

Thursday, October 16, 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 ensure accessibility to this meeting.

Agenda Descriptions

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

Public Comments on Agenda Items

Members of the public may address the Committees regarding any item. 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, 92843.

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 July 24, 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 – July 1, 2014 through September 30, 2014
2. OCTAP Financial Report, Fiscal Year 2013-14, June 2014
3. OCTAP Financial Report, Fiscal Year 2014-15, July 2015 – August 2014
4. CPI Historical Data
5. Fuel Cost Historical Data

Regular Calendar

3. Elect Steering Committee Vice Chair and Safety Committee Chair

Members of the Steering Committee will elect a Steering Committee Vice Chair and a Safety Committee Chair.

4. Status of Transportation Network Companies in California

Staff will provide an update of State and California Public Utilities Commission (CPUC) activities, as they relate to regulating Transportation Network Companies. Members of the committees may discuss recent PUC activities as it relates to the regulation of TNC.

5. Driver Representation Ad Hoc Committee

Members of the Steering Committee approved a Driver Representation Ad Hoc Committee and approved selection criteria for driver representatives to the committee. The Chairman will call for Steering Committee members to participate on the ad hoc committee and will select a chair for the committee.

Discussion Items

6. Concept of OCTAP as a Joint Powers Agency (JPA)

Steering Committee member Doug Reilly requested this item be agendaized for discussion. After a brief presentation by Director of Motorist Services Sue Zuhlke, committee members may discuss the idea of changing the governance structure of OCTAP.

7. County Weights and Measures Proposed Fee Increase

Representatives from the Orange County Department of Weights and Measures, will present information about a proposed rate increase that will affect all taxicab operators. The committee may ask questions after the presentation.

8. OCTAP Staff Updates

OCTAP Administrator and Manager of Taxi Administration will present information and updates.

- a) Special Awards
- b) OCTAP Remodel, Staffing, RTRACS Database and Electronic Filing Project, Credit Card Acceptance, Coordinated Enforcement, and Outreach Activities

9. 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.

10. 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.

11. 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 January 15, 2015, at 11800 Woodbury Road, Annex 2nd floor, Room #219-220, Garden Grove, CA 92843.

ITEM 1

**Orange County Taxi Administration Program (OCTAP)
Steering Committee and Safety Committee Meeting Minutes – July 24, 2014**

Steering Committee and Safety Committee Members Present:

City of Anaheim Steering and Safety Committees, Jesse Penunuri
City of Cypress Steering and Safety Committees, Shaheen Shaheen
City of Fullerton Steering and Safety Committees, Lenny Ledbetter
City of Fullerton Steering and Safety Committees (Alternate), Scott Marple
City of Garden Grove Steering Committee, Pam Gillis
City of Irvine Steering Committee, Scott Cronos
City of Laguna Beach Steering and Safety Committees, Matt Gregg
City of Laguna Beach Steering and Safety Committees (Alternate), Tony White
City of Laguna Woods Steering and Safety Committees, Douglas Reilly
City of La Habra Steering Committee, Jim Tigner
City of Lake Forest Steering Committees, James Wren
City of La Palma Safety Committee, Paul Bracciodieta
City of Los Alamitos Steering and Safety Committees, Bruce McAlpine
City of Mission Viejo Steering Committee, Brett Canedy
City of Orange Steering Committee, Ken Adams
City of Orange Safety Committee, Jeff Gray
City of Santa Ana Steering Committee, Art Morales
City of Santa Ana Safety Committee, Edward Mendoza
City of Tustin Steering Committee, Jason Wonser
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 Brea
City of Buena Park
City of Costa Mesa
City of Dana Point
City of Fountain Valley
City of Huntington Beach
City of Laguna Hills
City of Laguna Niguel
City of Newport Beach
City of Placentia
City of Rancho Santa Margarita
City of San Clemente
City of San Juan Capistrano
City of Seal Beach
City of Stanton
City of Villa Park

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City of Westminster
City of Yorba Linda

Others Present:

Sue Zuhlke, OCTAP
Patrick Sampson, OCTAP
Omar Sandoval, Esquire, OCTA Legal Counsel
Jo-Ann Gadia Bravo, OCTAP
Rich Girard, OCTAP
Brandon Bullock, OCTA
Craig Oden, Fullerton PD
John Williams, Taxi Driver
Xiongwu Xia, Sam's Cab
James Carlson, A White and Yellow Cab, Inc.
Larry Slagle, YCGOC
Greg Akins, CABCO
Ken Neuhoff, 1A Green Taxicab
Nathan Lee, 18004MYTAXI
Majid Kalhor, Cab Driver
Mark Majidi, Cab Driver
Morgan Cook, OC Register

Call to Order and Introductions

Steering Committee Chairman Ledbetter called the July 24, 2014, regular meeting of the Orange County Taxi Administration Program (OCTAP) Steering Committee and Safety Committee to order.

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

Consent Calendar (Items 1 through 2)

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

1. Approval of Minutes

Of the April 17, 2014, Steering Committee and Safety Committee Meeting, and the June 19, 2014, Special Steering Committee Meeting.

**Orange County Taxi Administration Program (OCTAP)
Steering Committee and Safety Committee Meeting Minutes – July 24, 2014**

2. Staff Information Items – Receive and file the:

a) Quarterly Operations and Financial Reports

1. OCTAP Quarterly Operations Report – April 1, 2014 through June 30, 2014.
2. OCTAP Financial Report, Fiscal Year 2013-14, March 2014 – May 2014.
3. Updated CPI and Fuel Cost Historical Data.

b) Adopted Fiscal Year 2014-15 Budget

Committee Member Sarreshtedari (Small Taxi Cab Company Representative) pulled Item 2 for discussion.

Committee Member Gillis (Garden Grove) made a motion to approve Item 1 on the Consent Calendar. The motion was seconded by Committee Member Conlon (Large Taxi Cab Company Representative). The motion passed.

Committee Member Sarreshtedari (Small Taxi Cab Company Representative) asked if Attachment 2 “Professional Services-Other” (Budgeted) covered legal services. Patrick Sampson (OCTAP Administrator) responded that legal services are not part of this line item.

Committee Member Sarreshtedari (Small Taxi Cab Company Representative) stated that on Attachment 3 of the quarterly report, when considering fare increases, if other types of fuel like compressed natural gas (CNG) could be considered in addition to regular gasoline. Patrick Sampson (OCTAP Administrator) explained that OCTAP does not collect vehicle fuel-type data, and that the methodology used to consider a fare increase has been authorized by the OCTAP Steering Committee

Committee Member Sarreshtedari (Small Taxi Cab Company Representative) indicated that on item 2b, page 3 of the budget handout, there was something mentioned about a one-time line item that would cover the cost to reconfigure the OCTAP office for adequate space to add a driver kiosk. Committee Member Sarreshtedari asked how close OCTAP was to implementing a driver kiosk. Patrick Sampson (OCTAP Administrator) responded that OCTAP is about six months away from the full implementation of a driver kiosk.

Committee Member Reilly (Laguna Woods) asked if OCTAP could present OCTAP’s adopted budget to the committee; since it was placed on the consent calendar rather than on the regular calendar as it typically is. Sue Zuhlke (Director, Motorist Services and Special Projects) stated that the budget was intentionally placed on the consent calendar due to the expected length of the meeting. Ms. Zuhlke proceeded to present the OCTAP budget to the committee

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pointing out that an increase in OCTAP permit fees has been waived for this fiscal year.

Committee Member Reilly (Laguna Woods) asked how much reserve funding OCTAP would have at the end of this fiscal year. Sue Zuhlke (Director, Motorist Services and Special Projects) stated that, based on the current budget, OCTAP will have approximately \$1,000,050 in reserve.

