

# **Overview**

# **Taxi Improvement Fund Changes**

---

JANUARY 9, 2025



# Court Decision's Impact on Fund

## Current TIF program is not sustainable

- \$14k hack up payment
- \$1k quarterly operational payments
- \$1 per trip driver payment

As of date	Fund balance
December 31, 2024	\$15 million
December 31, 2025	(\$6 million)
December 31, 2026	(\$27 million)
December 31, 2027	(\$43 million)
December 31, 2028	(\$67 million)
December 31, 2029	(\$105 million)

# New Self-Sufficient Model Required

## A new model must meet the following objectives

- Does not increase the \$1/trip TIF surcharge
- Does not require City funding
- Increases hack up grants to offset owners' costs
- Incentivizes compliance with the Taxis For All federal court order
- Continues attractive incentives to keep WAV-levels at or above 50%

# Recommended program

## **Hack up grants increased to \$35k (from \$14k)**

- \$35k is nearly the estimated difference between a WAV and non-WAV
- \$35k grant demonstrates TLC is making best efforts to achieve 50%

## **Eliminate the ongoing operational grants to owners**

- Operational payments will skyrocket from \$15 million to \$27 million annually, that is 75% of annual TIF revenue
- \$35k hack up grant is equal to the current \$14k hack up grant and just over five years of operational payments
- This \$21k increase is guaranteed cash up front rather than potential quarterly payments that requires a minimum number of trips

## Recommended program *(continued)*

### Eliminate the ongoing trip grants to drivers

- Driver payments would balloon from \$11.2 million to \$26 million, that is 72% of annual TIF revenue
- Incentive was put in place when only 6% of authorized medallions were WAVs, today 44% of active medallions are WAVs and by the end of 2028 it will be 50% of authorized