

Thursday, January 17, 2013, 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 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 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 October 18, 2012, 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 – October 1, 2012 through December 31, 2012

2. OCTAP Financial Report, Fiscal Year 2012-13, September 2012 – November 2012

Regular Calendar

3. Election – Steering and Safety Committees Chairs and Vice Chair for 2013

Members of the committees may nominate and vote a new Chair and Vice Chair for the Steering Committee and Safety Committee for 2013.

4. Public Hearing to Consider for Taxicab Fare Increase

Members of the Committees approved a public hearing on October 18, 2012, to consider a taxicab passenger fare increase at this meeting. At this time, members of the public may provide comment on the proposed taxicab passenger fare increase averaging 4.87 percent.

5. Consider Adoption of Taxicab Fare Increase

Members of the Committees may consider approval of a taxicab passenger fare increase averaging 4.87 percent.

Discussion Items

6. Steve Parson OCTAP Public Safety Award – 2012 Recipient

OCTAP Administrator will present the 2012 recipient of the Steve Parson OCTAP Public Safety Award.

7. OCTAP Staff Updates

OCTAP Administrator will present information and updates.

- a) Advertising on Taxicab Vehicles (Follow-up from October 18, 2012, meeting)
- b) Information on Credit Card Compliance Enforcement
- c) Federal-Level Criminal History Reports
- d) Coordinated Enforcement and Outreach Activities

8. 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.

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.

10. 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 April 18, 2013, at 11800 Woodbury Road, Annex 2nd floor, Room #219-220, Garden Grove, CA 92843.

Orange County Taxi Administration Program (OCTAP)
Steering Committee and Safety Committee Meeting Minutes – October 18, 2012

Steering Committee and Safety Committee Members Present:

City of Aliso Viejo Steering and Safety Committees, David Haldeman
City of Anaheim Steering Committee, Matt Letteriello
City of Anaheim Safety Committee, Jesse Penunuri
City of Brea Steering Committee, Mark Kane
City of Brea Safety Committee, Robert Conner
City of Costa Mesa Steering Committee, Raja Sethuraman
City of Garden Grove Steering Committee, Pam Gillis
City of Garden Grove Safety Committee (Alternate), Adam Zmija
City of Huntington Beach Steering and Safety Committees, Robert Barr
City of Irvine Steering Committee, Matt August
City of Irvine Safety Committee, Scott Crones
City of Laguna Hills Steering and Safety Committees, Diana Rouwenhorst
City of Laguna Niguel Safety Committee (Alternate), Jenny Anckaer
City of Laguna Woods Steering and Safety Committees, Douglas Reilly
City of La Habra Steering and Safety Committees, Rich Kanger
City of Lake Forest Steering Committee, James Wren
City of La Palma Safety Committee, Paul Bracciodieta
City of Newport Beach Steering Committee, Monique Navarrete
City of Orange Steering Committee, Ken Adams
City of Orange Safety Committee, Jeff Gray
City of Placentia Steering and Safety Committees, Michael Moore
City of Rancho Santa Margarita Steering and Safety Committees, Richard Oates
City of San Juan Capistrano Steering Committee, Donna Ducharm
City of Santa Ana Steering Committee, Douglas McGeachy
City of Santa Ana Safety Committee, Arthur Morales
City of Santa Ana Safety Committee (Alternate), Luis Torres
City of Stanton Steering and Safety Committees, Kurt Bourne
City of Tustin Steering Committee, Clark Galliher
City of Tustin Safety Committee, Larry Seja
City of Yorba Linda Safety Committee, Mark Kane
County of Orange Safety Committee, Tim Finneran
Small Taxi Cab Company Representative Steering Committee, Patrick Dreis

Not Represented:

City of Buena Park
City of Cypress
City of Dana Point
City of Fountain Valley
City of Fullerton
City of Laguna Beach
City of Los Alamitos
City of Mission Viejo

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City of San Clemente
City of Seal Beach
City of Villa Park
City of Westminster
Orange County Tourism Industry
Large Taxi Cab Company Representative

Others Present:

Sue Zuhlke, OCTAP
Patrick Sampson, OCTAP
James Donich, Esquire, OCTA Legal Counsel
Jo-Ann Gadia Bravo, OCTAP
Richard Girard, OCTAP
Greg Akins, California Yellow Cab
Charles Lantz, Yellow Cab of Greater Orange County
Mehdi Sarreshtedari, Affordable Taxi

Call to Order

Steering Committee Chairman Letteriello called the October 18, 2012, regular meeting of the Orange County Taxi Administration Program (OCTAP) Steering Committee and Safety Committee to order at 12:07 p.m.

Introductions

Members of the committees and others in attendance introduced themselves for the record.

Consent Calendar (Item 1 and Items 2(a)(1) through 2(a)(3))

Matters on the Consent Calendar are approved in one motion unless a committee member or a member of the public requested separate action on a specific item.

1. Approval of Minutes

A motion was made by Committee Member Reilly (Laguna Woods), seconded by Committee Member Dreis (Small Taxicab Company Representative), and declared passed by those present, to approve the minutes of the July 19, 2012, Orange County Taxi Administration Program Steering Committee and Safety Committee meeting.

2. Staff Information Items Quarterly Operations and Financial Reports

A motion was made by Committee Member Reilly (Laguna Woods), seconded by Committee Member Dreis (Small Taxicab Company Representative), and declared passed by those present, to approve the Staff Information Items, and the Quarterly Operations and Financial Reports.

Regular Calendar

3. Consider Scheduling a Public Hearing for Taxicab Fare Increase

A summary of the discussion is as follows:

Committee Member Reilly (Laguna Woods), asked if any of the permitted taxicab companies are requesting an increase at this time. Charles Lantz (Yellow Cab of Greater Orange County) spoke on behalf of Committee Member Slagle (Large Taxicab Company Representative Alternate), in support of a public hearing. Mr. Lantz stated that though Mr. Slagle does support a public hearing, he may not necessarily support a taxicab fare increase.

Committee Member Dreis (Small Taxicab Company Representative) made a motion to hold a public hearing to consider a taxicab fare increase at the January 17, 2013, meeting. The motion was seconded by Committee Member Adams (Orange).

