Steering Committee Meeting

May 20, 2020
Special Meeting
of the OCTAP Steering Committee
Wednesday, May 20, 2020, 2:00 PM
Conference Room 07
550 South Main Street
Orange, California

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

Agenda Descriptions

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

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.

Public Comments on Agenda Items

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of Orange County Taxi Administration Program (OCTAP) Steering Committee members Orange County Transportation Authority (OCTA) staff, for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTAP Steering Committee and the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the OCTAP Steering Committee by clicking the below link:

http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/
Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to OCTAP@octa.net.

If you wish to comment on a specific agenda Item, please include “OCTAP Meeting Public Comments” and identify the Item number in the subject line of your email. All public comments that are timely received will be part of the public record and distributed to the Committee. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Committee Members in a timely manner, please submit your public comments as least 30 minutes prior to the start time of the OCTAP Steering meeting.

Any requests for reasonable modification to participate in the meeting should be submitted to OCTAP@octa.net or (949) 654-8294 prior to the meeting.

Call to Order

Roll Call

Introductions

1. Public Comments

Special Calendar

There are no special calendar matters

Consent Calendar (Item 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.

2. Approval of Minutes

1 - Of the December 12, 2019, Steering Committee Special Meeting
Regular Calendar

3. Notification of Yellow Cab Company of Greater Orange County Closure

An update is provided on the notification that Yellow Cab Company of Greater Orange County will be ceasing operations on May 31, 2020 and the potential impact to OCTAP revenues.

4. Taxicab Company Request for Temporary Modification of Insurance Requirements

Review and discuss a request for temporary modification of OCTAP insurance requirements and provide direction to OCTAP Staff.

Discussion Items

5. Expiration of Current OCTAP Agreement and Next Steps

Update from Andrea West, OCTA Government Relations, on the expiration of the current OCTAP Agreement between the Member Agencies and OCTA and next steps.

6. OCTAP Staff Updates

OCTAP staff will present information and updates.

   A. County of Orange John Wayne Airport Taxicab Passenger Trip Fee

   B. OCTAP Driver Permit Application Process Modifications due to COVID-19

7. Committee Representative Reports

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

8. Adjournment

No future meetings of the OCTAP Steering Committee are currently scheduled. Future meetings will be scheduled annually by the Committee and will be publicly posted as required by law.
ITEM 2
Steering Committee Members Present:

City of Anaheim, David Belmer
City of Fullerton, Ken Domer
City of Garden Grove, Corrine Hoffman
City of Huntington Beach, Antonia Graham
City of Newport Beach, Monique Navarrete
City of Orange, Captain Eric Rosauer, Orange Police Department

Members Not Present
Robert Holden, John Wayne Airport

Others Present
Cassie Trapesonian, OCTA Legal Counsel
Patrick Sampson, OCTA
Cliff Thorne, OCTA
Lance Larson, OCTA
Victor Velasquez, OCTA
Larry Slagle, Member of The Public / Yellow Cab Company of Greater Orange County
Tim Conlon, Member of The Public / California Yellow Cab

Call to Order and Introductions

Ken Domer, City of Fullerton, called the December 17, 2019, special meeting of the Orange County Taxi Administration Program (OCTAP) Steering Committee to order at 11:04 AM.

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

Consent Calendar (Items 1 through 2)

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

1. Approval of Minutes

1 - Of the February 5, 2019, Steering Committee Meeting
2. OCTAP Operations Report

OCTAP Operations Report for Fiscal Year 2019
   a. CPI Historical Data
   b. Fuel Cost Historical Data

A motion to approve OCTAP Consent Calendar items was made by David Belmer, City of Anaheim, and seconded by Captain Eric Rosauer, City of Orange Police Department. The motion passed unanimously.

Regular Calendar

3. Vacancy of Membership

Steering Committee Members discussed the vacant position and determined that Committee Chair Ken Domer would address the issue at the January 8, 2020, Orange County City Managers Association (OCCMA) so that the OCCMA may appoint a new member to the OCTAP Steering Committee.