Committee Member Reilly (Laguna Woods) made a motion to approve Item 2 on the Consent Calendar. The motion was seconded by Committee Member Wren (Lake Forest). The motion passed.

Regular Calendar

3. Election of Steering Committee Chairman

Steering Committee Chairman Ledbetter, who must vacate the office of Steering Committee Chair due to reassignment, requested nominations for Steering Committee Chair.

Committee Member Reilly (Laguna Woods) nominated Scott Crones (Irvine) for Steering Committee Chair. Committee Member Gillis (Garden Grove) seconded the nomination and a vote was called. The vote was unanimous to elect Scott Crones (Irvine) as the 2014 Steering Committee Chair.

4. Status of Transportation Network Companies in California

Patrick Sampson (OCTAP Administrator) informed the committees that the California Public Utilities Commission (CPUC) representative could not attend the meeting as scheduled. Mr. Sampson spoke to the committees concerning up-to-date information on Transportation Network Companies (TNC) services.

Sue Zuhlke (Director, Motorist Services and Special Projects) stated that as part of the new regulations that will cover TNC services, vehicle inspections are to be performed by the TNC services themselves.

Committee Member Conlon (Large Taxicab Company Representative) stated that most requirements that will regulate TNC services would be accomplished under an honor system due to a lack of CPUC regulatory oversight and enforcement. Patrick Sampson (OCTAP Administrator) stated that according to CPUC codes being established, TNC vehicles would not be required to be registered as commercial vehicles, contrary to the California Vehicle Code (CVC).

Committee Member Reilly (Laguna Woods) spoke about TNC outreach materials developed and distributed by OCTAP, providing some suggestions on how law enforcement officers might enforce CPUC code and California Vehicle Code as they

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relate to TNC services. Patrick Sampson (OCTAP Administrator) spoke regarding the materials distributed and the content included in the outreach materials.

Committee Member Reilly (Laguna Woods) asked if enforcement events could be held in the next few months before the October 16, 2014 meeting. Omar Sandoval (OCTA Legal Counsel) suggested that member agencies work with the Orange County District Attorney to see if they have a unit that could assist with the enforcements of CPUC regulations that cover TNC services. Patrick Sampson (OCTAP Administrator) stated that OCTAP has had conversations with an investigator from the district attorney's office to see if they might assist in the enforcement of TNC services.

Committee Member Reilly (Laguna Woods) asked if a sting operation could be held before the October meeting; stating that it could be a good learning experience even if it is not a perfect event (sting). Sue Zuhlke (Director, Motorist Services and Special Projects) stated that OCTAP could coordinate a sting before the January 2015 meeting, which is a more realistic timeframe due to the time needed to coordinate such an event.

Committee Member Conlon (Large Taxicab Company Representative) commented that the outcome of a sting would be predictable, based on their investigations.

Committee Member Sarreshtedari (Small Taxi Cab Company Representative) asked if the County of Orange, through the OCTA Board, could respond to this issue by establishing a task force to enforce TNC services. Patrick Sampson (OCTAP Administrator) stated that this could not be done because OCTA does not have authority to regulate taxicab services in Orange County, adding that the member agencies do have such authority. Mr. Sampson added that Uber does not currently advertise taxi services in Orange County; therefore, OCTAP would not have jurisdiction to pursue Uber as an illegal taxicab service in Orange County.

Committee Member Sarreshtedari (Small Taxi Cab Company Representative) asked if any other agency in Orange County could create a task force.

Omar Sandoval (OCTA Legal Counsel) stated that OCTA has specific authority under the streets and highways codes, and that it would require an amendment of state law to give OCTA jurisdiction to create such a task force. Committee Member Sarreshtedari (Small Taxi Cab Company Representative) asked if the committee could make a recommendation to the County Administrator to work with their District Attorney, to request that the Attorney General look into the matter. Omar Sandoval (OCTA Legal Counsel) stated that it would be no different than going to Sacramento to make the request.

Sue Zuhlke (Director, Motorist Services and Special Projects) stated one option might be to seek legislation that would give local law enforcement the authority to

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cite violations of CPUC code without every city having to adopt CPUC regulations into their local municipal codes.

At this point, Chair Scott Cronos was required to leave the meeting. Committee Member Reilly (Laguna Woods) assumed responsibility as the Steering Committee Chair for the remainder of the meeting.

Ken Neuhoff (1A Green Taxicab) commented concerning Uber services, as well as the need for cabstands in Orange County.

A member of the public (unnamed) commented about the Uber application, and asked if OCTAP could develop a similar application for the taxi industry. Committee Member Reilly (Laguna Woods) stated that such applications already exist and that he would need to coordinate with other cab drivers to come up with something.

Larry Slagle (Yellow Cab of Greater Orange County) stated that he would like to see the taxicab regulators in Orange County work with the CPUC to determine the difference between taxicab services, which are locally regulated, and TNC services, which are state regulated. Mr. Slagle also stated that trade dress for TNC services should be larger. Mr. Slagle asked if a committee could be developed to determine what might be done that would allow the taxicab industry to survive since the taxicab industry seems to be caught in the middle.

A member of the public (unnamed) stated that he sent the CPUC a letter concerning a TNC complaint.

Nathan Lee (1-800-4MYTAXI) commented that he believes that TNC customers order through the app on the first trip, but that the driver will have customers call their phone for a return trip to save the 20 percent that TNC operators charge; or that drivers will have them use the app once the TNC vehicle is close to their location so that that driver will get the trip. Mr. Lee recommended that OCTAP keep this in mind when a sting operation is performed on TNC services. Mr. Lee also stated that the public should be able to contact these services to see who is checking documents. Mr. Lee continued that he continually has to block TNC services from using his company's marketing ads.

Committee Member Sarreshtedari (Small Taxi Cab Company Representative) recommended that taxi companies try to match marketing schemes (example: first ride free) of TNC services.

5. Consider Adding a Taxicab Driver Representative to the Steering Committee

Patrick Sampson (OCTAP Administrator) presented the outcome of a sub-committee meeting that was held on May 21, 2014. Mr. Sampson explained that the sub-committee members did not come to an agreement that a driver representative is needed, focusing their discussion on driver eligibility and selection requirements

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should the committee decide that a driver representative should be added to the Steering Committee. Mr. Sampson also reviewed an alternative that would not require a substantive change to the regulations, which is to establish an ad hoc committee consisting of several driver representatives, with a Steering Committee member as the chair the committee. The ad hoc committee chair would report to the full committee to represent driver concerns.

Committee Member Sarreshtedari (Small Taxi Cab Company Representative) commented that it would be beneficial to include dispatchers and call takers in this process. Committee Member Reilly (Laguna Woods) stated that dispatchers and call takers are company employees, not independent contractors.

Committee Member Reilly (Laguna Woods) requested that an agenda item be added to the October 16, 2014 meeting to discuss pursuing turning OCTAP into a joint powers authority.

Committee Member Reilly (Laguna Woods) made a motion that an ad hoc committee be established consisting of three steering committee members (one member would act as Chair) and up to 10 driver representatives using the recommended qualification and selection criteria. The ad hoc committee would be restricted to reviewing taxicab safety and service standards, and OCTAP business processes that support the OCTAP Regulations. The motion was seconded by Committee Member Conlon (Large Taxi Cab Company Representative Steering Committee). The motion passed with Committee Member Gillis (Garden Grove) voting no.