Committee Member Reilly (Laguna Woods) asked how this would affect the taxicab fare study that is required every January. James Donich (OCTA Legal Counsel) stated that the public hearing would take the place of the January 2013 fare study.

Member of the public Mehdi Sarreshtedari (Affordable Taxi) spoke on behalf of his customers, who he has surveyed, that are opposed to a fare increase.

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Steering Committee and Safety Committee Meeting Minutes – October 18, 2012

The motion to schedule a public hearing for the January 17, 2013, meeting was declared passed by the majority of members present. Committee Member Reilly (Laguna Woods) opposed the motion.

Discussion Items

4. Advertising on Taxicab Vehicles (Follow-up from 07/19/12 Meeting)

At this time, members of the Committees were given the opportunity to discuss advertising on OCTAP permitted taxicab vehicles, and provide input as to their cities' position related to paid and unpaid advertising on taxicab vehicles.

Committee Member Dreis (Small Taxicab Company Representative) stated that this issue has been discussed over the years without a problem; and that there is no issue here.

Committee Member Reilly (Laguna Woods) stated that advertising is a clear revenue source that can help to offset operating costs, indicating that he supports advertising on taxicab vehicles.

Member of the Public Charles Lantz (Yellow Cab of Greater Orange County) read a statement prepared by Committee Member Slagle (Large Taxicab Company Representative Alternate) in support of taxicab advertising on the tops or sides of the taxicabs because it would offset certain operating costs and allow taxicab companies to keep meter rates lower for seniors.

Member of the public Mehdi Sarreshtedari (Affordable Taxi) stated that advertisement revenues do not help seniors, offset costs, or reduce lease amounts that companies charge to drivers.

James Donich (OCTA Legal Counsel) reminded the committees that the way the regulations are currently written, advertisements are not specifically allowed or prohibited; but that OCTAP has managed the issue through approved paint and marking scheme requirements outlined in the regulations. Mr. Donich stated that if the committee made a decision to allow advertising, it would be a substantive change to the regulations that would need to go back to all city councils for approval. Mr. Donich suggested that OCTAP staff draft regulation language that could be brought back to the committee at the next meeting. Mr. Donich stated that the reason for the substantive change is because member agencies may differ from one another as to what type of advertisement they may want to allow in their area of jurisdiction.

Committee Member Navarrete (Newport Beach) asked if language could be included in the regulations to limit what types of advertisements that could be allowed, without violating anybody's constitutional rights.

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James Donich (OCTA Legal Counsel) stated that this is why the issue should go back to the member agencies. Each member agency retains regulatory authority within their jurisdiction (OCTAP is an association of member agencies). Mr. Donich stated that the cities must determine if regulating advertising content would be a constitutional issue.

Committee Member Navarrete (Newport Beach) asked what would happen if half of the cities in Orange County approved advertising and the other half do not.

James Donich (OCTA Legal Counsel) stated that anything less than full adoption of a single standard would create a mixture of regulations, where a taxicab operator might be allowed to advertise in one city, and not in the other. Under that scenario, if a taxicab crosses jurisdictional boundaries, they might be in violation of OCTAP regulations in one city, and not in the other.

Committee Member Sethuraman (Costa Mesa) asked if cities have the authority to regulate advertising on buses. James Donich (OCTA Legal Counsel) stated that cities have no authority to regulate buses, because buses are regulated by state and federal regulations. Under California Government Code, cities are required to regulate taxis within their respective jurisdiction.

James Donich (OCTA Legal Counsel) stated that if different cities have different sets of rules, taxicab operators will have a hard time operating when they cross jurisdictional boundaries. Mr. Donich pointed out that the reason that OCTAP was formed, was to have one set of standard rules in Orange County. Under the OCTAP model, the cities meet their Government Code requirement to regulate taxicab services, through their development and approval of the OCTAP regulations, and their enforcement of the OCTAP regulations.

Committee Member Haldeman (Aliso Viejo) asked what OCTA does with bus advertisements, if the same rules could apply to taxicabs; and if OCTAP staff could draft language to be brought back to the cities. James Donich (OCTA Legal Counsel) stated that buses are regulated through state and federal regulations; but taxicab regulation is coordinated at the (local) city level. Mr. Donich stated that OCTAP, because it is not a legal entity, does not have the authority regulate advertising content that this is an issue for its member agencies. Mr. Donich stated again that OCTAP staff can draft regulation language that can be brought back to member agency, city attorneys, and city councils.

Committee Member Reilly (Laguna Woods) asked if OCTAP could make a presentation at one of the upcoming Orange County City Managers meetings.

Steering Committee Chairman Letteriello (Anaheim) read a statement from Committee Member Ledbetter (Fullerton) stating that his city supports advertising on taxicab vehicles, as long as the advertisements are appropriate.

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Committee Member Reilly (Laguna Woods) made a motion requesting that OCTAP staff develop draft regulation language to be brought back to the committee at the January 17, 2013, meeting. The motion was seconded by Committee Member Haldeman (Aliso Viejo).

The motion was declared passed by the majority of members present.

5. Bandit Enforcement Activities

Patrick Sampson (OCTAP Administrator), spoke concerning recent bandit investigations performed by OCTAP, and bandit enforcement activities performed by different member cities. Mr. Sampson stated that in August, bandit enforcement was concentrated on non-emergency medical transportation (NEMT) operators in the City of Mission Viejo. During the August sting operations, the Orange County Sheriff's Department (OCSD) issued three citations to NEMT operators who were operating outside of their PUC exemption. Mr. Sampson mentioned the most recent bandit enforcement activity in the City of Tustin, and asked the member from the City of Tustin to provide additional information regarding the operation.

Committee Member Galliher (Tustin) stated that the enforcement stings in the City of Tustin went well, and that the experience was very educational. With OCTAP assistance, five potential bandit operator trips were set-up, four operators showed up, and three operators were cited for various violations. Member Galliher stated that the operators act as a taxicab service, and believe that they can operate and do whatever they want.

Committee Member Anckaer (Laguna Niguel) spoke concerning her involvement in the bandit enforcement that took place in the City of Mission Viejo on June 27, 2012. With OCTAP assistance, three potential bandit operators were set-up, and the Orange County Sheriff's Department (OCSD) issued three citations.