4. Non-Substantive Changes to the OCTAP Regulations

A motion to approve non-substantive changes to the OCTAP Regulations was made by David Belmer, City of Anaheim, and seconded by Monique Navarrete, City of Newport Beach. The motion passed unanimously.

Discussion Items

5. OCTAP Financial Update

Victor Velasquez, OCTA Financial Planning and Analysis, presented a financial update of OCTAP program revenue, expenses, and financial status. Mr. Velasquez commented that there is one more City Contribution invoice to be sent to the cities in fiscal year 2020 and answered questions from committee members. The item was received and filed.

6. Expiration of Current OCTAP Agreements and Next Steps

Lance Larson, OCTA Government Relations, reminded committee members that current cooperative agreements with the participating cities will expire on December 31, 2020. Mr. Larson stated that OCTA requests that, should the cities wish OCTA to continue to act as the administrator for the program, a two and a half year agreement be established so that the agreement timeframe may be aligned with the OCTA budget cycle. Mr. Larson also discussed the possibility of having OCTA deduct City Contributions for the OCTAP Program from Measure M2 Turnback funds, which would create efficiencies by OCTA not having to issue invoices and the cities not having to process payments. Mr. Larson stated that OCTA is requesting direction by April 2020, so that budget, staffing, facility, and other decisions may be made as appropriate.
7. **Status of Permitting Requirements**

Patrick Sampson, OCTA Manager of Taxi Administration, reviewed OCTAP permitting requirements.

Committee Member David Belmer asked about the possibility of issuing a temporary driver permit while waiting for the Department of Justice background check. Mr. Sampson and OCTA Legal Counsel Cassie Trapesonian answered Committee Member questions related to OCTAP permitting processes, permitting requirements, and the Department of Justice (DOJ) background check.

8. **OCTAP Staff Updates**

OCTAP staff will present information and updates.

   A. City Contribution Payment Status
   
   B. Status of Company Permits

   Patrick Sampson, OCTA Manager of Taxi Administration, presented information and updates on the status of City contribution payments and information related to taxicab companies that have not renewed their company permit and one taxicab company whose company permit was revoked.

9. **Committee Representative Reports**

There were no committee representative reports.

10. **Public Comments**

Larry Slagle, Yellow Cab Company of Greater Orange County, commented on his encouragement that cities now look at OCTAP financial data more closely than they have in the past, the broad issue of driver shortages in Orange County, the need to expedite taxicab driver permit processing, and the desire to establish a temporary driver permit until the DOJ Background check is completed.

   Tim Conlon, California Yellow Cab, commented on the availability of new commercial liability insurance products that may present opportunities to reduce insurance costs and his hope that the OCTAP Steering Committee might consider allowing taxicab companies to utilize some of these insurance products to help reduce costs while providing the desired protections. Mr. Conlon continued that while the intent of Assembly Bill 1069 (AB 1069) was to level the playing field between Transportation Network Companies and Taxicab Service Providers, the legislation fell short in many areas.

11. **Adjournment**

No future meetings of the OCTAP Steering Committee are currently scheduled. Future meetings will be scheduled annually by the committee and will be publicly posted as required by law.
ITEM 3
May 20, 2020

To: OCTAP Steering Committee
From: Patrick Sampson, Manager of Taxi Administration
Subject: Notification of Yellow Cab Company of Greater Orange County Closure

Overview

The Orange County Transportation Authority (OCTA) currently administers the Orange County Taxi Administration Program (OCTAP) on behalf of the County of Orange and 33 cities located within the Orange County (Member Agencies). OCTA staff issues taxicab company, vehicle, and driver permits for individuals and vehicles that meet minimum program eligibility requirements. Program funding is provided through a combination of permit fees collected for taxicab company, vehicle, driver permits and Member Agency contributions.

Discussion

On May 1, 2020, OCTA received notification that, as a result of the COVID-19 pandemic, Yellow Cab Company of Greater Orange County (YCCGOC) is forced to shut down its Garden Grove taxicab operations. YCCGOC anticipates that operations will cease entirely on May 31, 2020.