Discussion Items

6. OCTAP Staff Updates

Patrick Sampson (OCTAP Administrator) informed the committees of Department of Justice delays in releasing background investigation results, recommending that drivers renew their permits early.

Patrick Sampson (OCTAP Administrator) advised the committees that OCTAP has initiated an email notification system to advise taxicab companies of vehicle permits that need to be surrendered.

Patrick Sampson (OCTAP Administrator) advised the committees of a pilot program for submission OCTAP driver applications utilizing a kiosk located at the OCTAP office. In the future OCTAP might consider opening up the system to accept applications online, but is not exploring this option at this time because of network security concerns.

a) Coordinated Enforcement and Outreach Activities

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Not reviewed, in the interest of time.

b) Special Awards

Special awards were presented to Committee Member Ledbetter (Fullerton) and Committee Member Letteriello (Anaheim) for their dedicated service to the OCTAP program.

7. Committees Representatives Reports

Committee Member Reilly (Laguna Woods) stated that OCTAP staff should send out an email to Steering Committee members asking if they are interested in serving on the ad hoc committee, and that OCTAP should begin using the selection criteria to get a group of 10 drivers together for the committee. Mr. Reilly again requested that the creation of the ad hoc committee be placed on the agenda for the next meeting.

8. Public Comments

No members of the public made any comments.

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 October 16, 2014, at 11800 Woodbury Road, Annex 2nd floor, Room #219-220, Garden Grove, CA 92843.

ITEM 2



October 16, 2014

To: OCTAP Steering and Safety Committees

From: Michael Flores, OCTAP Administrator

Subject: OCTAP Quarterly Operations and Financial Reports

Attached is the Orange County Taxi Administration Program (OCTAP) Quarterly Operations Report for July 1, 2014 through September 30, 2014. The quarterly report is based on actual events during the reporting period. The Financial Report provides a summary of revenue and expenditures for June 2014 through August 2014. September 2014 is not included in the financial report because September financial statements are not available until after the committees meet. Updated CPI and Fuel Cost data is also included in the report, as Attachment 4 and 5.

OCTAP staff supported Orange County Sheriff's Department and John Wayne Airport (JWA) Ground Operations personnel with high profile taxicab enforcement at JWA on July 30 and October 8, 2014, with a total of 243 taxicab contacts. Eleven taxicabs were removed from service, eight failed in-service, and seventeen OCTAP administrative actions were issued for violations of the OCTAP regulations.

OCTAP staff performed nighttime enforcement and driver outreach in the Cities of Buena Park, Orange, Garden Grove, Anaheim resort area, and Fullerton Train Station, on August 8, 2014. OCTAP staff participated in Officer Briefings with City of La Palma Officers on October 3, 2014. OCTAP staff presented information about OCTAP Regulations and corresponding City Municipal Codes. OCTAP staff then performed nighttime high-profile enforcement in the cities of La Palma, Buena Park, Orange, and Fullerton Train Station. Driver outreach included the distribution of OCTAP regulation pamphlets, and Transportation Network Companies (TNC) pamphlets.

OCTAP staff attended Disneyland Resort area Crime Alert Network meetings in the City of Anaheim in August 2014. Staff informed attendees of the approved taxicab fare increase, and distributed informational brochures about TNC.

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 – July 1, 2014 through September 30, 2014
2. OCTAP Financial Report, Fiscal Year 2013-14, June 2014
3. OCTAP Financial Report, Fiscal Year 2014-15, July 2015 – August 2014
4. CPI Historical Data
5. Fuel Cost Historical Data

**OCTAP Quarterly Operations Report
July 2014 to September 2014**

OCTAP Revenue	Jul 2014	Aug 2014	Sep 2014	Quarter Total
Company Permit Fees	\$7,125	\$2,850.00	\$1,425	\$11,400
Annual Vehicle Inspection	\$50,526	\$47,324	\$41,303	\$139,153
Vehicle Re-inspection Fees	\$2,069	\$2,659	\$1,466	\$6,194
Vehicle Permit Substitution Fee	\$108	\$108	\$54	\$270
Vehicle Permit Replacement	\$108	\$108	\$0	\$216
Total Vehicle Permit Fees	\$52,811	\$50,199	\$42,823	\$145,833
Annual Driver Permit Fees	\$16,371	\$12,198.00	\$13,161	\$41,730
Driver Permit Re-Instatement	\$40	\$60	\$20	\$120
Driver Replacement Fees	\$0	\$0	\$0	\$0
Driver Permit Transfer Fees	\$680	\$500	\$740	\$1,920
Total Driver Permit Fees	\$17,091	\$12,758	\$13,921	\$43,770
Fines and Late Fees	\$8,018	\$5,941	\$2,425	\$16,384
Revenue Total	\$85,045.00	\$71,748.00	\$60,594.00	\$217,387.00

OCTAP Statistics	Jul 2014	Aug 2014	Sep 2014	Average or Total
Company Permits (Current)	38	37	36	37
Vehicle Permits (Current)	1,112	1,102	1,091	1,102
Driver Permits (Current)	1,506	1,462	1,421	1,463
Complaints and Incidents	5	7	3	15
Random Inspections	25	21	3	49
Random Inspection % Failed	28%	24%	0%	24%
Appeals Hearing	3	0	3	6
Actions Overturned %	0%	0%	0%	0%
Administrative Actions	19	10	5	34
Other Enforcement	215	56	63	334

Complaints And Incidents	Jul 2014	Aug 2014	Sep 2014	Total
Bandit Report	0	2	0	2
Credit Card	0	0	0	0
Fare Dispute	0	1	0	1
Lost and Found	0	0	0	0
Taxicab Driver Complaint	5	4	3	12
Taxicab Company Complaint	0	0	0	0
Other * (See Comments)	0	0	0	0
Total	5	7	3	15

* Other includes :

Complaint and Incident Areas Include:

Driver allegedly kept passenger's belongings until full payment was received; driver allegedly had possession of a permitted taxicab without a valid driver permit; driver did not take passenger to their destination and refused to take company issued coupon; driver allegedly kept passenger's cell phone until full fare payment was made; driver allegedly detained a passenger and stole passenger's personal property; driver allegedly stole a passenger's cell phone; unmarked vehicle equipped with top light operating as a taxicab vehicle, former taxicab driver acting as a bandit; road rage; motorists reported collision with taxicab vehicle; driver allegedly overcharged customer's credit card; driver refused to accept credit card as a form of payment; driver refused to turn on the taxi meter; driver was rude, unprofessional and made an unplanned personal stop at the gas station on the way to the destination; driver allegedly made sexual comments to the passenger.