Patrick Sampson (OCTAP Administrator), spoke outlining the goals and actions for present and future bandit investigations and enforcement activities. The actions include web searches through Craig's list listings and other sources, and involving the California Public Utilities Commission (CPUC) in relation to issues of non-emergency medical transportation services and Transportation Charter Party (TCP) vehicles acting in the capacity of a taxicab.

Committee Member Reilly (Laguna Woods) asked if OCTAP has notified NEMT providers that were involved in the bandit operations that they are operating outside of their PUC exemption. Patrick Sampson (OCTAP Administrator) stated that OCTAP did not notify any company about the enforcement activity, and further explained to the committees that citations issued were violations of the CPUC regulations. Mr. Sampson stated that the information was sent to CPUC, asking if they were interested in following up with the providers involved.

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Committee Member Dreis (Small Taxicab Company Representative) thanked OCTAP staff for its bandit cab enforcement activities. Mr. Dreis stated that the industry has been asking for these actions for some time.

Committee Member Navarrete (Newport Beach) asked what makes non-emergency medical transportation vehicles different from medical ambulances. Patrick Sampson (OCTAP Administrator) stated that ambulances are monitored through the state, California Highway Patrol (CHP) and the Department of Motor Vehicles (DMV). Patrick Sampson (OCTAP Administrator) stated that some companies contacted decide to operate under the category of non-emergency medical transportation because of the lack of oversight, and loopholes in the system.

Patrick Sampson (OCTAP Administrator) made a presentation to congratulate Committee Member Galliher (Tustin) and Committee Member Seja (Tustin) on their upcoming retirement; and thanked them for their continued support of the OCTAP mission.

6. Committees Representatives Reports

Committee Member Dreis (Small Taxicab Company Representative) asked for more information on an administrative action included in the OCTAP reports, and the fine issued to a taxicab company. The action and subsequent appeal was for violation of the requirement to provide 24-hour live human dispatch services. James Donich (OCTA Legal Counsel) explained the actions taken by OCTAP; the outcome of the OCTAP appeal; and the civil review/action initiated by the taxicab company. Mr. Donich stated that the civil court upheld OCTAP's actions, explaining that the case is considered fully adjudicated.

Committee Member Dreis (Small Taxicab Company Representative) asked if OCTAP could include the number of taxicabs operated by each company in the quarterly reports. The purpose would be to compare the size of a company to the number of violations issued.

Committee Member Reilly (Laguna Woods) spoke concerning a Measure M2 project which provides for circulators, shuttles, and mini bus operations. Member Reilly stated that he was on a subcommittee that considered using taxi or taxi vans as part of their service model. Patrick Sampson (OCTAP Administrator) stated that this was the reason why OCTAP included clarifying language to the regulations that addressed the issue of the use of taxicabs in inter-agency transportation services and agreements.

7. Public Comments

No comments from the public.

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8. Adjournment

The meeting was adjourned at 12:56 p.m. 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 January 17, 2013, at 11800 Woodbury Road, OCTA Garden Grove Bus Base Annex, 2nd 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 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 or (949) 654-8294.



January 17, 2013

To: OCTAP Steering and Safety Committees

From: Jo-Ann Gadia Bravo, Deputy 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 October 2012 through December 2012. Information in the quarterly operations report is based on actual events during the reporting period.

On October 23, 2012, the Fullerton Police Department conducted bandit sting operations in the City of Fullerton geared toward Non-Emergency Medical Transportation providers operating outside of their PUC exemption and bandit operators advertising through Craig's List and other social media outlets. Three operators were cited and one operator was warned during the operation.

On November 1, and December 6, 2012, the OCTAP Administrator and Deputy OCTAP Administrator gave a presentation to the Anaheim Resort Area Tourist Oriented Policing (TOP) group about OCTAP regulations, PUC regulations, and problems with TCP operators picking up flags at hotels.

On December 5, 2012, OCTAP staff supported Orange County Sheriffs Department personnel and John Wayne Airport (JWA) Ground Operations personnel in performing high profile enforcement at JWA. There were 172 taxicab contacts, 10 vehicles were removed from service, and 10 OCTAP administrative actions were issued to the taxicab companies and drivers for violations of OCTAP regulations.

Also attached is the Financial Report providing a summary of revenue and expenditures for September 2012 through November 2012. December 2012 is not included in the report because December financial statements are not available until after the committees meet. Please note that OCTAP was charged \$100,097.26 in Administrative Services for September 2012. During the audit of the Orange County Transportation Authority (OCTA), a suggestion was made to change how certain costs are allocated. This change resulted in a \$71,001.41 adjustment in the OCTAP fiscal year 2013 Administrative Services charges. The

remaining amount includes the newly calculated Administrative Services charges for October 2012 plus adjustments for July through September 2012.

Since that time, OCTA has reversed the \$71,001.41 charge which will appear on the December 2012 financial statement. Staff has requested consideration to also reverse the adjustments made for July through September 2012, along with the increase in charges for October and November 2012. Staff will update the committees on the status of the adjustments at the April 18, 2013 meeting.

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 – October 1, 2012 through December 31, 2012
2. OCTAP Financial Report, Fiscal Year 2012-13, September 2012 – November 2012

**OCTAP Quarterly Operations Report
October 2012 to December 2012**

| OCTAP Revenue | Oct 2012 | Nov 2012 | Dec 2012 | Quarter Total |
|---|--------------------|--------------------|--------------------|---------------------|
| Company Permit Fees | \$8,550 | \$4,270.00 | \$2,850 | \$15,670 |
| Annual Vehicle Inspection | \$49,724 | \$40,902 | \$35,288 | \$125,914 |
| Vehicle Re-inspection Fees | \$3,584 | \$2,731 | \$4,897 | \$11,212 |
| Vehicle Permit Late Fees | \$1,827 | \$319 | \$1,334 | \$3,480 |
| Vehicle Permit Transfer Fee | \$0 | \$0 | \$55 | \$55 |
| Vehicle Permit Replacement | \$56 | \$324 | \$54 | \$434 |
| Total Vehicle Permit Fees | \$55,191 | \$44,276 | \$41,628 | \$141,095 |
| Annual Driver Permit Fees | \$17,122 | \$15,729 | \$12,305 | \$45,156 |
| Driver Permit Re-Instatement | \$120 | \$40 | \$20 | \$180 |
| Driver Replacement Fees | \$75 | \$15 | \$30 | \$120 |
| Driver Permit Transfer Fees | \$761 | \$600 | \$700 | \$2,061 |
| Driver Permit Reimbursement (Overpayment) | -\$63 | \$0 | \$0 | -\$63 |
| Driver Permit Late Fees | \$145 | \$232 | \$116 | \$493 |
| Total Driver Permit Fees | \$18,160 | \$16,616 | \$13,171 | \$47,947 |
| Administrative Fines | \$850 | \$1,150 | \$600 | \$2,600 |
| Revenue Total | \$82,751.00 | \$66,312.00 | \$58,249.00 | \$207,312.00 |

