

File No. 220886

Committee Item No. 2

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Government Audit and Oversight

Date: November 16, 2023

Board of Supervisors Meeting:

Date: _____

Cmte Board

- Motion
- Resolution
- Ordinance
- Legislative Digest
- Budget and Legislative Analyst Report
- Youth Commission Report
- Introduction Form
- Department/Agency Cover Letter and/or Report
- MOU - FY2022-2024 - Clean
- MOU - FY2022-2024 - Redline
- Grant Information Form
- Grant Budget
- Subcontract Budget
- Contract / DRAFT Mills Act Agreement
- Form 126 – Ethics Commission
- Award Letter
- Application
- Public Correspondence

OTHER

- FYI Referral 072922
- SFMTA PPT 092922
- _____
- _____
- _____
- _____
- _____

Prepared by: Stephanie Cabrera

Date: November 7, 2023

Prepared by: _____

Date: _____

Prepared by: _____

Date: _____

1 [Urging Removal of Third-Party Dispatch from the Taxi Upfront Fare Pilot]

2
3 **Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board**
4 **of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.**

5
6 WHEREAS, On September 7, 2021, the San Francisco Municipal Transportation
7 Agency Board (MTAB) authorized the Director of Transportation to create a Taxi Upfront Fare
8 Pilot Program and authorized the department to develop a concept to provide taxi customers
9 with a flat rate fare estimate; and

10 WHEREAS, On April 5, 2022, the SFMTA Board approved the Taxi Upfront Fare Pilot
11 Program that effectively allows third parties, including Transportation Network Companies
12 (TNCs) to route ride requests directly to taxi drivers; and

13 WHEREAS, Since TNCs first appeared in San Francisco, they have sought to
14 undermine public transit including locally-regulated taxis, and as a result, public transit and
15 taxi drivers have struggled to compete; and

16 WHEREAS, For over a decade, government agencies and leaders across California
17 and the nation have attempted to regulate TNCs, who routinely violate data-sharing mandates
18 and refuse to coordinate with transportation agencies and city government; and

19 WHEREAS, To mitigate the negative impact TNCs had on traffic congestion, San
20 Francisco voters passed the Ride-Share Business Tax, Proposition D (2019), with over 67%
21 of the vote, and imposed a tax on TNCs for fares in San Francisco to fund the Traffic
22 Congestion Mitigation Fund; and

23 WHEREAS, On June 30, 2022, the San Francisco Planning Department staff issued its
24 study highlighting the impacts of TNCs on San Francisco, which concluded that the operation
25 of TNCs significantly increases vehicle trips and congestion in the City; and

1 WHEREAS, The Planning Department study also concluded that TNCs shift people
2 away from more sustainable modes of transportation including walking, bicycling, public
3 transportation, and San Francisco is not fully prepared for existing and emerging
4 transportation services like TNCs; and

5 WHEREAS, Taxis are public transit pursuant to the Transit-First Policy in Section
6 8A.115 of the San Francisco Charter; and

7 WHEREAS, The third-party dispatch system would give TNCs the unfair advantage to
8 continue to drive customers away from regulated taxis, and further give TNCs permission to
9 deviate from publicly regulated and transparent meter fares for taxis booked through third-
10 party applications; and

11 WHEREAS, SFMTA's taxi meter rate setting process is a transparent, public process
12 that leads to more predictable, stable meter rates that are often significantly more affordable
13 to customers on average than those offered by TNCs; and

14 WHEREAS, SFMTA's Taxi Upfront Fare Pilot Program relinquishes SFMTA's charter-
15 mandated authority to regulate taxi meter fares for all cab rides booked through third-party
16 dispatch systems to TNCs, in particular to Uber and as a result could create a monopoly; and

17 WHEREAS, This pilot program abdicates SFMTA's exclusive authority over taxi-related
18 fares for rides originating with third party entities; and

19 WHEREAS, The San Francisco Charter grants the SFMTA "the same exclusive
20 authority over taxi-related functions and taxi-related fares, fees, charges, budgets, and
21 personnel that it has over the Municipal Railway"; and

22 WHEREAS, Upfront fares originating with third-party entities are not required to be
23 based on taxi meter rates, but instead TNCs are allowed to set fares which significantly
24 deviates from the taxi meter rate, with Uber's average rate being approximately 80 to 85
25 percent of taxi meter rates; and

1 WHEREAS, The third-party dispatch system permits TNCs to charge taxi drivers an
2 unregulated fee per ride that is not publicly available information, and will release TNCs from
3 responsibility for the costs of vehicle operations; and

4 WHEREAS, Regular taxi customers who do not have access to smartphones and/or do
5 not have the TNC smartphone applications will now be in direct competition for taxi service
6 with people who do have smartphones and TNC apps; and

