

RAMP TAXI MEDALLION REFORM PROPOSALS  
July 9, 2013 Taxi Town Hall Meeting

**Summary of Proposed Ramp Taxi Program**

**FOR DRIVERS:**

1. On-going individual ramp taxi driver incentives determined monthly and paid quarterly by the SF Paratransit office for above-average levels of wheelchair service.
2. Color schemes are eligible for a discount of up to \$500 off the monthly lease payment for the ramp medallion from SFMTA if they demonstrate to the satisfaction of SFMTA that they have paid for additional ramp taxi driver incentives. Incentives could include payments toward health insurance, reduced gate fees, gas subsidies, per wheelchair pick-up payments to current or former medallion holders, and other paid incentives for driving wheelchair accessible vehicles.
3. For each month a ramp taxi driver provides at least 10 paratransit wheelchair trips, he/she will earn credit at a rate of \$10 per paratransit wheelchair trip off the cost of the taxi medallion down payment. The maximum allowable credit per year is \$4,167, and can accumulate over time to a total maximum credit of \$12,500 towards a down payment on a taxi medallion. If a driver has fewer than 10 paratransit wheelchair trips in a month, he/she will not be eligible for credit that month. These credits will not expire so long as the driver maintains an active A-Card.
4. Ramp medallion holders will be required to surrender their ramp medallions immediately upon qualifying for a regular medallion. Medallion offers will continue to be sent to applicants in 2013 until all ramp medallion holders' applications are processed.

**FOR COMPANIES:**

1. Reduced lease rate to \$1000 per month per ramp medallion, which is intended to recognize approximate cost differential for purchasing and maintaining a ramp vehicle spread over the anticipated lifetime of the vehicle. This monthly lease may be reduced further by up to \$500 per month upon demonstrating actual expenses to provide additional incentives to ramp drivers, such as fuel discounts, gate fee reductions, per wheelchair pick-up payments to current or former medallion holders, payments toward health benefits, etc.

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2. Allow currently placed gas and gates ramp medallions to stay at the existing company until the vehicle expires as allowed by Article 1100.
3. Companies that operate ramped taxis will be responsible for providing four hours of ramp securement and sensitivity training to all ramp taxi drivers and in addition a refresher training annually to any driver that has made fewer than 72 wheelchair pickups in the previous calendar year, whether through in-house resources (e.g., certified trainer) or by contract with a training provider approved by the SFMTA.
  - a. SFMTA will provide reports of drivers with at least than 72 wheelchair pickups to companies on a monthly basis.
  - b. SFMTA will provide basic ramp securement training to all new drivers and to all existing drivers upon permit renewal, and “train the trainer” training to designated color scheme training staff.
4. Allow companies with at least six ramp medallions to operate up to 50 percent of ramp vehicle medallions between the hours of 4pm and 4am in non-ramp vehicles, so long as 100 percent of ramp orders during those hours are filled within 30 minutes of request.
5. Companies will be subject to a minimum 10 paratransit wheelchair pick-up ramped taxi fleet wide average per month requirement. (For example if a company has 10 ramped medallions 100 trips must be provided per month.) This requirement applies to companies where ramp medallions have been allowed to stay while the vehicle is still in service.
6. Failure to meet this level of service will disqualify a company for the \$500 lease discount for driver incentives and may result in the medallion being moved to another company upon vehicle expiration.
7. Ramp medallions would be distributed to companies based upon their demonstrated wheelchair pick up performance, as determined by the SFMTA based on review of paratransit debit card data. Companies without wheelchair pick up history could apply for ramp permits based on superior dispatch performance, as determined by the SFMTA based on review of electronic trip data.
8. Legislation will remove the limit on the number of spares that a company can maintain.