

## Proposal and Financial Worksheet for the Taxi Industry Reform

- 1) The City could use a few more cabs and therefore could issue **200 new taxi medallions** over a period of 4 years--**50 medallions per year--**
  - 2) These additional medallions would be auctioned on the open market.  
I believe an appropriate minimum bid price should be set **@ \$ 150,000.00 per permit.**  
Approximately **40 million dollars** in revenue to the City would be generated by this auction process over the 4 year period.
  - 3) **Only individuals** should be allowed to bid on the taxi permit and be limited to one permit per person---  
Corporations and taxi companies should not be allowed to bid on the auction.
  - 4) Drivers who are currently on the Taxi Permit waiting list would be allowed the right to match the winning bid on a first right of refusal. Drivers on the waiting list who desire to acquire a medallion and in need of financing could obtain it by going to traditional lenders and/or to the cab companies that would operate such medallions. Traditional lenders would consider making loans available to drivers/purchasers only if these permits are treated as assets that are transferable from person to person.
  - 5) Any time a medallion is transferred between two people a transfer fee of **\$ 5,000.00 per permit transfer** would be collected by the City.
  - 6) Current K medallion holders would be allowed to make their permits transferable by paying a **Onetime Transfer Fee of \$ 50,000.00** to the City.  
This onetime fee would generate approximately **52 million dollars** for the City.
  - 7) Pre K medallion holders, having already paid once for their taxi permit, would be charged a **One Time Fee of \$ 10,000.00**  
Assuming that there are only 350 Pre K Medallions left, this fee would generate approximately **3.5 million dollars** for the City.
  - 8) Current corporate medallions would be allowed a one time opportunity to be transferred to individuals in the waiting list, subject to the same guidelines and fees proposed above. **Drivers on the waiting list first.**
  - 9) Once the taxi permits become transferable, any subsequent sale or transfer of a taxi permit would be subject to a **City Transfer Fee of \$ 10,000.00**
  - 10) **Yearly Taxi Permit Renewal Fees** should be capped at **\$ 1,000.00.**  
This Fee would generate about **1 and one half million dollars per year** to the City.
- The total dollar amount generated by the sale and transferability of the San Francisco Taxi Medallions would be approximately **100 million dollars. A very significant number!!**
- 11) Service to the public can be greatly improved by creating a **Centralized City Wide Dispatch System (CCWDS)** and installing a **GPS device** in the each vehicle.  
By dividing the City in **Radio or Computer Dispatched Areas (RCDA)** it would be very easy and efficient to service a call by allowing and dispatching only the closest driver to service the call.  
All taxi companies would equally contribute and participate in the creation and operation of the **CCWDS**  
The **CCWDS** and its dispatchers would be completely and only under the management of the **SFMTA.**  
Such a system would also eliminate the dangerous competition among drivers to rush to get to the best calls.

I urge the SFMTA Board Members to give a serious consideration to this entire proposal which I believe to be fair to all involved in the Taxi Industry which includes the drivers, the public, the taxi companies and the City of San Francisco.

Thanks for your consideration,

Giuseppe Carvelli

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