Number of Vehicle Permits	Jul 2014	Aug 2014	Sep 2014
1A Green Taxicab, LLC	1	1	1
24/7 Yellow Cab	58	50	51
A Taxi Cab	280	277	270
ABC Ride Taxi	6	6	5
Access Taxi Yellow Cab	1	1	1
Active Taxi	2	1	1
Affordable Taxi	1	1	1
American Flag Yellow Cab	4	5	5
An OC Taxi Graph	1	1	1
Awesome Taxi Cab	2	2	3
Beach Cities	5	5	5
CABCO	212	208	202
Checker Cab Co.	2	2	0
Ciao Taxi	1	1	1
Discount Cab Fares	2	2	3
Downtown Huntington Beach	17	17	16
Fiesta Taxi	3	3	3
Green Cab	3	3	2
Go Yellow Taxi Inc.	9	9	7
Ha Taxi, Inc.	1	1	2
Happy Taxi	4	4	4
Huntington Beach Yellow	19	17	17
Long Beach Yellow Cab	11	10	10
Metro Taxi	7	7	6
Newport Beach Cab	2	2	2
Nova Car	1	1	1
Orange County Fairgrounds	1	1	1
Orange County Taxi	12	12	13
Orange County Yellow Cab	14	14	13
Orange Taxi Cab	3	4	4
Pier Yellow Cab	11	10	10
Surf Side Taxi	7	7	7
Taxi Maxi	10	9	8
Union Taxi Cab	10	9	8
USA Green Group	5	3	3
White Cab Co.	5	5	5
YCGOC	379	391	399
Total	1,112	1,102	1,091

Random Inspections	Jul 2014	Aug 2014	Sep 2014	Total
1A Green Taxicab, LLC	0	0	0	0
24/7 Yellow Cab	2	2	0	4
A Taxi Cab	4	11	0	15
ABC Ride Taxi	1	0	0	1
Access Taxi Yellow Cab	0	0	0	0
Active Taxi	0	0	0	0
Advanced Yellow Cab	0	0	0	0
Affordable Taxi	0	0	0	0
American Flag Yellow Cab	1	0	0	1
An OC Taxi Graph	0	0	0	0
Awesome Taxi	0	1	0	1
Beach Cities	1	0	0	1
CABCO	3	1	0	4
Checker Cab Co.	1	0	0	1
Ciao Taxi	0	0	0	0
Discount Cab Fares	0	0	0	0
Downtown Huntington Beach	0	1	1	2
Fiesta Taxi	0	0	0	0
Green Cab	0	0	0	0
Go Yellow Taxi Inc.	0	0	0	0
Ha Taxi, Inc.	0	0	0	0
Happy Taxi	0	0	0	0
Huntington Beach Yellow	0	0	0	0
Karaoke Cab	1	0	0	1
Long Beach Yellow Cab	1	0	0	1
Metro Taxi	1	0	0	1
Newport Beach Cab	1	0	0	1
Nova Car	0	0	0	0
Orange County Fairgrounds	0	0	0	0
Orange County Taxi	2	0	0	2
Orange County Yellow Cab	1	0	0	1
Orange Taxi Cab	0	0	0	0
Pier Yellow Cab	2	1	0	3
Surf Side Taxi	0	0	0	0
Taxi Maxi	0	1	0	1
Union Taxi Cab	0	0	0	0
USA Green Group	1	0	0	1
White Cab Co.	1	0	0	1
YCGOC	1	3	2	6
Total	25	21	3	49
Random Inspection In-Service Failures	6	3	0	9
Random Inspection Out-Of-Service Failures	1	2	0	3
% Failed	28%	24%	0%	24%

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

(includes multiple violations of OCTAP regulations)

Mismatched paint and moderate body damage on the left rear side panel; no proof of vehicle registration and no proof of insurance in the vehicle; wiper blade mechanism was not securely fastened and missing clasp, right side tail light was not working, and interior condition was very dirty; front bumper had a minor dent at the left side and carpet behind driver seat was stained; trunk area was dirty and moderate body damage on the right rear door; minor damage on the left front panel and right rear panel, minor paint defect in the front bumper, and damaged interior door panel; missing required information in the interior information cards; paint condition was faded on all parts of the vehicle, interior light does not auto activate, and unsafe rear hatch back door; body damage on the right front panel, right front door and right rear door.

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

No proof of current vehicle registration, carpet dirty, stained and soiled, minor damage on the right rear panel, missing front interior information card and front interior fleet number, and expired driver permit; paint was faded, interior light does not auto activate, cannot unlock the right front and right rear doors from the inside due to missing locking knobs; parking brake does not hold in reverse; vehicle was not registered as a commercial vehicle, front and rear license plates were not commercial.

Appeals Hearings	Jul 2014	Aug 2014	Sep 2014	Total
Denials	0	0	1	1
Revocations	3	0	2	5
Suspensions	0	0	0	0
Fines	0	0	0	0
Violations	0	0	0	0
Other *	0	0	0	0
Total	3	0	3	6
Upheld On Appeal	3	0	3	1
Modified On Appeal				0
Overtured on Appeal				0
% Overtured	0%	0%	0%	

* Other includes :

Appeals hearing modifications and overturned occurred in the following areas:

Administrative Actions	Jul 2014	Aug 2014	Sep 2014	Total
Administrative Hearing	0	1	0	1
Warnings	4	0	1	5
Fines	9	2	1	12
Suspensions	0	2	0	2
Denials	3	2	1	6
Revocations	3	3	2	8
Total	19	10	5	34

Administrative action areas include:

WARNINGS: Three warnings were issued for failure to cooperate, and two warnings issued for failure to provide 24-hour live human response telephone service.

FINES: Company issued fines for allowing the operation of a vehicle with an expired vehicle permit and allowing a driver to operate without a valid driver permit; driver fined for operating a vehicle without a valid driver permit; company fined for operating vehicles with invalid meters and failure to cooperate.

DENIALS: Applicants were denied for failing to enroll in the Random Drug and Alcohol Program; having a suspended CDL; and failing the criminal background check.

REVOICATIONS: Applicant failed criminal background check; insurance cancellation; failure to cooperate and failure to comply with appeals hearing decision.

Other Activities	Jul 2014	Aug 2014	Sep 2014	Total
Company Compliance Check	38	43	48	129
DMV Pull Notice Check	34	0	0	34
Web Content Checks	16	0	1	17
Outreach	0	0	7	7
Bandit Enforcement	1	0	0	1
Observation/Contact/Cursory (No Violation/Warning Issued)	121	11	4	136
Warnings Issued	1	2	3	6
Violations Issued	4	0	0	4
% OCTAP Permit Actions (Total contacts / warnings and violations)	4%	15%	43%	7%
Total Activities	215	56	63	334

Activity Highlights:

Company Compliance Checks: 24-hour Live Human Dispatch Check and Dispatch Record Compliance Check. **DMV Pull Notice Check:** Sampled 34 driver pull notice records. **Web Content:** Taxicab company does not have the required company permit number posted in the company website. **Outreach:** OCTAP attended the CAN meeting in July and August in the City of Anaheim and distributed TNC informational brochure, informed the public regarding the public hearing for proposed Taxicab Fare Increase, OCTAP provided information related to PUC and TNC regulations. OCTAP visited six permitted taxicab companies to introduce the new OCTAP Administrator and distributed outreach materials related to TNC regulations. **Bandit Enforcement:** OCTAP staff monitored Santa Ana Jail for taxicab activity due to bandit complaints. **OCTAP Joint Enforcement:** OCTAP conducted a joint enforcement exercise with John Wayne Airport officers and staff on July 30, 2014, there were 108 taxicab contacts, two vehicles failed in-service, and four OCTAP Administrative actions were issued to taxicab companies and drivers. **Night Enforcement:** OCTAP staff conducted a night enforcement at Garden Grove and Anaheim resort area and hotels, Fullerton Train Station, Beach Boulevard tourist area in the city of Buena Park, the Outlets at Orange and the Orange Circle in the City of Orange.