YCCGOC currently permits 332 (78%) of the 424 OCTAP permitted taxicabs, including 92 percent of the wheelchair accessible taxicabs in Orange County. While some owner-operators may transfer their taxicab permits to other OCTAP-permitted taxicab companies, it is anticipated that there will be a significant reduction of properly-permitted taxicab vehicles in Orange County and a significant loss of OCTAP permit revenue. Reductions in OCTAP permit fee revenue would likely result in increased city contributions to support the OCTAP program.

Recommendation

Receive and file as an information item.

Attachments:

1. May 1, 2020 letter from Yellow Cab Company of Greater Orange County
May 1, 2020

Ms. Yvette Crowder
Senior Contract Administrator
Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863

Re: Early Termination of Agreement NO-C-8-1440

Dear Ms. Crowder:

Reference is made to the Agreement NO-C-8-1440 by and between Orange County Transportation Authority and Yellow Cab of Greater Orange County (the “Company”) dated August 30, 2018 (the “Agreement”).

As I discussed earlier this week with Mr. Johnson and Mr. Garate, as a result of the COVID-19 pandemic, we are being forced to shut down our Garden Grove operations. We anticipate that operations will cease entirely on May 31, 2020. Under Article 4 of the Agreement, the term runs through August 31, 2020. We would like to terminate the Agreement early, effective May 31, 2020.

We have enjoyed serving the Orange County community for the past 60 years and there is nothing more important to us than the people in this community.

We hope that you and your family remain safe and healthy as we continue to work together as a collective community to support each other during this time.

Please feel free to contact Larry Slagle at lslagle@yellowcab.com with any questions.

Sincerely yours,

Mike Ake
Senior Vice-President

cc:  Mr. Darrell Johnson (Djohnson@octa.net)
     Mr. Jack Garate (Jgarate@octa.net)
ITEM 4
May 20, 2020

To: OCTAP Steering Committee

From: Patrick Sampson, Manager of Taxi Administration

Subject: Taxicab Company Request for Temporary Modification of Insurance Requirements

Overview

Orange County Taxi Administration Program (OCTAP) Regulations define minimum taxicab company, taxicab vehicle, and taxicab driver permitting requirements, and authorized fares, as required by State law. The Regulations also establish minimum safety and service standards for the operation of taxicabs and consolidate the permitting of taxicab transportation service for multiple jurisdictions within Orange County.

The OCTAP Regulations are approved by the Steering Committee and adopted into municipal codes by the legislative bodies of each of the 33 participating cities and the County of Orange (Member Agencies) to regulate taxicab service within the jurisdiction of each Member Agency. The Member Agencies enforce the OCTAP Regulations through their respective law enforcement and code enforcement departments.

Discussion

Section 2.1.3 of the OCTAP Regulations currently requires permitted taxicab companies to provide a Certificate of Insurance and Policy Binder showing that vehicles permitted under the company are insured for a minimum combined single limit of one million dollars ($1,000,000) for the injury or death of one or more persons in the same accident and one hundred thousand dollars ($100,000) for injury or destruction of property with an insurer with a minimum AM Best Rating of A-7. Insurance deductibles may also not exceed ten thousand dollars ($10,000). The OCTAP Regulations require that each OCTAP Member Agency is named as an additional insured.

The two largest OCTAP-permitted taxicab companies, Yellow Cab of Greater Orange County and California Yellow Cab, which collectively permit 96 percent of all OCTAP-permitted taxicab vehicles, have requested a temporary modification to OCTAP liability insurance requirements. They have indicated that the request is
aimed to help reduce overhead expenses to a more manageable level during the COVID-19 pandemic, which has resulted in significant reductions in travel and tourism in Orange County. The companies have expressed concern that a number of taxicab companies may not be able to survive through the economic downturn created by the COVID-19 pandemic, resulting in significant reductions in the availability of taxicab vehicles for Orange County residents and travelers who rely on the services. The companies have indicated that this request is also aimed at reducing the disparity in insurance requirements between taxicab companies and Transportation Network Companies, such as Uber and Lyft.