7 WHEREAS, There is no provision in the third-party program for the protection of riders
8 who rely on paratransit taxi service, making it more difficult for individuals with disabilities to
9 utilize this service; and

10 WHEREAS, The San Francisco Taxi Workers Alliance (TWA), with over 500 registered
11 taxi driving members, in conjunction with other stakeholder organizations, urged the MTAB to
12 vote in opposition to the pilot; and

13 WHEREAS, The pilot program was not vetted by members of the general public who
14 rely on taxi service or have concerns regarding the impacts of TNCs, including the Mayor’s
15 Disability Council, the Commission on the Environment, and the SFMTA’s Citizens Advisory
16 Council (CAC), prior to the MTAB’s authorization of third-party dispatch; and

17 WHEREAS, On July 7, 2022, the SFMTA’s Citizens Advisory Committee (CAC) voted
18 to urge the SFMTA to remove third party dispatch from its pilot program; and

19 WHEREAS, Third party dispatch systems are not an essential component of the Taxi
20 Upfront Fare Pilot Program; now, therefore, be it

21 RESOLVED, That the City and County of San Francisco Board of Supervisors urges
22 the San Francisco Municipal Transportation Agency Board of Directors to remove third party
23 dispatch from its pilot program; and, be it

1 FURTHER RESOLVED, That the Board of Supervisors of City and County of San
2 Francisco hereby directs the Clerk of the Board to transmit a copy of this Resolution to the
3 San Francisco Municipal Transportation Agency Board of Directors.

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SFMTA

Taxi Upfront Fare Pilot

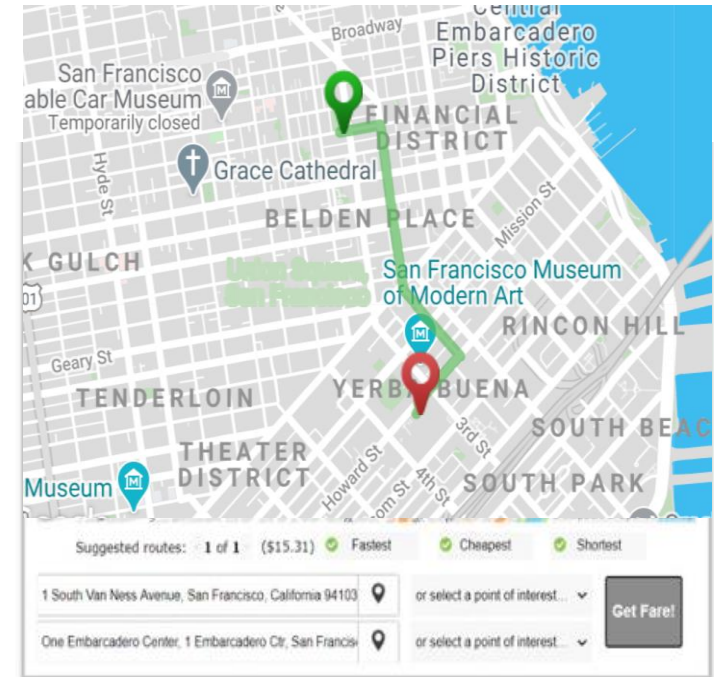
San Francisco Board of Supervisors

Government Audit & Oversight Committee

September 29, 2022

Upfront Fare Pilot Program

- ❖ One-year Pilot approved by SFMTA Board in September 2021
- ❖ Amendment approved by SFMTA Board in April 2022
 - Allow third party entities to originate trips that are dispatched via taxi e-hail apps, which do not need to be based on taxi meter rates
- ❖ [Pilot Rules](#) on August 5, 2022
- ❖ [Applications](#) for Pilot participation were due to SFMTA by September 15th
- ❖ 3 applications received: Arro, Flywheel and YoTaxi