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

	Budgeted	June 2014	Total to Date	Budget to Actual Under/(Over)
Revenues				
Company Permits	\$54,145.00	\$4,275.00	\$59,490.00	(\$5,345.00)
Vehicle Permits	\$493,116.00	\$46,643.00	\$546,925.00	(\$53,809.00)
Driver Permits	\$185,731.00	\$16,382.00	\$198,401.00	(\$12,670.00)
Interest/Investment Earnings	\$9,792.00	\$3,326.47	\$13,689.71	(\$3,897.71)
Other Misc. Revenue & Fines	\$2,048.00	\$4,963.00	\$22,593.00	(\$20,545.00)
Total Revenues	\$744,832.00	\$75,589.47	\$841,098.71	(\$96,266.71)

	Budgeted	June 2014	Total to Date	Budget to Actual Under/(Over)
Expenditures				
Salaries & Benefits	\$400,487.00	\$32,078.20	\$392,999.47	\$7,487.53
Professional Services - Legal	\$30,000.00	\$7,907.87	\$36,674.64	(\$6,674.64)
Professional Services - Other	\$47,000.00		\$0.00	\$47,000.00
Investment Fee - Portfolio Manager	\$899.00	\$438.35	\$1,136.48	(\$237.48)
Telephone	\$0.00		\$0.00	\$0.00
Internet Expenses	\$500.00		\$0.00	\$500.00
Travel	\$2,815.00		\$2,307.39	\$507.61
Mileage	\$500.00	\$54.88	\$275.03	\$224.97
Training & Registration Fees	\$2,545.00		\$1,084.00	\$1,461.00
Office Supplies & Equipment	\$29,718.00	\$13,159.40	\$22,251.13	\$7,466.87
Subscriptions, Books, & Periodicals	\$250.00		(\$116.33)	\$366.33
Dues & Memberships	\$1,075.00		\$1,005.00	\$70.00
Business Expenses	\$5,592.00	\$196.64	\$2,447.65	\$3,144.35
Administrative Services	\$159,586.00	\$53,520.79	\$268,762.41	(\$109,176.41)
Security Services	\$26,399.00	\$2,051.98	\$25,317.48	\$1,081.52
Total Expenses	\$707,366.00	\$109,408.11	\$754,144.35	(\$46,778.35)

Change in Net Assets(\$33,818.64)**Beginning Fund Balance****\$993,589.85****Change In Net Assets**(\$33,818.64)**Ending Fund Balance**\$959,771.21

**Orange County Taxi Administration Program
Financial Report
Fiscal Year 2014-15
July 2014 - August 2014**

	Budgeted	July 2014	August 2014	Total to Date	Budget to Actual Under/(Over)
Revenues					
Company Permits	\$68,736.00	\$7,125.00	\$2,850.00	\$9,975.00	\$58,761.00
Vehicle Permits	\$503,915.00	\$52,811.00	\$50,199.00	\$103,010.00	\$400,905.00
Driver Permits	\$190,600.00	\$17,091.00	\$12,758.00	\$29,849.00	\$160,751.00
Interest/Investment Earnings	\$10,439.00	\$641.00	\$915.23	\$1,556.23	\$8,882.77
Other Misc. Revenue & Fines	\$24,000.00	\$8,018.00	\$5,941.00	\$13,959.00	\$10,041.00
Total Revenues	\$932,013.00	\$85,686.00	\$72,663.23	\$158,349.23	\$773,663.77

	Budgeted	July 2014	August 2014	Total to Date	Budget to Actual Under/(Over)
Expenditures					
Salaries & Benefits	\$499,633.00	\$30,000.48	\$32,595.24	\$62,595.72	\$437,037.28
Professional Services - Legal	\$45,000.00	(\$3,051.47)	\$1,504.80	(\$1,546.67)	\$46,546.67
Professional Services - Other	\$10,000.00	\$0.00	\$0.00	\$0.00	\$10,000.00
Investment Fee - Portfolio Manager	\$1,180.00	(\$148.93)	\$80.18	(\$68.75)	\$1,248.75
Credit Card Processing Fees	\$4,650.00	\$0.00	\$0.00	\$0.00	\$4,650.00
Building Repairs/Maintenance	\$15,000.00	\$0.00	\$0.00	\$0.00	\$15,000.00
Telephone	\$2,700.00	\$0.00	\$0.00	\$0.00	\$2,700.00
Internet Expenses	\$432.00	\$146.31	\$0.00	\$146.31	\$285.69
Travel	\$3,192.00	\$0.00	\$0.00	\$0.00	\$3,192.00
Mileage	\$720.00	\$0.00	\$0.00	\$0.00	\$720.00
Training & Registration Fees	\$2,640.00	\$0.00	\$550.00	\$550.00	\$2,090.00
Office Supplies & Equipment	\$39,283.00	(\$1,153.05)	\$2,490.84	\$1,337.79	\$37,945.21
Subscriptions, Books, & Periodicals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Dues & Memberships	\$1,195.00	\$190.00	\$0.00	\$190.00	\$1,005.00
Business Expenses	\$6,100.00	\$8.52	\$93.48	\$102.00	\$5,998.00
Administrative Services	\$271,258.00	\$19,567.42	\$25,226.32	\$44,793.74	\$226,464.26
Security Services	\$29,030.00	\$0.00	\$2,296.10	\$2,296.10	\$26,733.90
Total Expenses	\$932,013.00	\$45,559.28	\$64,836.96	\$110,396.24	\$821,616.76

Change in Net Assets

\$40,126.72	\$7,826.27
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Beginning Fund Balance

\$959,771.21	\$999,897.93
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Change In Net Assets

\$40,126.72	\$7,826.27
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Ending Fund Balance

\$999,897.93	\$1,007,724.20
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CPI Historical Data

Year	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Annual Avg.
2007	202.4	203.5	205.4	206.7	207.9	208.4	208.3	207.9	208.5	208.9	210.2	210.0	207.3
2008	211.1	211.7	213.5	214.8	216.6	218.8	220.0	219.1	218.8	216.6	212.4	210.2	215.3
2009	211.1	212.2	212.7	213.2	213.9	215.7	215.4	215.8	216.0	216.2	216.3	215.9	214.5
2010	216.7	216.7	217.6	218.0	218.2	218.0	218.0	218.3	218.4	218.7	218.8	219.2	218.1
2011	220.2	221.3	223.5	224.9	226.0	225.7	225.9	226.5	226.9	226.4	226.2	225.7	224.9
2012	226.7	227.7	229.4	230.1	229.8	229.5	229.1	230.4	231.4	231.3	230.2	229.6	229.6
2013	230.2	232.1	232.8	232.5	232.9	233.5	233.6	233.9	234.1	233.5	233.0	233.0	232.9
2014 *	233.9	234.8	236.3	237.1	237.9	238.3	238.3	237.9					236.8

% Change													
Year	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Annual Avg.
2007 to 2008	4.10%	3.87%	3.83%	3.79%	4.01%	4.78%	5.30%	5.10%	4.70%	3.53%	1.06%	0.09%	3.68%
2008 to 2009	0.03%	0.24%	-0.39%	-0.74%	-1.30%	-1.45%	-2.14%	-1.51%	-1.30%	-0.18%	1.81%	2.65%	-0.36%
2009 to 2010	2.56%	2.10%	2.26%	2.19%	1.98%	1.04%	1.22%	1.14%	1.13%	1.16%	1.13%	1.47%	1.61%
2010 to 2011	1.61%	2.06%	2.61%	3.07%	3.45%	3.44%	3.50%	3.63%	3.72%	3.41%	3.28%	2.88%	3.05%
2011 to 2012	2.84%	2.79%	2.58%	2.25%	1.68%	1.64%	1.39%	1.66%	1.95%	2.11%	1.72%	1.71%	2.03%
2012 to 2013	1.54%	1.91%	1.45%	1.05%	1.34%	1.72%	1.92%	1.51%	1.17%	0.96%	1.20%	1.48%	1.44%
2013 to 2014	1.59%	1.14%	1.49%	1.92%	2.08%	2.01%	1.97%	1.68%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1.63%