The specific request is attached for the Steering Committee’s consideration. A summary is provided as follows:

- Commercial liability coverage of $100,000 per person / $300,000 per accident for the injury or death of one or more persons in the same accident, and $50,000 for injury or destruction of property while transporting passengers.

- California State minimum insurance levels of $15,000 per person / $30,000 per accident for the injury or death of one or more persons in the same accident, and $5,000 for injury or destruction of property when roaming or sitting at a taxi stand waiting for business.

- California State minimum insurance levels of $15,000 per person / $30,000 per accident for the injury or death of one or more persons in the same accident, and $5,000 for injury or destruction of property when off duty (not roaming for pickup or sitting at a taxi stand waiting for business).

- That off duty coverage be provided by the driver with their own personal or commercial coverage policy.

- That the insurance company offering the taxi policy coverage must be authorized by the State of California to write (admitted or non-admitted) insurance policies within the state.

The companies have requested that this temporary relief be offered through December 31, 2020. They have further requested the Steering Committee to consider a permanent extension of these requirements.

Pursuant to Section 10.2 of the OCTAP Regulations, any substantive amendments to the OCTAP Regulations must be recommended by the Steering Committee and adopted by the Member Agencies. Therefore, any permanent modifications to
OCTAP insurance requirements must be approved by the legislative body of each Member Agency. However, the Member Agencies retain discretion to approve temporary measures due to COVID-19. If the Steering Committee recommends any temporary modifications to insurance requirements, OCTAP must receive written authorization from the City Manager of each Member Agency.

OCTAP does not provide any recommendation on the merits of the proposed insurance reduction request. However, any changes in insurance requirements may require an increased level of effort from OCTAP Staff to track company and individual driver-provided policies covering both on and off-duty activities, potentially resulting in increased administrative costs for the Member Agencies.

**Recommendation**

Review and discuss the request for temporary modification of OCTAP insurance requirements and provide direction to OCTAP Staff.

**Attachments:**

Taxicab Emergency Crisis Plan request from Dave Haley, CEO of American Business Insurance Services
TAXICAB EMERGENCY CRISIS PLAN

The Regulated Taxi Industry is unable to compete on a level playing field, due to an unfair advantage that allows Uber, Lyft & others to operate with a much more limited insurance structure.

Taxi Insurance Costs are 60-70% of the Gross Revenue, combined with the current Pandemic, it is no longer possible to support the “high regulatory Insurance costs” & general expenses.

These are my recommendations to restore the Regulated Taxi Business.

Insurance Requirements

In order to qualify the insurance company must be authorized by the State of California.

Period Zero™: Off Duty. The taxi company shall require all vehicles, prior to operating under their authority, to maintain their own personal or commercial insurance coverage when not on duty.

Period 1 – Roaming: On Duty. The Taxi Company must maintain Primary Insurance Coverage of the State Minimum Required Insurance when the vehicle is Roaming “On Duty” but has not accepted a fare paying passenger.

Period 3 – Passenger in Vehicle. The Taxi Company must provide Primary Insurance Coverage of 100,000 (per person) $300,000 (per accident) and 50,000 (property damage) while a fare paying passenger is in the vehicle, until they exit.

American Business Insurance Services Inc. is the largest Nationwide provider of Taxi Insurance, since 1984. We have compiled a list as comparison to assist in comparing Insurance coverages. Currently Orange County Taxi insurance requirements are much greater than Uber or Lyft.

