCTAP) Regulations require each member agency to accept the taxicab fare schedule approved by the OCTAP Steering Committee. The OCTAP Administrator conducts a regular study of comparable taxicab fares, along with Consumer Price Index (CPI) and other consumer data, and presents the findings and a recommendation to the OCTAP Steering Committee. The OCTAP Steering Committee may pursue changes to the approved taxicab fare structure, after conducting a public hearing. There have been five fare adjustments approved by the OCTAP Steering Committee since being established in 1998, with the last increase occurring in 2008.

### **Discussion**

On January 16, 2014, the OCTAP Administrator presented the OCTAP Steering Committee with a fare structure. The methodology used to monitor economic activity and considering taxicab fare increase has previously been approved by the Steering Committee, and includes a review of CPI data, average fuel cost data, and neighboring market taxicab metered rates. The OCTAP Administrator compared OCTAP meter rates to economic activity and neighboring markets and recommended a rate that would be consistent with economic trends and neighboring market rates.

The recommended taxicab fare structure averages a 9.05 percent increase, as follows:

\$3.50 for the flag drop and first 1/5 mile  
\$0.55 for each 1/5 mile, after the first 1/5 mile (\$2.75 Mile)  
\$32.00 per hour wait time (Approximately \$0.53 per minute)

Based on the OCTAP Administrator's recommendation, the Steering Committee directed staff to schedule a public hearing to allow the public to comment on the proposed taxicab fare increase and rate structure. A public hearing was scheduled for April 17, 2014, at the regular joint meeting of the Steering

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Committee and Safety Committee. A copy of the January 16, 2014 staff report is included as Attachment A.

**Recommendations**

Should the OCTAP Steering Committee wish to adopt a taxicab fare increase after receiving input from the public, staff recommends the following fare structure averaging a 9.05 percent increase:

\$3.50 for the flag drop and first 1/5 mile

\$0.55 for each 1/5 mile, after the first 1/5 mile (\$2.75 Mile)

\$32.00 per hour wait time (Approximately \$0.53 per minute)

**Attachments:**

- A. January 16, 2014 Staff Report
- B. Updated OCTAP Metered Rate Historical Data
- C. Updated CPI Historical Data
- D. Updated Fuel Cost Historical Data
- E. Updated Peer Review Summary



**January 16, 2014**

**To:** OCTAP Steering and Safety Committees

**From:** Patrick Sampson, OCTAP Administrator

**Subject:** Taxicab Fare Study – Consider Scheduling a Public Hearing for a Taxi Fare Increase

Orange County Taxi Administration Program (OCTAP) Regulations require each member agency to accept the taxicab fare schedule approved by the OCTAP Steering Committee. The OCTAP Administrator conducts a regular study of comparable taxicab fares, along with Consumer Price Index (CPI) and other consumer data, and presents the findings and a recommendation to the OCTAP Steering Committee. The OCTAP Steering Committee may pursue changes to the approved taxicab fare structure, after conducting a public hearing. There have been five fare adjustments approved by the OCTAP Steering Committee since it was established in 1998.

### **Discussion**

On July 7, 2011, the OCTAP Steering Committee approved a methodology for monitoring economic activity for considering taxicab fare increases. The methodology includes a review of CPI data, average fuel rate data, and neighboring market taxicab metered rates. The OCTAP Administrator compares OCTAP meter rates to economic activity and neighboring markets and develops recommendations for change as appropriate, to be consistent with economic trends and neighboring market rates. The OCTAP Steering Committee may, after conducting a public hearing, adopt changes to the OCTAP taxicab metered rates.

Metered rates establish the maximum fare a customer may be charged, and are programmed into OCTAP permitted taxicab fare meters. Taxicab companies and drivers must operate the fare meter any time they carry a passenger, but may offer discounts to the metered rate.