Source: BLS.Gov - CPI Detailed Reports - Tables - Table 2 - All Items

Fuel Rate Historical Data

Year	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Annual Avg.	% Change Dec to Dec	Annual Avg % Change
2007	\$2.616	\$2.713	\$3.105	\$3.339	\$3.485	\$3.329	\$3.174	\$2.948	\$2.922	\$3.112	\$3.394	\$3.353	\$3.124		
2008	\$3.296	\$3.231	\$3.609	\$3.846	\$4.015	\$4.531	\$4.511	\$4.128	\$3.842	\$3.440	\$2.507	\$1.871	\$3.569	-44.20%	14.24%
2009	\$2.051	\$2.265	\$2.239	\$2.377	\$2.531	\$2.969	\$2.920	\$3.057	\$3.169	\$3.062	\$3.006	\$2.964	\$2.718	58.42%	-23.86%
2010	\$3.065	\$2.993	\$3.104	\$3.138	\$3.136	\$3.134	\$3.171	\$3.186	\$3.064	\$3.146	\$3.205	\$3.297	\$3.137	11.23%	15.42%
2011	\$3.389	\$3.576	\$4.002	\$4.206	\$4.229	\$3.965	\$3.844	\$3.823	\$3.971	\$3.890	\$3.848	\$3.648	\$3.866	10.65%	23.25%
2012	\$3.747	\$4.027	\$4.414	\$4.292	\$4.353	\$4.133	\$3.821	\$4.109	\$4.211	\$4.458	\$3.893	\$3.628	\$4.091	-0.55%	5.81%
2013	\$3.678	\$4.127	\$4.192	\$4.031	\$4.051	\$4.050	\$4.056	\$3.919	\$3.989	\$3.829	\$3.641	\$3.642	\$3.934	0.39%	-3.83%
2014	\$3.666	\$3.726	\$3.984	\$4.210	\$4.220	\$4.163	\$4.087	\$3.896	\$3.755				\$3.967		0.86%

Year	% Change												
	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Annual Avg.
2007 to 2008	25.99%	19.09%	16.23%	15.18%	15.21%	36.11%	42.12%	40.03%	31.49%	10.54%	-26.13%	-44.20%	14.24%
2008 to 2009	-37.77%	-29.90%	-37.96%	-38.20%	-36.96%	-34.47%	-35.27%	-25.94%	-17.52%	-10.99%	19.90%	58.42%	-23.86%
2009 to 2010	49.44%	32.14%	38.63%	32.02%	23.90%	5.56%	8.60%	4.22%	-3.31%	2.74%	6.62%	11.23%	15.42%
2010 to 2011	10.57%	19.48%	28.93%	34.03%	34.85%	26.52%	21.22%	19.99%	29.60%	23.65%	20.06%	10.65%	23.25%
2011 to 2012	10.56%	12.61%	10.29%	2.04%	2.93%	4.24%	-0.60%	7.48%	6.04%	14.60%	1.17%	-0.55%	5.81%
2012 to 2013	-1.84%	2.48%	-5.03%	-6.08%	-6.94%	-2.01%	6.15%	-4.62%	-5.27%	-14.11%	-6.47%	0.39%	-3.83%
2013 to 2014	-0.33%	-9.72%	-4.96%	4.44%	4.17%	2.79%	0.76%	-0.59%	-5.87%				0.86%

Source: eia.gov/petroleum/gasdiesel - (full history excel file) weekly Los Angeles All Formulations Retail Gasoline Prices Dollars per Gallon (numbers show are averages of weekly prices per month)

ITEM 3



October 16, 2014

To: OCTAP Steering and Safety Committees

From: Patrick Sampson, Manager of Taxi Administration

Subject: Elect Steering Committee Vice Chair and Safety Committee Chair

Overview

Steering Committee and Safety Committee bylaws require that the committees each elect a Chair and Vice Chair for their committees.

Discussion

With the resignation of Officer Lenny Ledbetter as the Steering Committee and Safety Committee Chair, and election of Vice Chair Officer Scott Crones as the Steering Committee Chair, the Steering Committee must now elect a Vice Chair and the Safety Committee must elect a Chair to fill the vacant positions.

Recommendation

Elect a Vice Chair for the Steering Committee. and a Chair for the Safety Committee

ITEM 4



October 16, 2014

To: OCTAP Steering and Safety Committees
From: Patrick Sampson, Manager of Taxi Administration
Subject: Status of Transportation Network Companies in California

Overview

In June 2010, Uber launched operations in San Francisco California. Uber presented its business model as a mobile application (app) that connects passengers with drivers of vehicles for hire and ridesharing services. Cars may be reserved by sending a text message or by using the Uber mobile app. The mobile app can also be used by customers to track their reserved car's location.

Transportation regulators across the nation have been struggling with the question of how to regulate rideshare application providers and protect the public welfare. In California, the California Public Utilities Commission (CPUC) established regulations for rideshare application providers, creating a new category of transportation providers now known as Transportation Network Companies (TNC). The CPUC has been working to develop effective regulatory and licensing requirements for the TNC services.

Discussion

On July 24, 2014, staff presented an item to the Steering Committee related to TNC regulations in California. The California Public Utilities Commission (CPUC) who regulates TNC was scheduled to attend the meeting, but was unable to attend.

On August 25, 2014, California Senate members heard and amended Assembly Bill (AB) 612. The bill, in part, would establish more stringent requirements for issuing or renewing CPUC operating permits or certificates of conveyance, including permits for TNC. AB 612 would require that CPUC permitted drivers pass a Department of Justice (DOJ) background check, pass drug and alcohol testing, and participate in the Department of Motor Vehicles Employer Pull Notice program. AB 612 was amended in the Senate, requiring concurrence of the amendments by the assembly. AB 612 failed passage.

On September 17, 2014, Governor Jerry Brown signed AB 2293 into law. The law, in part, requires that a TNC and any participating driver maintain TNC insurance in the amount of one million dollars (\$1,000,000) for death, personal injury, and property damage and uninsured/underinsured motorist coverage in the amount of one million dollars (\$1,000,000) from the moment a passenger enters the vehicle of a participating driver until the passenger exits the vehicle. The law also requires that TNC provide insurance in the amount of at least fifty thousand dollars (\$50,000) for death and personal injury per person, one hundred thousand dollars (\$100,000) for death and personal injury per incident, and thirty thousand dollars (\$30,000) for property damage, and maintain insurance coverage that provides excess coverage insuring the TNC and the driver in the amount of at least two hundred thousand dollars (\$200,000) per occurrence to cover any liability arising from a participating driver using a vehicle in connection with a transportation network company's online-enabled application or platform.

On November 4, 2014, as part of the CPUC decision (D.13-09-045) establishing rules and regulations for TNC, the assigned Commissioner, CPUC President Michael R. Peevey, will convene a meeting to hear from all stakeholders on the impacts of this new mode of transportation and the accompanying regulations. All five CPUC Commissioners are invited, as are Assembly Members Bonilla and Nazarian who each authored legislation for TNCs and Insurance Commissioner Dave Jones. The CPUC may choose to update its rules based on the information learned in the meeting. A copy of the CPUC announcement is included as Attachment A.

The CPUC committed to attend the October 16, 2014, Steering Committee meeting, but later stated that they would not be able to attend. OCTAP staff continues to distribute outreach materials designed to educate enforcement partners and encourage the enforcement of CPUC and DMV regulations that may support local oversight of TNC and other operators, to support public safety goals in Orange County.

Summary

Regulators across the nation continue to develop regulations to manage TNC operators, to ensure the safety of the traveling public. In California, the CPUC has accepted regulatory authority, and is permitting TNC operators as they demonstrate compliance with permitting requirements.

Recommendation

Receive and File.