Notes:

<table>
<thead>
<tr>
<th></th>
<th>No Passenger</th>
<th>With Passenger</th>
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<tbody>
<tr>
<td>Los Angeles</td>
<td>State Requirements</td>
<td>100/300/50</td>
</tr>
<tr>
<td>New York City</td>
<td>State Requirements</td>
<td>100/300/50</td>
</tr>
<tr>
<td>San Francisco</td>
<td>State Requirements</td>
<td>100/300/100</td>
</tr>
<tr>
<td>Alaska</td>
<td>State Requirements</td>
<td>100/300/50</td>
</tr>
<tr>
<td>Seattle</td>
<td>State Requirements</td>
<td>100/300/25</td>
</tr>
<tr>
<td>Spokane</td>
<td>State Requirements</td>
<td>100/300/25</td>
</tr>
<tr>
<td>Minneapolis</td>
<td>State Requirements</td>
<td>100/300/100</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>State Requirements</td>
<td>25/50</td>
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<tr>
<td>New Jersey</td>
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<td>$250K</td>
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<tr>
<td>NY State</td>
<td>State Requirements</td>
<td></td>
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<tr>
<td>Arizona</td>
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</tr>
</tbody>
</table>

*The City of Los Angeles & San Francisco reduced their insurance requirements substantially.

Regards,

Dave Haley – CEO

(800) 980-1950 ext 25
(800) 980-1960 fax
dave@abiweb.com
Additional Information Requested:

There is no “Period 2” for Taxi’s:

Uber may only pick up a “Prearranged” ride through an application, typically a Phone App.

Regulated Taxicabs are the only Vehicles allowed to “Hail” Rides (pick up on the street, hotel or airport).

- Due to “Hails,” The Insurance Company cannot verify with certainty, each time a passenger is being transported.
- Uber will just refuse to pay for Any Accident if the passenger did not use their App.

It is also inconclusive if a person was merely walking past a taxi or requesting a ride.

1) Uber is allowed an unfair advantage due to their ability to ONLY provide insurance when the vehicles are on duty.
2) Uber is allowed to provide much lower insurance coverage the majority of time (Roaming, See Chart below).
3) Most drivers only work part time and have the ability to “Turn off” insurance in seconds.
4) Lastly, Uber has billions of dollars that they use to subsidize every ride, artificially lowering their price of operation

In order to provide the $1 Million dollars of insurance, we must spread this extra cost over a few hundred taxicabs, which exponentially increases the per unit price.

Taxi Insurance in Orange County is now approaching $10,000 and more per unit. This will likely increase to $12,000 by Q4.

With the higher insurance coverage, the large markings that identify it as a Taxi, they also become targets for insurance fraud.

Dave Haley – CEO
Insurance is the highest cost of operating a Taxi - exceeding the annual Cost of the Vehicle.

**Coverage Comparisons.**

### UBER TAXI INSURANCE OPTIONS

<table>
<thead>
<tr>
<th>Period</th>
<th>Off Duty - Offline</th>
<th>Period 1</th>
<th>Period 2</th>
<th>Period 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Uber Insurance</td>
<td>Typically $15,000 / $30,000 / $5,000</td>
<td>Roaming - Available</td>
<td>En Route</td>
<td>Passenger In Vehicle</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Driver's Insurance $50,000 / $100,000 / $25,000</td>
<td>Uber Insured to $1 Million</td>
<td>10 Minute Trips</td>
</tr>
<tr>
<td></td>
<td>Typically $15,000 / $30,000 / $5,000</td>
<td>Typically 2-3 Hours</td>
<td>10 Minute Trips</td>
<td></td>
</tr>
</tbody>
</table>

**Logged On: Off App UBER TRIPS - NO COVERAGE**

Uber Subsidizes Insurance Costs

### OCTAP ALL PERIODS OF TIME

<table>
<thead>
<tr>
<th>Period</th>
<th>Off Duty - Offline</th>
<th>Roaming - Available</th>
<th>Taxi Hailed Delivery</th>
<th>Passenger In Vehicle</th>
<th>Off Duty - Offline</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Insurance Required $1,000,000 — 365 Days</td>
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This is a bar to allowing part time drivers.