OCTAP meter rates, last modified on May 24, 2008, are as follows:

\$2.95 for the flag drop and first 1/4 mile

\$0.65 for each 1/4 mile, after the first 1/4 mile (\$2.60 Mile)

\$30.00 per hour wait time (Approximately \$0.50 per minute)



**Recommendation**

OCTAP metered rates were last modified on May 24, 2008. Based on changes to in CPI, average fuel rates, and neighboring market rates, the OCTAP Administrator recommends that the Steering Committee schedule a public hearing to consider a fare increase averaging 9.05 percent, as outlined below:

\$3.50 for the flag drop and first 1/5 mile  
\$0.55 for each 1/5 mile, after the first 1/5 mile (\$2.75 Mile)  
\$32.00 per hour wait time (Approximately \$0.53 per minute)

Attachment A, OCTAP Metered Rate Historical Data, provides an estimate of the cost and percentage increase for each mileage point, based on the recommended rates. Attachment B, CPI Historical Data, provides CPI data, and the estimated change from 2008 to 2013. Attachment C, Fuel Rate Historical Data, provides fuel pricing information, and the estimated change from 2008 to 2013. Attachment D, Peer Review Summary, provides taxicab rates for neighboring markets, along with the proposed OCTAP rates.

Should the Steering Committee wish to consider a fare increase, a public hearing would be scheduled for the April 17, 2014 Steering Committee meeting.

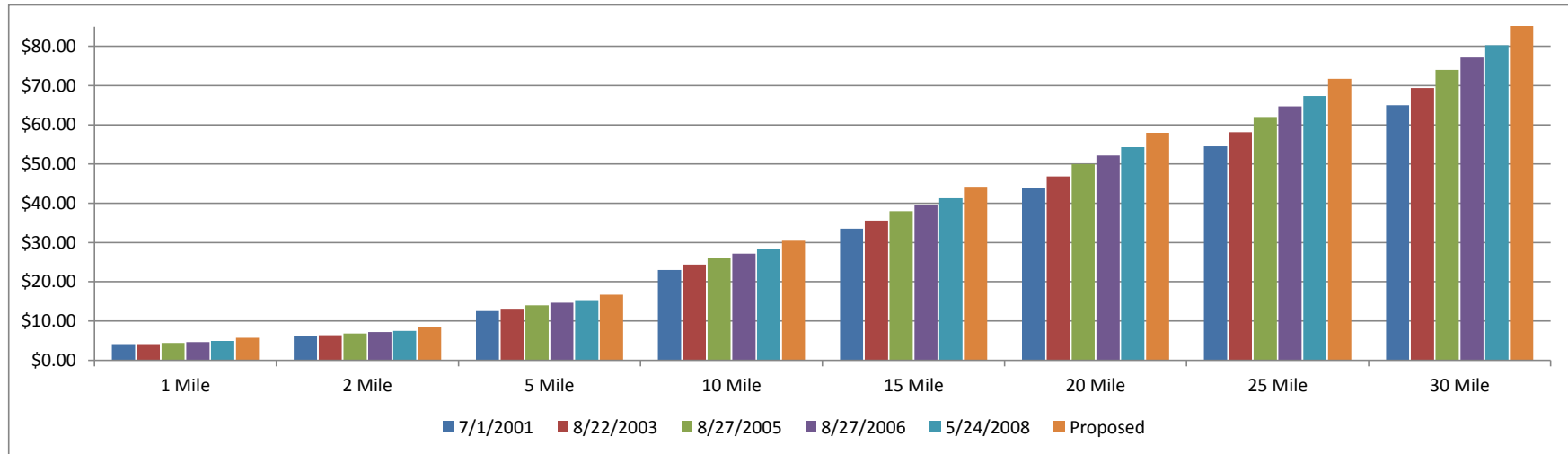
**Attachments:**

- A. OCTAP Metered Rate Historical Data
- B. CPI Historical Data
- C. Fuel Cost Historical Data
- D. Peer Review Summary