| OCTAP Statistics | Oct 2012 | Nov 2012 | Dec 2012 | Average or Total |
|----------------------------|----------|----------|----------|------------------|
| Company Permits | 35 | 35 | 35 | 35 |
| Vehicle Permits | 1098 | 1102 | 1113 | 1104 |
| Vehicle Re-inspections | 37 | 23 | 35 | 32 |
| Driver Permits | 1463 | 1517 | 1555 | 1,512 |
| Complaints and Incidents | 1 | 5 | 4 | 10 |
| Random Inspections | 41 | 67 | 32 | 140 |
| Random Inspection % Failed | 44% | 16% | 31% | 28% |
| Appeals Hearing | 3 | 3 | 2 | 8 |
| Appeals Hearing Upheld % | 100% | 67% | 100% | 88% |
| Administrative Actions | 14 | 5 | 19 | 38 |
| Other Enforcement | 77 | 216 | 258 | 551 |
| Permit Action Taken % | 8% | 9% | 7% | 7% |

| Complaints And Incidents | Oct 2012 | Nov 2012 | Dec 2012 | Total |
|---------------------------|----------|----------|----------|-----------|
| Bandit Report | 0 | 0 | 2 | 2 |
| Fare Dispute | 1 | 1 | 0 | 2 |
| Lost and Found | 0 | 0 | 0 | 0 |
| Taxicab Driver Complaint | 0 | 2 | 2 | 4 |
| Taxicab Company Complaint | 0 | 2 | 0 | 2 |
| Other * (See Comments) | 0 | 0 | 0 | 0 |
| Total | 1 | 5 | 4 | 10 |

* Other includes : N/A

Complaint and Incident Areas Include:

Driver overcharged customer by \$3; drivers parking on private property; driver refused to transport passenger without a car seat; driver did not take the most direct route and overcharged the passenger; driver was argumentative and rude; driver disrupting business on private property; wheel chair and assisted transportation without OCTAP and TCP permit; driver was illegally parking on a private property; bandit operator advertising as a taxicab cab service; driver fighting, causing arguments, and playing loud music at the Fullerton Amtrak Station.

| Number of Vehicle Permits | Oct 2012 | Nov 2012 | Dec 2012 |
|---------------------------|-------------|-------------|-----------------|
| 1st Taxi Road | 1 | 1 | Out of Business |
| 1A Green Taxicab, LLC | 0 | 0 | 1 |
| 24/7 Yellow Cab | 53 | 55 | 56 |
| A Taxi Cab | 305 | 302 | 304 |
| ABC Ride Taxi | 11 | 12 | 12 |
| Access Taxi Yellow Cab | 1 | 1 | 1 |
| Active Taxi | 11 | 11 | 11 |
| Advanced Yellow Cab | 1 | 1 | 1 |
| Affordable Taxi | 1 | 1 | 1 |
| American Flag Yellow Cab | 2 | 4 | 4 |
| An OC Taxi Graph | 1 | 1 | 1 |
| CABCO | 222 | 221 | 217 |
| Checker Cab Co. | 12 | 12 | 12 |
| Ciao Taxi | 3 | 3 | 3 |
| Coastal Taxi | 7 | 7 | 7 |
| County Cab | 10 | 9 | 9 |
| Discount Cab Fares | 2 | 2 | 2 |
| Downtown Huntington Beach | 7 | 10 | 10 |
| Fiesta Taxi | 2 | 2 | 2 |
| Go Yellow Taxi Inc. | 8 | 10 | 10 |
| Happy Taxi | 8 | 9 | 9 |
| Huntington Beach Yellow | 26 | 26 | 27 |
| Long Beach Yellow Cab | 11 | 12 | 12 |
| Metro Taxi | 9 | 9 | 8 |
| Newport Beach Cab | 8 | 7 | 8 |
| Nova Car | 1 | 1 | 1 |
| Orange County Taxi | 10 | 10 | 10 |
| Orange County Yellow Cab | 12 | 12 | 11 |
| Orange Taxi Cab | 6 | 6 | 6 |
| Pier Yellow Cab | 13 | 13 | 12 |
| Surf Side Taxi | 3 | 3 | 3 |
| Taxi Maxi | 9 | 10 | 12 |
| Union Taxi Cab | 18 | 17 | 17 |
| USA Green Group | 7 | 7 | 8 |
| White Cab Co. | 3 | 3 | 5 |
| YCGOC | 294 | 292 | 300 |
| Total | 1098 | 1102 | 1113 |