### Changes Needed To Allow Regulated Taxi's to Compete in this modern era.

### 2020 INSURE TECH FOR REGULATED TAXI'S

<table>
<thead>
<tr>
<th>Period</th>
<th>Off Duty - (Period X™)</th>
<th>Period 1</th>
<th>Period 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxi Company Must Maintain</td>
<td>Proof of Insurance, with notice of cancellation.</td>
<td>Roaming - Available</td>
<td>Passenger In Vehicle</td>
</tr>
<tr>
<td></td>
<td>Typically $15,000 / $30,000 / $5,000</td>
<td>$5,000 / $30,000 / $15,000</td>
<td>$100,000 / $300,000 / $50,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10 Minute Trips</td>
<td>10 Minute Trips</td>
</tr>
</tbody>
</table>

*Most Cities require this coverage.
ITEM 5
May 20, 2020

To: Orange County Taxi Administration Program Steering Committee

From: Lance Larson, Executive Director, External Affairs

Subject: Expiration of Current OCTAP Agreements and Next Steps

Overview

In October of 2018, the Orange County Transportation Authority Board of Directors directed staff to approve a cooperative agreement with Orange County cities and the County of Orange for the administration of the Orange County Taxi Administration Program from January 1, 2019 through December 31, 2020. With these agreements expiring at the end of 2020, determinations need to be made on whether OCTA will continue to administer the program on behalf of the member agencies.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) has administered the Orange County Taxi Administration Program (OCTAP) on behalf of Orange County cities and the County of Orange since 1998. At that time, OCTAP was created to consolidate the licensing, application, and administrative functions to assist the cities and the County of Orange (member agencies) in meeting their requirements set forth in Government Code Section 53075.5 and Vehicle Code Section 21100, et seq.

Since its inception, OCTAP was designed to be funded entirely through permit and license fees collected from taxi operators and drivers. With the arrival of transportation network companies, such as Uber, Lyft, and others, the marketplace has greatly reduced the number of taxi permits in the county, which, in turn, has reduced revenues and, thereby, created a financially unsustainable condition for OCTAP as currently funded.
With Governor Brown’s signing of taxi regulation legislation in AB 1069 (Chapter 753, Statutes of 2017) and AB 939 (Chapter 472, Statutes of 2018), OCTAP, as it previously existed, could not continue. Per OCTA Board direction, new agreements with OCTAP member agencies were executed and a new OCTAP structure was established including the formation of the OCTAP Steering Committee which was established by the member agencies.

OCTA has agreed to continue to administer OCTAP beginning January 1, 2019, for an initial term of two years, through December 31, 2020. Agreements have been executed with 34 of the 35 member agencies—one agency has declined to participate.

Discussion

With the expiration of the current agreements on the horizon, OCTA previously requested a commitment from the member agencies by April 2020, if they would like OCTA to continue administration of the program, so appropriate budget requests and staffing levels can be adjusted. Should the member agencies request that OCTA continue to administer the program, it’s proposed to extend the program from January 1, 2021 to June 30, 2023 to align the agreements with the fiscal year for budget planning purposes.

In addition, if the program continues to be administered by OCTA, there are potential efficiencies OCTA would like to address regarding the collection of dues from OCTAP member agencies. One proposal is that OCTAP dues may be withheld from the first Measure M2 fair share payment of the fiscal year for the duration of the agreement in lieu of a separate transaction. While this recommendation is optional, it does require a unanimous decision from all member agencies to be implemented.

Summary

OCTA is requesting direction from the member agencies by June 30, 2020 of whether to continue administering OCTAP on behalf of the member agencies beyond the expiration of the cooperative agreement, which automatically terminates after December 31, 2020. If so, two efficiencies are being recommended for discussion — extend the current agreements for a period of two and a half years to align with the fiscal year, and discuss the potential collection of dues from member agencies through withholding of Measure M2 fair share payments rather than a separate transaction. These items are being
presented for discussion at this time, and a final recommendation will be brought to a future meeting of the Steering Committee.

Attachment

None.

Prepared by: Andrea West  
Manager, Local Government Relations  
714-560-5611

Approved by: Lance Larson  
Executive Director, External Affairs  
714-561-5908