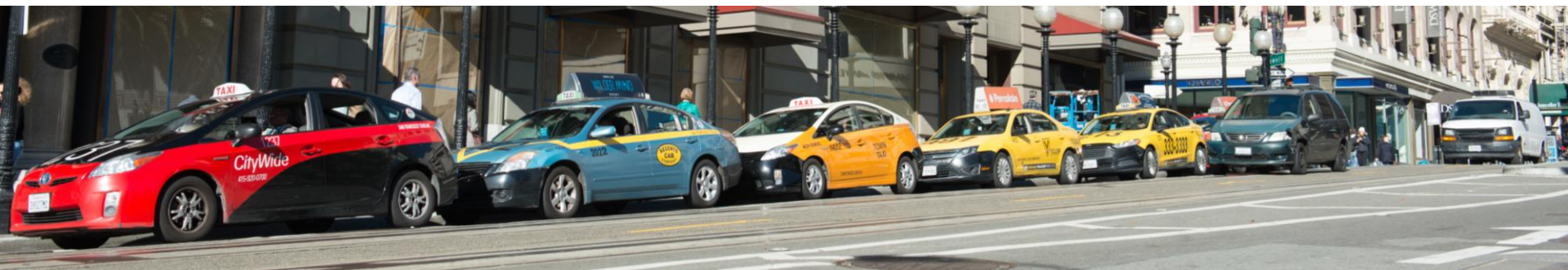
Upfront Fare Pilot Goals

1. Allow taxis to offer services in line with current trends in the for-hire transportation industry
2. Increase taxi e-hail trips
3. Increase taxi drivers' fare income
4. Improve customer service by:
 - offering upfront fares and booking through the e-hail app
 - relieving meter anxiety for customers by providing cost certainty for taxi trips
 - allowing customers the ability to price shop for similar on-demand services
5. Test driver and customer satisfaction
6. Assess impacts that third-party trips have on traditional taxi trips
7. Test how fares originated by taxi e-hail apps and third-party trips compare to SFMTA's meter rates



Upfront Fare Key Rules

- ❖ If a dispatch company elects to participate in Pilot, all affiliated color schemes must participate
- ❖ Color schemes and dispatch companies must be in good standing with the SFMTA
- ❖ Taxi e-hail apps must be approved by SFMTA and in good standing
- ❖ Taxi e-hail apps must be compliant with Pilot data requirements



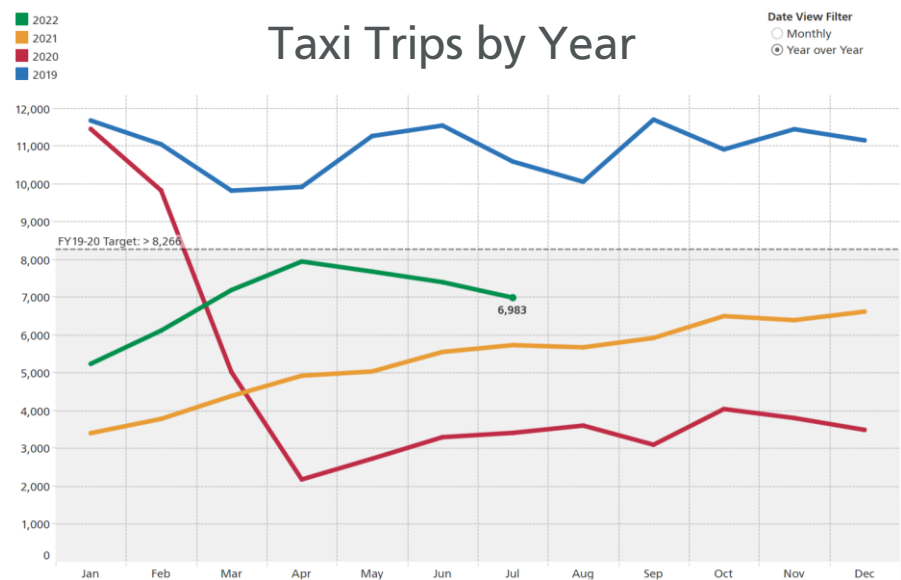
Upfront Fare Key Rules

1. Drivers may opt out of third-party trips without any penalty
2. Pilot participants must send data on all trips to SFMTA
3. Taxi e-hail apps must send SFMTA what the fare would have been by taxi meter
4. Fares for taxi e-hail originated trips must be based on the meter rate, including meter and a half trips
5. Fares for third-party trips do not have to be based on taxi meter rates
6. Driver fee schedule must be reported before the pilot begins
7. Only a limited number of third-party drop-offs allowed at SFO, and no pick-ups



