

FY 2016 Budget Questions—District of Columbia Taxicab Commission

1. The Mayor's proposed FY 2016 budget includes an additional \$1.1 million in local funds for the continued operations of the CAPS-DC pilot program. Previously, this funding came from a transfer of WMATA subsidy funds.

- Is this new local funds or is this a continued transfer in of WMATA subsidy funds?
 - The funds given to WMATA by the District for MetroAccess was reduced once the Transport-DC program became effective. DCTC received budget (1million dollars) from the District's General fund as a result of the WMATA subsidy decrease.
- Has there been any cost savings realized for the District's MetroAccess subsidy (or any other District transportation program funds) as a result of the pilot? That is, is this a revenue neutral program?
 - There has been a cost savings. Under MetroAccess the cost to the District was \$56 per ride. Under Transport DC the cost is \$28 per ride (\$20 driver; \$8 taxi company). This is a revenue neutral program.

2. According to the FY 2016 budget chapter, "the budget proposed for Intra-District funds reflects a decrease of \$93,869 based on an adjustment in a Memorandum of Understanding with the Department of Motor Vehicles for out-of-state licensing."

- Please explain this adjustment in the MOU with DMV.
 - This is NOT an adjustment to the DMV MOU. This is an adjustment to the OAG MOU for the salary of the general counsel.
- The FY 2016 Proposed Gross Funds Operating Budget, by Revenue Type (Table TC0-1) represents Intra-District funding at \$200,000 proposed in FY 2016—no reduction from FY 2015. How is this possible given the statement in the budget chapter that Intra-District funds are being reduced by approximately \$94,000?
 - Intra-District funding is being reduced by approximately \$94,000 as a result of no longer receiving the salary funds from OAG. The \$200,000 Intra-District funding proposed for FY16 is actually from DMV. The MOU between DMV & DCTC allows DMV to collect funds on behalf of DCTC and distribute a portion of those funds to DCTC. In accordance with DC Code §50-1501.03 (b-1) and (d)(1) a fee of \$100 is charged to every non-resident taxi and

limousine driver, exempted from residency requirements, who registers a taxi or limousine within the District under DC Code §50-1501.02(c)(5)(B).

DCTC will take funds from three other programs to make up the \$94,000 Intra-District reduction.

2000 Driver and Consumer Services Program (\$30,000)

3000 Research Program (\$30,000)

4000 Enforcement and Education Program (\$34,000)

In each of the above programs the funds will be taken from 0040 Other Services and Charges.

3. According to conversations with the agency, one of DCTC's priorities for FY 2016 is to conduct more compliance audits of companies to ensure that legal requirements are being followed.

- In which programs or activities can compliance audit funding be found?
 - Funding for the compliance audits will be taken from program 3000 Research Program, 0041 Contractual Services. This was funded for FY15 also.
- Does DCTC need to hire additional personnel to conduct such audits or does it already have qualified personnel? Are such positions funded for FY 2016? How many FTEs?
 - DCTC has one FTE position, Research Analysis Specialist that will initially be utilized to conduct the compliance audits. It is not anticipated that additional personnel will be needed. This position is funded in FY16.

4. The Mayor has proposed adding 29.8 FTEs for Field Enforcement (4010) in FY 2016.

- How many of these FTEs are allocated as vehicle-for-hire inspection officers (hack inspectors)?
 - All of the 29 FTEs are allocated as vehicle inspection officers (hack Inspectors).
- How many vacancies exist among the hack inspector positions and when does the agency anticipate filling these vacancies?
 - There are 18 inspectors on staff, which leaves 11 VACANCIES to be filled. It is expected that these vacancies will be filled by July 1, 2015.
- Will filling all of the hack inspector positions result in 24/7 enforcement?

- Yes. A 24/7 deployment plan is already prepared in anticipation of the additional personnel.

5. Does the Commission believe the FY 2016 budget funded through special purpose revenue funds represents an adequate level of funding for the Commission's activities and programs?

- If the Commission realizes significant additional funds through the collection of funds from private vehicle-for-hire services in FY 2016, for what programs will those funds be allocated?

- At present, there is no gauge for the actual funds that will be realized from private vehicle-for-hire services. June 30, 2015 will be the end of the first reporting quarter for these services under the Innovation Amendment Act. DCTC plans to use any funds realized to enhance the Enforcement Program (4000) and Driver and Consumer Service Program (2000) specifically Driver Training.

6. The FY 2014 Budget Support Act required that for FY 2014 and FY 2015, \$750,000 of the remaining funds deposited in the Consumer Service Fund above the first \$4.7 million deposited "shall be used to increase the number of wheelchair accessible public vehicle-for-hire".

- In what ways has the agency allocated this \$750,000, if at all?
- DCTC is looking to implement a grant or subsidy of some type to assist vehicle owners with reverting to new wheelchair accessible vehicles. Included in this will be training for all drivers on ADA requirements.