Attachments

A - CPUC Announcement of November 4, 2014 Meeting



California Public Utilities Commission En Banc

Rules & Regulations for Transportation Network Companies

CPUC Auditorium
November 4, 2014
9 a.m. – 5 p.m.

As part of the California Public Utilities Commission's (CPUC) decision (D.13-09-045) establishing rules and regulations for Transportation Network Companies (TNCs) the assigned Commissioner, CPUC President Michael R. Peevey, convenes this en banc to hear from all stakeholders on the impacts of this new mode of transportation and the accompanying regulations. The CPUC may choose to update its rules based on the information learned in this en banc. Phase II of this proceeding is still pending and issues from this en banc may be scoped in Phase II of this proceeding in addition to updating the rules for limousines.

All five Commissioners are invited as are Assembly Members Bonilla and Nazarian who each authored legislation for TNCs and also Insurance Commissioner Dave Jones. The moderators for the en banc will be Marzia Zafar and April Mulqueen from the CPUC's Policy & Planning Division.

The day is separated into five panels covering all the stakeholders. We will hear from the TNCs directly in the last panel. Also, in the last panel we will hear from the CPUC's Safety & Enforcement Division on how they've enforced the rules and the impediments to their enforcement.

9 – 9:15 a.m.: **Introduction - *President Peevey and dais members***

9:15 – 10:30 a.m.: **Panel 1 – *TNCs and Cities***

- ◆ For this panel, we invite the cities of Los Angeles, San Diego, and San Francisco and to discuss the impact that TNCs have on city operations.
 - Are TNCs having any impact on cities in terms of revenues, traffic congestion, parking, safety, and pollution control?
 - Have TNCs been observed violating municipal codes, for example, occupying taxi stands?
 - Have TNCs changed the way cities plan for the future?





10:30 – 11:45 a.m.:

Panel 2 – TNCs and Airport Operations

- ◆ For this panel, we invite representatives from John Wayne, LAX, San Diego, and SFO airports to discuss the impact that TNCs have on airport operations.
 - Are TNCs having any impact on airports in terms of revenues, congestion, parking, safety, or security?
 - Are TNCs having any impact on the ability of airport authorities to ensure the orderly flow of airline passengers to and from the airports, at present and in the future?

11:45 a.m. – 12:45 p.m.:

LUNCH

12:45 – 2 p.m.:

Panel 3 – TNCs and Other Modes of Transportation

- ◆ For the panel we invite a taxi representative, a limo representative, and a public transit representative to discuss the impact of TNCs on their operations.
 - What impacts have TNCs had on taxis, limousines, and public transportation? Have TNCs had any impact on the way taxis, limousines, and public transit systems serve their users, and have taxis, limousines, and public transit systems made any adjustments to their services in response to TNCs?

2 – 3:15 p.m.:

Panel 4 – TNCs and Accessibility

- ◆ For this panel we invite disability rights organizations and community groups representing low income, minority communities, and immigrant communities to discuss consumer experiences with transportation options including TNCs.
 - How would consumers characterize their transportation options before TNCs and since TNCs have become more widely available?
 - Have consumers experienced difficulties accessing a TNC (e.g., requesting a ride, or boarding a vehicle once it arrives) or non-TNC transportation options?
 - Do consumers have any concerns with respect to TNCs (e.g., safety, cost, accessibility, availability)?
 - Have consumers altered their behavior with respect to shopping, commuting, recreation, or accessing educational opportunities as a result of TNC services or other changes in their transportation options?

3:15 – 3:30 p.m.:

BREAK





3:30 – 4:45 p.m.:

Panel 5 – Reports to the CPUC

- ◆ For this panel a few TNCs and the CPUC’s Safety & Enforcement Division (SED) will discuss the reports the TNCs have filed with the CPUC on matters such as access for disabled customers, driver training, service to different zip codes, and miles driven per driver. Data from public reports may be shared, but data from confidential reports will only be discussed in aggregate terms.
 - One year after TNC Decision, how do TNCs look at the nexus between regulation, technology, innovation, and service to their customers? Were the TNCs surprised by any of the trends revealed in their own reports? What are the main lessons and experiences?
 - What conclusions can SED staff draw from the TNC reports, and what recommendations can they make concerning the evolution of TNC regulation by the CPUC?

4:45 – 5:15 p.m.:

Public Comment & Wrap-up

- ◆ President Peevey followed by others on the dais.



ITEM 5



October 16, 2014

To: OCTAP Steering and Safety Committees

From: Michael Flores, OCTAP Administrator

Subject: Driver Representation Ad Hoc Committee

Overview

On July 24, 2014, the Orange County Taxi Administration Program (OCTAP) Steering Committee approved an ad hoc committee to provide driver input to the Steering Committee. The committee also approved selection criteria for driver members to the ad hoc committee.

Discussion

The Steering Committee approved establishing a standing ad hoc committee made up of three Steering Committee members and as many as ten driver representatives. The ad hoc committee will allow a greater number of drivers to participate in the process, with Steering Committee members reporting driver input back to the full committee.

The Steering Committee adopted the following selection criteria and selection process for driver representatives to the committee:

- 1) Driver representatives must be a current OCTAP permitted driver in good standing.
- 2) Driver representatives must be continuously permitted for at least the previous three years.
- 3) Driver representative candidates must self-nominate, and must submit a statement of interest (application) to serve as a representative, a biography that includes education and experience, and any other information that the driver believes would be pertinent to the selection process, and a petition of support containing the signatures of at least 20 current OCTAP permitted drivers. Driver representative applicants may be required to participate in an interview as part of the selection process.

-
- 4) A selection committee consisting of three agency members of the Steering Committee will review all of the applications submitted, and recommend as many as fifteen candidates to the full committee for consideration.
 - a) Non-agency members would not be eligible to participate on the selection committee.
 - b) The selection committee, at its sole discretion, may include an interview as part of the selection process.
 - 5) Agency members on the Steering Committee (only) may vote for driver representative(s) to the ad hoc committee.
 - a) Agency members would cast the same number of votes as the number of members that would be appointed to the ad hoc committee.
 - b) The applicant(s) with the greatest number of votes would be declared the driver representative(s) to the ad hoc committee.
 - c) In the event of a tie, the applicant with the greatest number of signatures of support would be declared the winner.
 - (1) In the event that both applicants have the same number of signatures of support, the Steering Committee chairman would select a number between one (1) and twenty-five (25). Each tied applicant would be asked to select a number between one and twenty-five. The applicant selecting the number closest to the number selected by the Steering Committee chair would be declared the driver representative.
 - 6) The driver representative(s) would serve a two-year term.

Recommendation

Staff recommends that the Steering Committee Chair appoint three agency Steering Committee members to the driver representation ad hoc committee.

OCTAP staff will make driver member applications and petition of support forms available at the OCTAP office by Monday, October 20, 2014. OCTAP will publicize the recruitment for driver representatives at the OCTAP office, through the OCTAP website, and will ask permitted taxicab companies to post the

recruitment at their facilities. OCTAP staff will present applications and petitions of support to the ad hoc committee for review after posting the recruitment for at least forty-five days. All applications and petitions of support will be due to OCTAP by the close of business December 4, 2014.

The agency members of the ad hoc committee will review driver applications and present qualifying applications to the full committee for consideration at the January 15, 2015, Steering Committee meeting. The ad hoc committee will meet with the elected driver representatives' quarterly and as otherwise deemed necessary by the committee chair, and will report to the full committee at each Steering Committee meeting.