| Random Inspections | Oct 2012 | Nov 2012 | Dec 2012 | Random |
|---|------------|------------|-----------------|------------|
| 1st Taxi Road | 0 | 0 | Out of Business | 0 |
| 1A Green Taxicab, LLC | 0 | 0 | 0 | 0 |
| 24/7 Yellow Cab | 3 | 7 | 0 | 10 |
| A Taxi Cab | 11 | 25 | 8 | 44 |
| ABC Ride Taxi | 0 | 0 | 1 | 1 |
| Access Taxi Yellow Cab | 0 | 0 | 0 | 0 |
| Active Taxi | 1 | 2 | 0 | 3 |
| Advanced Yellow Cab | 0 | 0 | 0 | 0 |
| Affordable Taxi | 0 | 0 | 0 | 0 |
| American Flag Yellow Cab | 0 | 0 | 0 | 0 |
| An OC Taxi Graph | 0 | 0 | 0 | 0 |
| CABCO | 8 | 13 | 12 | 33 |
| Checker Cab Co. | 0 | 1 | 0 | 1 |
| Ciao Taxi | 0 | 0 | 0 | 0 |
| Coastal Taxi | 0 | 0 | 0 | 0 |
| County Cab | 1 | 1 | 0 | 2 |
| Discount Cab Fares | 0 | 1 | 1 | 2 |
| Downtown Huntington Beach | 0 | 0 | 0 | 0 |
| Fiesta Taxi | 0 | 0 | 0 | 0 |
| Go Yellow Taxi Inc. | 0 | 0 | 1 | 1 |
| Happy Taxi | 1 | 1 | 0 | 2 |
| Huntington Beach Yellow | 1 | 0 | 1 | 2 |
| Long Beach Yellow Cab | 0 | 0 | 0 | 0 |
| Metro Taxi | 0 | 0 | 0 | 0 |
| Newport Beach Cab | 0 | 0 | 0 | 0 |
| Nova Car | 0 | 0 | 0 | 0 |
| Orange County Taxi | 0 | 0 | 0 | 0 |
| Orange County Yellow Cab | 0 | 1 | 0 | 1 |
| Orange Taxi Cab | 0 | 1 | 0 | 1 |
| Pier Yellow Cab | 0 | 0 | 0 | 0 |
| Surf Side Taxi | 0 | 0 | 0 | 0 |
| Taxi Maxi | 0 | 1 | 0 | 1 |
| Union Taxi Cab | 2 | 2 | 1 | 5 |
| USA Green Group | 0 | 1 | 1 | 2 |
| White Cab Co. | 0 | 0 | 0 | 0 |
| YCGOC | 13 | 10 | 6 | 29 |
| Total | 41 | 67 | 32 | 140 |
| Random Inspection In-Service Failures | 12 | 6 | 2 | 20 |
| Random Inspection Out-Of-Service Failures | 6 | 5 | 8 | 19 |
| % Failed | 44% | 16% | 31% | 28% |
| Vehicles that failed-in service random inspections in the following areas: | | | | |
| Right and left windshield wipers were not working and missing front plate; rear passenger door loose and air-condition and heating system were not properly working; the back of drivers seat was coming apart/separating from the main frame and overall condition of the vehicle interior and exterior was extremely dirty; overall paint condition was chipped and scratched; overall paint condition was moderately fading and vehicle interior driver side was extremely dirty and cluttered; right side headlamp was extremely loose; overall condition of the paint was in poor condition and old markings were still visible; air-conditioning and heating system were not properly working, luggage area and rear passenger side were extremely dirty and cluttered; front passenger door mirror was broken, rear hatch door was out of alignment and interior lights do not auto-activate; minor crack on the front bumper, broken right side tail light, all carpets were extremely dirty and overall paint condition was moderately chipped and scratched; overall condition of the vehicle interior and exterior was extremely poor and overall paint condition was moderately chipped and faded; driver side door was damaged and out of alignment, all passenger doors did not have locking knobs installed, missing front and rear interior fleet numbers, and paint in the front bumper was faded; moderate dents on the left and right rear side fender; exterior condition of the vehicle was very dirty, right front lens was cracked, and mismatched paint between the hood and left front quarter panel of the vehicle; front windshield defroster vents did not work, interior locking knob on the left side passenger door was broken; license plate lens was painted over, and paint on the trunk lid was faded and mismatched; exterior condition of the vehicle was dirty, and interior lights do not auto-activate; exterior condition of the vehicle was very dirty and trunk compartment was cluttered and dirty; exterior condition of the vehicle was very dirty, rear license plate lights were loose and hanging, paint on the hood of the vehicle had black scuff marks, and missing wheel cover and hubcap on the right front tire. | | | | |

Vehicles that failed out-of-service random inspections in the following areas:

Parking brake does not hold in reverse and overall condition of the vehicle exterior was poor; dent on the left passenger door and rear panel, unapproved vehicle markings on the rear window and overall condition of the paint was extremely poor; overall condition of the vehicle interior and exterior was extremely poor, overall condition of the paint was badly scratched and fading, taxi meter expired and wheel covers and hubcaps need cleaning; dent on the left passenger door and left rear panel, third brake light activates and signals when the left directional is activated, and overall condition of the paint was badly faded; left and front tires were badly worn and showing chords; taxi meter expired; expired vehicle registration, and overall condition of the paint was faded and mismatched; rear bench seats were not secure to the floor, and wet paint on door handles of the vehicles; parking brake does not hold in reverse; main brake pads were torn and metal was showing, dashboard area and driver compartment were cluttered and dirty; five random inspections were conducted in which drivers were not able to electronically process credit card; rear bumper was damaged, all carpets, interior door panels and upholstery was dirty, and minor paint shadowing on the right and left side of the vehicle; three random inspections were conducted in which drivers were not in possession of a valid vehicle registration.

| Appeals Hearings | Oct 2012 | Nov 2012 | Dec 2012 | Total |
|--------------------------|-------------|------------|-------------|------------|
| Denials | 1 | 2 | 1 | 4 |
| Revocations | 1 | 1 | 0 | 2 |
| Suspensions | 0 | 0 | 1 | 1 |
| Fines | 1 | 0 | 0 | 1 |
| Violations | 0 | 0 | 0 | 0 |
| Other * | 0 | 0 | 0 | 0 |
| Total | 3 | 3 | 2 | 8 |
| Actions Upheld On Appeal | 3 | 2 | 2 | 7 |
| % Upheld | 100% | 67% | 100% | 88% |

* Other includes : N/A

Appeals hearing reversals occurred in the following areas: November

The appeals hearing panel granted a conditional permit for a period of one year.

| Administrative Actions | Oct 2012 | Nov 2012 | Dec 2012 | Total |
|------------------------|-----------|----------|-----------|-----------|
| Administrative Hearing | 6 | 0 | 1 | 7 |
| Warnings | 1 | 2 | 6 | 9 |
| Fines | 1 | 2 | 9 | 12 |
| Suspensions | 1 | 0 | 0 | 1 |
| Denials | 4 | 0 | 2 | 6 |
| Revocations | 1 | 1 | 1 | 3 |
| Total | 14 | 5 | 19 | 38 |