# OCTAP Metered Rate Historical Data

| Effective Date | Adjustment % | Flag Drop (Includes First Increment) | Metered Rate Per Increment |    |     | Wait Time (Per Hour) | Estimated Fare By Number Of Miles<br>(Does Not Include Wait Time) |        |        |         |         |         |         |         |         |
|----------------|--------------|--------------------------------------|----------------------------|----|-----|----------------------|---|--------|--------|---------|---------|---------|---------|---------|---------|
|                |              |                                      |                            |    |     |                      | 1 Mile  | 2 Mile | 5 Mile | 10 Mile | 15 Mile | 20 Mile | 25 Mile | 30 Mile |         |
| 7/1/2001       | OCTAP Start  | \$2.30                               | \$0.30                     | ea | 1/7 | Mile                 | \$24.00   | \$4.10 | \$6.20 | \$12.50 | \$23.00 | \$33.50 | \$44.00 | \$54.50 | \$65.00 |
| 8/22/2003      | 4.89%        | \$2.30                               | \$0.45                     | ea | 1/5 | Mile                 | \$26.00   | \$4.10 | \$6.35 | \$13.10 | \$24.35 | \$35.60 | \$46.85 | \$58.10 | \$69.35 |
| 8/27/2005      | 6.87%        | \$2.40                               | \$0.40                     | ea | 1/6 | Mile                 | \$27.60   | \$4.40 | \$6.80 | \$14.00 | \$26.00 | \$38.00 | \$50.00 | \$62.00 | \$74.00 |
| 8/27/2006      | 4.63%        | \$2.65                               | \$0.50                     | ea | 1/5 | Mile                 | \$28.80   | \$4.65 | \$7.15 | \$14.65 | \$27.15 | \$39.65 | \$52.15 | \$64.65 | \$77.15 |
| 5/24/2008      | 4.43%        | \$2.95                               | \$0.65                     | ea | 1/4 | Mile                 | \$30.00   | \$4.90 | \$7.50 | \$15.30 | \$28.30 | \$41.30 | \$54.30 | \$67.30 | \$80.30 |
| Proposed       | 9.05%        | \$3.50                               | \$0.55                     | ea | 1/5 | Mile                 | \$32.00   | \$5.70 | \$8.45 | \$16.70 | \$30.45 | \$44.20 | \$57.95 | \$71.70 | \$85.45 |

| Increase Percentage |               |  |        |        |       |       |       |       |       |       |  |
|---------------------|---------------|--|--------|--------|-------|-------|-------|-------|-------|-------|--|
| 8/22/2003           | Average 4.89% |  | 0.00%  | 2.42%  | 4.80% | 5.87% | 6.27% | 6.48% | 6.61% | 6.69% |  |
| 8/27/2005           | Average 6.87% |  | 7.32%  | 7.09%  | 6.87% | 6.78% | 6.74% | 6.72% | 6.71% | 6.71% |  |
| 8/27/2006           | Average 4.63% |  | 5.68%  | 5.15%  | 4.64% | 4.42% | 4.34% | 4.30% | 4.27% | 4.26% |  |
| 5/24/2008           | Average 4.43% |  | 5.38%  | 4.90%  | 4.44% | 4.24% | 4.16% | 4.12% | 4.10% | 4.08% |  |
| Proposed            | Average 9.05% |  | 16.33% | 12.67% | 9.15% | 7.60% | 7.02% | 6.72% | 6.54% | 6.41% |  |



ATTACHMENT 4B

## 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 |       |       |       |       |       |       |       |       |       |       | 234.3       |

| % 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% | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.60%       |

|                     |       |       |       |       |       |       |       |       |       |       |       |        |       |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| 2008 to 2013 Change | 9.06% | 9.64% | 9.01% | 8.24% | 7.53% | 6.71% | 6.20% | 6.76% | 7.02% | 7.84% | 9.69% | 10.86% | 8.21% |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|

\* March 2014 data scheduled for release on April 15

## 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 |         |         |         |         |         |         |         |         |         | \$3.792     | -100.00%            | -3.60%              |

| Year         | % Change |         |         |         |         |         |         |         |         |         |         |         | Annual Avg. |
|--------------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------|
|              | Jan.     | Feb.    | Mar.    | Apr.    | May.    | Jun.    | Jul.    | Aug.    | Sep.    | Oct.    | Nov.    | Dec.    |             |
| 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%  |         |         |         |         |         |         |         |         |         | -3.60%      |

|                     |        |        |        |       |       |         |         |        |       |        |        |        |        |
|---------------------|--------|--------|--------|-------|-------|---------|---------|--------|-------|--------|--------|--------|--------|
| 2008 to 2013 Change | 11.59% | 27.73% | 16.15% | 4.81% | 0.90% | -10.62% | -10.09% | -5.06% | 3.83% | 11.31% | 45.23% | 94.66% | 10.22% |
|---------------------|--------|--------|--------|-------|-------|---------|---------|--------|-------|--------|--------|--------|--------|

Using Department Of Energy Retail Gasoline Pricing information, monthly average, for "All Grades - Reformulated Areas" gasoline.

