

# Taxi Medallion Reform

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SAN FRANCISCO, CALIFORNIA



# Strategic Plan

- **Goal 2:** Make transit, walking, bicycling, taxi, ridesharing, and carsharing the preferred means of travel.
- **Objective 2.3:** Increase use of all non-private auto modes
- **Action:** Improve taxi service

***Improved taxi service essential to achieving transit first policy***

# Taxi Service Improvement

- **Regulatory Cleanup** – ensuring business structure is economically secure
- Better **Enforcement** against illegal taxis & other issues
- **Passenger Services** – providing more taxi service for customers
- **Medallion Reform** - will continue to work with and welcome feedback from the industry as we move forward

# Medallion

- **Permit required to operate taxicab**
- **Driving requirement (except pre-K)**
- **Held by individual (except some pre-K)**
- **Non-transferable (since 1978)**
- **Currently ~1,535 medallions in use**
- **Managed by holder (affiliate lease) or company (gates & gas) on behalf of holder**

## Medallion Transfer Pilot

- **Established by MTA Board in 2010**
- **Allowed transfer by certain holders – aged 70 or older (later reduced to 65) or with a disability that prevents them from driving – in exchange for \$250,000 fee (5% of proceeds to Driver Fund, 15% to SFMTA) paid by interested, eligible recipients**
- **Supported by Credit Union financing**
- **Established viability of concept**

# Proposal for Medallion Transfer

- **Enable relinquishment of medallions** from Pre-K or Prop K individual holders that reach age 60 or have a disability that prevents them from meeting the full-time driving requirement (800 hours)
- **Use waiting list** as eligible recipient pool for relinquished medallions, and upon exhaustion, A-Card seniority.
- **Maintain driving requirement;** require leases to be gas & gates or affiliate leases

# Proposed Fees for Medallion Transfer

- **Provide \$150,000 in exchange for relinquished medallion**
- **Establish \$300,000 transfer amount, indexed**
- **For first transfer of medallions previously acquired** in the pilot program
  - 15% of proceeds to SFMTA, 5% to Driver Fund
- **For all other medallion transfers going forward,**
  - 25% to SFMTA, 5% to Driver Fund

## Benefits

- **Creates path towards getting medallions to waiting list**
- **Provides exit path for those unwilling or uninterested in continuing to drive**
- **Realizes value of medallions for the benefit of the city's transportation system**