Administrative action areas include:

Resubmission of the previously denied company permit application; contesting a failed vehicle inspection; concerning eligibility to possess a driver permit due to a previous incident by the driver altering an expired driver permit; concerning eligibility to possess a driver permit due to failed criminal background check; driver permit not properly posted; failure to include permit number in advertising; disqualifying criminal charges; failed criminal background check; failed drug test; failed criminal background check; failure to include permit number in advertising; altering approved exterior markings on taxicab; invalid meter seals; driver not properly displaying his driver permit; failed criminal background check and failed to disclose criminal convictions; no valid CDL; failed criminal background check; driver permit not properly posted; failure to include permit number in advertising; possession of other drivers driver permit; cluttered driver and passenger area; fines were issued to six drivers for not properly displaying their driver permits; fines were issued to two drivers for no valid vehicle registration in their possession.

| Other Enforcement | Oct 2012 | Nov 2012 | Dec 2012 | Total |
|---|-----------|------------|------------|------------|
| Company Compliance Check | 35 | 36 | 35 | 106 |
| DMV Pull Notice Check | 0 | 122 | 0 | 122 |
| Web Content Checks | 14 | 8 | 3 | 25 |
| Public Outreach | 1 | 5 | 3 | 9 |
| Bandit Enforcement | 2 | 1 | 1 | 4 |
| Observation Or Contact (No Violation/Warning Issued) | 23 | 40 | 201 | 264 |
| Warnings Issued | 1 | 2 | 6 | 9 |
| Violations Issued | 1 | 2 | 9 | 12 |
| Total | 77 | 216 | 258 | 551 |
| % OCTAP Permit Action | 8% | 9% | 7% | 7% |

Activity Highlights:

Company Compliance Checks: 24-hour Live Human Dispatch Check. DMV Pull Notice Check: Sampled 122 driver pull notice records. Web Content: Performed research from Craig list, Google, YouTube, and taxi operator websites for advertising contents. Public Outreach: OCTAP staff distributed outreach materials, business cards, and spoke to the representatives of the following hotels and establishment about taxicab activities and TCP issues: Marriott Hotel and Ramada Hotel in Garden Grove, Island Hotel in Fashion Island, Hyatt Hotel in Huntington Beach, Best Western and Golden Sails in Seal Beach and the Block at Orange. OCTAP staff attended the Crime Alert Network, Anaheim Tourism Oriented Policing (TOP) in October, November and December and presented information about bandit enforcement activities and taxicab regulations on DOJ Resolution, OCTAP Steering committee considering taxicab fare increase and OCTAP enforcement at JWA. Bandit Enforcement: OCTAP reported potential bandit operator in Garden Grove to CPUC for further investigations, OCTAP staff contacted several Non-Emergency Medical Transportation providers and potential bandit operators from Craig's List and arranged several trips on behalf of the Fullerton Police Department sting operation, as a result, four citations were written with a total of 22 violations to the companies and drivers for operating outside of their authorized capacity. OCTAP also reported potential bandit operators to CPUC from web content checks for further investigations. Joint Enforcement: OCTAP conducted a Joint enforcement with John Wayne Airport officers and staff.

**Orange County Taxi Administration Program
Financial Report
Fiscal Year 2012-13
September 2012 - November 2012**

| | Budgeted | September 2012 | October 2012 | November 2012 | Total to Date | Budget to Actual Under/(Over) |
|------------------------------|---------------------|---------------------------|-------------------------|--------------------------|--------------------------|--|
| Revenues | | | | | | |
| Company Permits | \$45,600.00 | \$1,425.00 | \$8,800.00 | \$4,270.00 | \$30,334.90 | \$15,265.10 |
| Vehicle Permits | \$447,627.00 | \$41,869.00 | \$55,191.00 | \$44,276.00 | \$231,598.00 | \$216,029.00 |
| Driver Permits | \$183,354.00 | \$16,969.00 | \$18,060.00 | \$16,666.00 | \$85,205.00 | \$98,149.00 |
| Interest/Investment Earnings | \$8,158.00 | \$1,097.02 | \$906.58 | \$1,152.11 | \$4,981.84 | \$3,176.16 |
| Other Misc. Revenue & Fines | \$4,000.00 | \$0.00 | \$700.00 | \$1,100.00 | \$2,550.00 | \$1,450.00 |
| Use of Reserves | \$0.00 | | | | \$0.00 | \$0.00 |
| Total Revenues | \$688,739.00 | \$61,360.02 | \$83,657.58 | \$67,464.11 | \$354,669.74 | \$334,069.26 |

| | Budgeted | September 2012 | October 2012 | November 2012 | Total to Date | Budget to Actual Under/(Over) |
|-------------------------------------|---------------------|---------------------------|-------------------------|--------------------------|--------------------------|--|
| Expenditures | | | | | | |
| Salaries & Benefits | \$367,227.00 | \$29,460.80 | \$27,384.06 | \$27,277.68 | \$140,704.33 | \$226,522.67 |
| Professional Services - Legal | \$25,000.00 | \$5,637.60 | \$1,383.30 | \$6,075.50 | \$14,094.55 | \$10,905.45 |
| Professional Services - Other | \$58,000.00 | | | | \$0.00 | \$58,000.00 |
| Investment Fee - Portfolio Manager | \$665.00 | \$56.81 | \$42.06 | | (\$25.70) | \$690.70 |
| Telephone | \$15,000.00 | | | | \$0.00 | \$15,000.00 |
| Internet Expenses | \$500.00 | | | | \$0.00 | \$500.00 |
| Travel | \$2,495.00 | | | \$1,904.58 | \$1,904.58 | \$590.42 |
| Mileage | \$45.00 | \$3.89 | | \$53.28 | \$57.17 | (\$12.17) |
| Training & Registration Fees | \$2,345.00 | | | \$750.00 | \$750.00 | \$1,595.00 |
| Printing | \$1,000.00 | | | | \$0.00 | \$1,000.00 |
| Office Supplies & Equipment | \$29,558.00 | \$1,622.48 | \$1,427.47 | \$696.27 | \$4,316.20 | \$25,241.80 |
| Subscriptions, Books, & Periodicals | \$250.00 | | | \$116.33 | \$116.33 | \$133.67 |
| Dues & Memberships | \$989.00 | | | | \$0.00 | \$989.00 |
| Business Expenses | \$2,205.00 | | \$220.85 | \$362.60 | \$946.05 | \$1,258.95 |
| General Equipment | \$0.00 | | | | \$0.00 | \$0.00 |
| Administrative Services | \$152,236.00 | \$100,097.26 | \$17,262.29 | \$17,262.29 | \$157,312.86 | (\$5,076.86) |
| Security Services | \$26,151.00 | | \$4,303.88 | \$2,151.94 | \$10,649.01 | \$15,501.99 |
| Total Expenses | \$683,666.00 | \$136,878.84 | \$52,023.91 | \$56,650.47 | \$330,825.38 | \$352,840.62 |