## Peer Review Summary

| City  | Flag Drop | Flag Drop Includes | Cost Per Segment     | First Mile | Each Additional Mile | Five Mile Estimate | Wait Time (Per Hour) | Special Notes   |
|---|-----------|--------------------|----------------------|------------|----------------------|--------------------|----------------------|---|
| San Bernardino, CA                            | \$2.60    | 1/10 Mile          | \$0.26 per 1/10 Mile | \$4.94     | \$2.60               | \$15.34            | \$27.00              |   |
| Orange County, CA (Current)                   | \$2.95    | 1/4 Mile           | \$0.65 per 1/4 Mile  | \$4.90     | \$2.60               | \$15.30            | \$30.00              | Current Orange County Meter Rate  |
| Riverside, CA                                 | \$2.60    | 1/10 Mile          | \$0.26 per 1/10 Mile | \$4.94     | \$2.60               | \$15.34            | \$27.00              | \$2.00 Surcharge from Ontario Airport   |
| Long Beach, CA                                | \$2.85    | 1/9 Mile           | \$0.30 per 1/9 Mile  | \$5.25     | \$2.70               | \$16.05            | \$29.19              | Mirrors Los Angeles   |
| Los Angeles, CA                               | \$2.85    | 1/9 Mile           | \$0.30 per 1/9 Mile  | \$5.25     | \$2.70               | \$16.05            | \$29.19              | \$4.00 Surcharge plus \$15.00 Minimum Fare from Airport (not including surcharge). \$46.50 flat rate between LAX and Downtown LA.     |
| Las Vegas, NV                                 | \$3.30    | 1/13 Mile          | \$0.20 per 1/13 Mile | \$5.70     | \$2.60               | \$16.10            | \$30.00              | \$1.80 Surcharge from Airport. \$3.00 Credit/Debit Card Fee   |
| Orange County, CA (Proposed)                  | \$3.50    | 1/5 Mile           | \$0.55 per 1/5 Mile  | \$5.70     | \$2.75               | \$16.70            | \$32.00              | Proposed Taxicab Fare Rate  |
| San Francisco, CA                             | \$3.50    | 1/5 Mile           | \$0.55 per 1/5 Mile  | \$5.70     | \$2.75               | \$16.70            | \$33.00              | \$2.00 Airport Surcharge. Trips 15 miles beyond city limits = 150% of metered rate.   |
| San Diego City and all Airport *              | \$2.80*   | 1/10 Mile          | \$0.30 per 1/10 Mile | \$5.80     | \$3.00               | \$17.80            | \$24.00              | *Rates vary up to maximum depending on radio service provider. Additional \$1.50 from Airport.  |
| Palm Springs / Coachella Valley, CA (Sunline) | \$3.00    | Not Disclosed      | Not Disclosed        | \$6.12     | \$3.12               | \$18.60            | \$24.00              | Sunline Regulatory Administration (SRA) Surcharge \$0.50 added to flag (\$2.50+ \$0.50). \$2.50 Additional from Palm Springs Airport. |
| San Diego County, CA (MTS Non-Airport) *      | \$3.10*   | 1/11 Mile          | \$0.30 per 1/11 Mile | \$6.10     | \$3.30               | \$19.30            | \$27.00              | * Rates vary up to maximum depending on radio service provider.   |

Average                      \$3.02    \$5.49                      \$2.79                      \$16.66                      \$28.40

\* San Diego MTS establishes maximum allowable rates for non-airport trips, and "must charge" rates for Airport pick ups. Radio Service Providers (taxicab companies) establish their own rates within MTS guidelines for non-airport service. All providers use 1/11 mile as the mileage increment for non-airport service (MTS required). MTS includes service in the cities of El Cajon, Imperial Beach, La Mesa, Lemon Grove, and Santee (through cooperative agreements).