Attachments:

- A - Driver Application Form
- B - Petition of Support Form

OCTAP Ad Hoc Committee Driver Representative Petition of Support

Applicant Name: _____ OCTAP PERMIT #: _____

By signing this petition, you are indicating your support for the above named driver to be considered for participation on a driver representation ad hoc committee to the OCTAP Steering Committee. Only signatures from persons possessing a current valid OCTAP driver permit will be considered as support. Please complete all required information, as signatures that cannot be verified will be discarded.

FIRST NAME	LAST NAME	OCTAP PERMIT #	CONTACT TELEPHONE #
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

This petition of support must contain the signatures of at least twenty (20) currently permitted OCTAP drivers. All applications and petitions must be submitted to OCTAP by close of business December 4, 2014, along with a completed application. For additional information and requirements, please contact OCTAP at (949) 654-8294.

OCTAP Ad Hoc Committee Driver Representative Petition of Support

Applicant Name: _____ OCTAP PERMIT #: _____

By signing this petition, you are indicating your support for the above named driver to be considered for participation on a driver representation ad hoc committee to the OCTAP Steering Committee. Only signatures from persons possessing a current valid OCTAP driver permit will be considered as support. Please complete all required information, as signatures that cannot be verified will be discarded.

FIRST NAME	LAST NAME	OCTAP PERMIT #	CONTACT TELEPHONE #
11			
12			
13			
14			
15			
16			
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18			
19			
20			

This petition of support must contain the signatures of at least twenty (20) currently permitted OCTAP drivers. All applications and petitions must be submitted to OCTAP by close of business December 4, 2014, along with a completed application. For additional information and requirements, please contact OCTAP at (949) 654-8294.

ITEM 6



OCTAP AS A JOINT POWERS AGENCY

Per the Request of Steering Committee Member Reilly

BACKGROUND

- Created as an association in 1998 to coordinate taxicab permitting.
- All 34 cities and the County entered into inter-agency agreements with OCTA to perform the administrative functions.
- Member agencies adopt the regulations.
- Steering Committee sets meter rates.
- OCTA sets permit fees to recover all costs of the program. FY 2015 Permit fees, fines, and interest are expected to raise \$797,690.
- OCTA provides all administrative functions: staff, facilities, accounting, legal, etc. These costs are covered by the permit fees.

OCTAP

- Not a legal entity.
- Cannot sued or be sued. Each individual city and the county have to be sued individually.
- Can only enforce regulations on permitted taxicab companies and taxicab drivers.
- Cannot cite non-OCTAP permitted operators.
- Relies on member agency enforcement partners to issue citations for non-OCTAP permitted operators.

JOINT EXERCISE OF POWERS ACT

- Allows two or more public agencies by agreement to exercise any power common to both agencies.
- Accomplished by formation of new separate joint powers agency.
- Cities and County share the power to regulate taxicabs pursuant to Government Code §53075.5.
- Governing bodies would have to enter into an agreement.
- Member agencies would have to relinquish all or some right and ability to regulate taxicabs in its jurisdiction.

PROS OF FORMING A JPA

- Separate legal entity that would have the right to sue and be sued. Simplify addressing legal challenges.
- Single board responsible for adoption/amendments of regulations. No longer need to go to each member agency governing body to adopt substantive changes.
- Could hire its own employees or contract with OCTA to administer program.
- Regional board may increase participation by member agencies.
- Regional board would adopt its own budget and set permit fees.

CONS OF FORMING A JPA

- Member agencies relinquish existing rights to regulate taxicabs within its jurisdiction.
- A member agency would have to take over treasurer responsibilities, currently performed by OCTA.
- Uncertain if member agencies could maintain franchise agreements.
- Substantive changes to regulations would be approved by JPA board, not the governing bodies of each member agency.
- Controversial regulations could be imposed on single member agency by majority of member agencies. Currently, a consensus is needed to change regulations.

CONS OF FORMING A JPA

- No guarantee that all jurisdictions in Orange County would participate, resulting in patchwork of regulations.
- Issues related to enforcement of regulations by member agency law enforcement would have to be considered.
- Potentially increased cost to cover insurance, legal, accounting, etc.

NEXT STEPS

- Discussion among Steering and Safety Committees members.
- Steering Committee members seek input from respective jurisdictions.
- If there is a desire to move forward, present concept to City Managers at an upcoming Orange County City Managers Association meeting.

ITEM 7



October 16, 2014

To: OCTAP Steering and Safety Committees

From: Patrick Sampson, Manager of Taxi Administration

Subject: County Weights and Measures Proposed Fee Increase

Overview

The County of Orange Agricultural Commissioner's Office is evaluating its fees for services. The Commissioner is proposing a change to the registration fees for taxi meter device registration and the implementation of taxi re-inspection fees effective March 1, 2015.

Discussion

The current policy of the Orange County Board of Supervisors is to obtain full cost recovery for services provided by the Department of Weights and Measures. The current fee structure is not sufficient to support the program, providing only 7.71% cost recovery for the taxi program. A fee increase is required to achieve full cost recovery, as required by the Board of Supervisors.

Recommendation

Receive and File.

Attachments

A - Department of Weights and Measures Letter to OCTAP.



October 9, 2014

OCTAP Steering Committee and Safety Committee
11800 Woodbury Road
Garden Grove, CA 92843

OCTAP Members,

The County of Orange Agricultural Commissioner's Office is evaluating our fees for services. We are proposing to update the registration fees for taxi meter device registration and implement taxi re-inspection fees effective March 1, 2015:

	<u>Current fees</u>	<u>3-1-2015</u>	<u>1-1-2016</u>	<u>1-1-2017</u>
Per Taxi Meter registration	\$17.00	\$50.00	\$83.00	\$115.00
Per Taxi Meter / Re-inspection *	\$0.00	\$50.00	\$83.00	\$115.00

* Re-inspection fee applies when a cab is inspected within 10 months of the previous inspection. This fee does not apply to call back inspections due to a tagged meter from an initial inspection.

The new fee includes registering each taxi as a separate location as defined in Business and Professions Code 12240 (u) (2): "For the purposes of this section, a single business location is defined as each vehicle, ..., in which one or more commercial devices is installed and used." Beginning July 1, 2015, registration permits will be issued specific to each cab.

Below are the taxi registration fees for the adjacent counties:

<u>Other Counties</u>	<u>Current Taxi Registration</u>	<u>Taxi Re-inspection fees</u>
Los Angeles	\$120.00	\$70.00
Riverside	\$120.00	NA
San Bernardino	\$120.00	\$109.79/hr. (min ½ hr.)
San Diego	\$120.00	NA (fees under review)

The inspection of taxi meters by Weights and Measures is a State mandated program under Business and Professions Code 12210 (a). The Board of Supervisors may, by ordinance, charge an annual registration fee not to exceed \$20.00 for the device and \$100.00 for the taxi location fee (BPC 12240). The proposed fees combine the device and location fee.

Agricultural Commissioner's Office
222 E. Bristol Lane, Orange, CA 92865
714-955-0100

We want you to be aware that the proposed fees will be presented to the County Board of Supervisors on November 25, 2014. The effective date will be March 1, 2015 and will be applied to the July 1, 2015 invoices. The last update for Weights & Measures fees was on July 1, 2007.

The current policy of the Board of Supervisors is to obtain full cost recovery for services provided whenever feasible. The current fee structure provides only 7.71% cost recovery for the taxi program. The fee increase is needed to achieve full cost recovery for the taxi inspection program.

Please send any comments or concerns to Program Supervisor Jeff Croy (714)955-0102 jeff.croy@ocpw.ocgov.com . Thank you.

Sincerely,

Mike Bennett
Agricultural Commissioner/Sealer of Weights and Measures