Change in Net Assets

| | | |
|----------------------|--------------------|--------------------|
| (\$75,518.82) | \$31,633.67 | \$10,813.64 |
|----------------------|--------------------|--------------------|

Beginning Fund Balance

| | | |
|---------------------|---------------------|---------------------|
| \$780,608.67 | \$705,089.85 | \$736,723.52 |
|---------------------|---------------------|---------------------|

Change In Net Assets

| | | |
|----------------------|--------------------|--------------------|
| (\$75,518.82) | \$31,633.67 | \$10,813.64 |
|----------------------|--------------------|--------------------|

Ending Fund Balance

| | | |
|---------------------|---------------------|---------------------|
| \$705,089.85 | \$736,723.52 | \$747,537.16 |
|---------------------|---------------------|---------------------|



January 17, 2013

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

Overview

On October 18, 2012, staff presented information regarding Consumer Price Index (CPI) changes and average fuel rate changes since the last taxicab fare increase. Staff also developed an alternative taxicab fare structure averaging a 4.87 percent increase, should the Orange County Taxi Administration Program (OCTAP) Steering Committee wish to initiate a public hearing to consider a taxicab fare increase. The OCTAP Steering Committee directed staff to proceed with a public hearing to consider a taxicab fare increase.

Discussion

Using Consumer Price Index (CPI), Average Fuel Price, and other consumer cost and price data, staff conducts a bi-annual review of approved taxicab fares, and presents a report and recommendations to the OCTAP Steering Committee.

On October 18, 2012, staff presented the OCTAP Steering Committee with a fare structure alternative. The Steering Committee directed staff to schedule a public hearing to allow the public an opportunity to provide input on the taxicab fare increase that is being considered by the committee.

On December 14, 2012, 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 January 17, 2013, to discuss the proposed taxicab passenger 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 passenger fare increase averaging 4.87 percent.

Summary

The Orange County Transportation Authority (OCTA) has posted a public hearing notice inviting the public to provide input on a potential taxicab fare increase averaging 4.87 percent. The Steering Committee members will conduct a public hearing, at the joint meeting of the Steering Committee and Safety Committee on January 17, 2013.

Recommendation

Conduct a public hearing on the taxicab passenger fare increase that is being considered.



January 17, 2013

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 it was established in 1998.

Discussion

On October 18, 2012, the OCTAP Administrator presented the OCTAP Steering Committee with a fare structure alternative. As the economy is still recovering, staff made no recommendation for a fare increase, but provided an alternative structure that would allow the committee to receive public feedback on a possible taxicab fare increase. The alternative fare structure averages a 4.87 percent increase, as follows:

\$3.00 for the flag drop and first 1/6 mile
\$0.45 for each 1/6 mile, after the first 1/6 mile
\$31.00 per hour wait time

Based on the OCTAP Administrator's alternative fare structure, the Steering Committee directed staff to schedule a public hearing to allow the public to comment on the alternative fare structure. A public hearing to receive public input on the alternative fare structure, which would result in a fare increase, was scheduled for January 17, 2013, at the regular joint meeting of the Steering Committee and Safety Committee. A copy of the October 18, 2012 staff report is included as Attachment A.

Recommendations

The OCTAP Administrator's recommendation, should the OCTAP Steering Committee wish to consider a fare increase, is to adopt the alternative taxicab fare rates outlined in this report, equaling an average 4.87 percent as follows.

\$3.00 for the flag drop and first 1/6 mile

\$0.45 for each 1/6 mile, after the first 1/6 mile

\$31.00 per hour wait time

Attachments:

- A. October 18, 2012 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



October 18, 2012

To: OCTAP Steering and Safety Committees
From: Patrick Sampson, OCTAP Administrator
Subject: Consider Scheduling a Public Hearing for Taxicab Fare Increase

Overview

The Orange County Taxi Administration Program (OCTAP) Regulations require each member agency to accept the taxi 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, based on staff recommendations, may pursue changes to the approved taxi 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.

Background

On July 7, 2011, the OCTAP Administrator presented an Interim Fare Study to the OCTAP Steering Committee. 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 recommended change.

On October 6, 2011, during the regular OCTAP Steering Committee meeting, a public hearing was held to allow the public an opportunity to provide input on the proposed increase. No members of the public commented on the proposed fare increase. As there were not enough members to satisfy quorum requirements to conduct business, action on the item was postponed until the January 19, 2012, Committee meeting.

At the January 19, 2012, Committee meeting, the Committee did not approve the proposed taxicab fare increase, after receiving comments from several taxicab companies that opposed a fare increase. Their comments included concerns that the economy is more financially challenged than it was four years ago, and increasing the fare would discourage riders to utilize taxi service.

Discussion

The OCTAP Steering Committee has been considering a taxi fare increase since July 2011. At the January 19, 2012, meeting, after receiving input from several taxicab operators who were concerned about the soft economy, the Steering Committee tabled a fare increase, and asked staff to bring the item back for consideration at the July 19, 2012, Committee meeting. At the July 19, 2012 Committee Meeting, the item was tabled to the October 18, 2012 meeting.

The Steering Committee has previously approved a methodology that includes consideration of the Consumer Price Index (CPI), average fuel cost, and surrounding area pricing when developing recommended rates for taxicab services in Orange County. Staff has updated CPI, average fuel cost, and surrounding area taxicab rates to reflect changes since the last report.

Should the committee wish to consider an increase to the taxicab meter rate, the OCTAP Administrator's recommendation would be to adopt a taxi fare increase averaging 4.87 percent as follows.

- \$3.00 for the flag drop and first 1/6 mile
- \$0.45 for each 1/6 mile, after the first 1/6 mile (\$2.70 Per Mile)
- \$31.00 per hour wait time

Recommendation

Should the committee wish to consider an increase to the taxicab meter rate, it must (1) establish a proposed rate schedule and (2) direct the OCTAP Administrator to schedule a public hearing for the next Steering Committee meeting on January 17, 2013.

If directed to schedule a public hearing to consider a fare increase, staff would recommend using the previously considered rate schedule, representing an average 4.87 percent increase.

Attachments:

1. Orange County Taxicab Meter Rate Historical Data
2. CPI Historical Data
3. Fuel Price Historical Data
4. Peer Review Summary

OCTAP Metered Rate Historical Data

| Effective Date | Adjustment % | Flag Drop (Includes First Increment) | Metered Rate Per Increment | | | | Wait Time (Per Hour) | Fare By Number Of Miles (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 | 4.87% | \$3.00 | \$0.45 | ea | 1/6 | Mile | \$30.00 | \$5.25 | \$7.95 | \$16.05 | \$29.55 | \$43.05 | \$56.55 | \$70.05 | \$83.55 |

| 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 4.87% | | 7.14% | 6.00% | 4.90% | 4.42% | 4.24% | 4.14% | 4.09% | 4.05% |

CPI 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 | 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 | 4.1 | 2.8 |
| 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 | 0.1 | 3.8 |
| 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 | 2.7 | -0.4 |
| 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 | 1.5 | 1.6 |
| 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 | 3.0 | 3.2 |
| 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 | | |

| % 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% | | |

| | | | | | | | | | | | | | |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 2008 to 2011 Change | 4.15% | 4.35% | 4.45% | 4.48% | 4.13% | 3.06% | 2.64% | 3.29% | 3.57% | 4.35% | 6.10% | 6.84% | 4.28% |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|

Fuel Cost 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% |

| % 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% |

| | | | | | | | | | | | | | |
|---------------------|--------|--------|--------|--------|-------|--------|---------|--------|-------|--------|--------|--------|--------|
| 2008 to 2011 Change | 13.68% | 24.64% | 22.31% | 11.60% | 8.42% | -8.78% | -15.30% | -0.46% | 9.60% | 29.59% | 55.29% | 93.91% | 14.61% |
|---------------------|--------|--------|--------|--------|-------|--------|---------|--------|-------|--------|--------|--------|--------|

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 | Wait Time (Per Hour) | Special Notes |
|--------------------------------|-----------|--------------------|----------------------|------------|----------------------|----------------------|--|
| San Diego County, CA | \$2.40 | 1/6 Mile | \$0.40 per 1/6 Mile | \$4.40 | \$2.40 | \$20.00 | Rates used by 24/7 Taxi Cab in Oceanside. |
| Orange County, CA (Current) | \$2.95 | 1/4 Mile | \$0.65 per 1/4 Mile | \$4.90 | \$2.60 | \$30.00 | Current Orange County Meter Rate |
| Riverside, CA | \$2.60 | 1/10 Mile | \$0.26 per 1/10 Mile | \$4.94 | \$2.60 | \$27.00 | \$2.00 Surcharge from Ontario Airport |
| San Bernardino, CA | \$2.60 | 1/10 Mile | \$0.26 per 1/10 Mile | \$4.94 | \$2.60 | \$27.00 | |
| Long Beach, CA | \$2.85 | 1/9 Mile | \$0.30 per 1/9 Mile | \$5.25 | \$2.70 | \$29.19 | Mirrors Los Angeles |
| Los Angeles, CA | \$2.85 | 1/9 Mile | \$0.30 per 1/9 Mile | \$5.25 | \$2.70 | \$29.19 | \$4.00 Surcharge from Airport. \$15.00 Minimum Fare from Airport (not including surcharge) |
| Orange County, CA (Proposed) | \$3.00 | 1/6 Mile | \$0.45 per 1/6 Mile | \$5.25 | \$2.70 | \$30.00 | Proposed Taxicab Fare Rate |
| Coachella Valley, CA (Sunline) | \$2.80 | 1/8 | 38 cents 1/8 mile | \$5.46 | \$3.04 | \$24.00 | Sunline Regulatory Administration (SRA) Surcharge \$0.30 added to flag (2.50+30). \$2.50 |
| Palm Springs, CA | \$2.80 | 1/8 | 38 cents 1/8 mile | \$5.46 | \$3.04 | \$24.00 | Sunline Regulatory Administration (SRA) Surcharge \$0.30 added to flag (2.50+30). \$2.50 Surcharge from Palm Springs Airport. \$3.00 Surcharge Commercial Airport Pick Up. |
| San Diego, CA (MTS Airport) * | \$2.80 | 1/10 Mile | \$0.30 per 1/10 Mile | \$5.50 | \$3.00 | \$24.00 | \$1.50 Surcharge from Airport. All services must charge same rate from airport. |
| Las Vegas, NV | \$3.30 | 1/13 Mile | \$0.20 per 1/13 Mile | \$5.70 | \$2.60 | \$30.00 | \$1.80 Surcharge from Airport. \$3.00 Credit/Debit Card Fee |
| San Francisco, CA | \$3.50 | 1/5 Mile | \$0.55 per 1/5 Mile | \$5.70 | \$2.75 | \$33.00 | \$2.00 Airport Surcharge. Trips 15 miles beyond city limits = 150% of metered rate. |
| San Diego, CA (MTS City) * | \$3.10 | * | * | * | \$3.30 | \$27.00 | *Rates vary up to maximum depending on radio service provider. Different rate schedule from |
| Average | \$2.89 | | | \$5.23 | \$2.77 | \$27.26 | |

* San Diego MTS establishes maximum allowable rates for City service and "must charge" rates for Airport pick ups. Radio Service Providers (taxicab companies) establish their own rates within MTS guidelines for City service. All providers use 1/16 mile as the mileage increment for City service (MTS required). Current average rates for City service is \$2.50 Flag Drop, \$2.70 Per Each Mile, and \$21.40 Per Hour Wait Time.