Upfront Fare Pilot Metrics

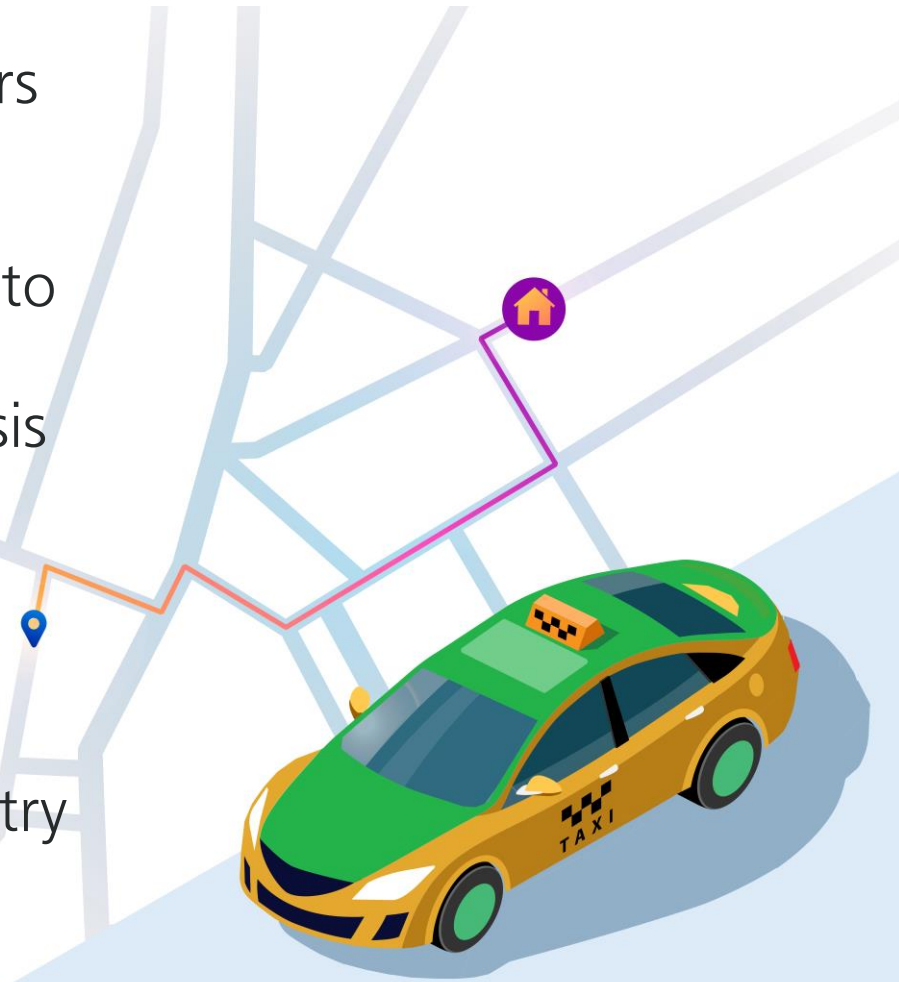
- ❖ Increase E-Hail App Trips by 10%
- ❖ Increase Taxi Driver Income by 10%
- ❖ Increase the Number of Drivers
- ❖ Track Complaints
- ❖ Study Impact on Traditional Taxi Trips
- ❖ Comparison of Upfront Fares and Meter Rates



Enhanced Data Monitoring and Reporting

❖ Third-Party Pilot Trips

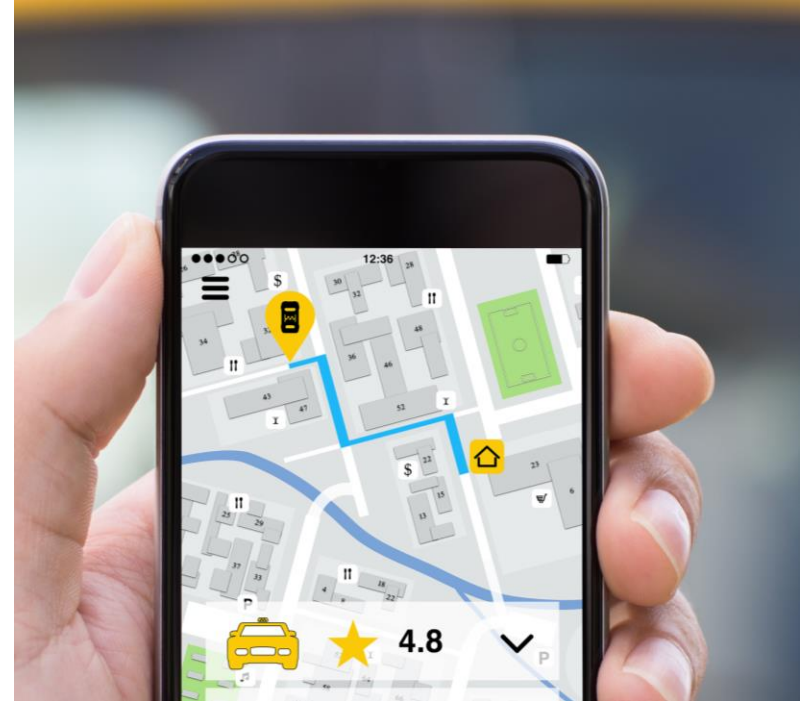
- Track the number of taxi drivers that participate in third-party trips
- Compare third-party trip fares to Taxi Pilot Trip fares
- Aggregated geographic analysis of third-party trip origins and destinations
- Provide quarterly report to the SFMTA Board, Board of Supervisors and the Taxi Industry



Upfront Fare Pilot Program Next Steps

❖ Next Steps:

- Review applications
- Data testing and validation
- Continue working with Taxi E-Hail Apps
- Quarterly report to assess program metrics
- Solicit feedback from key stakeholders at quarterly outreach sessions



Quarterly Meetings

- ❖ November 2022
- ❖ February 2023
- ❖ May 2023
- ❖ August 2023



Additional Efforts to Support Taxi Industry

Paratransit Taxi Tip Policy Update

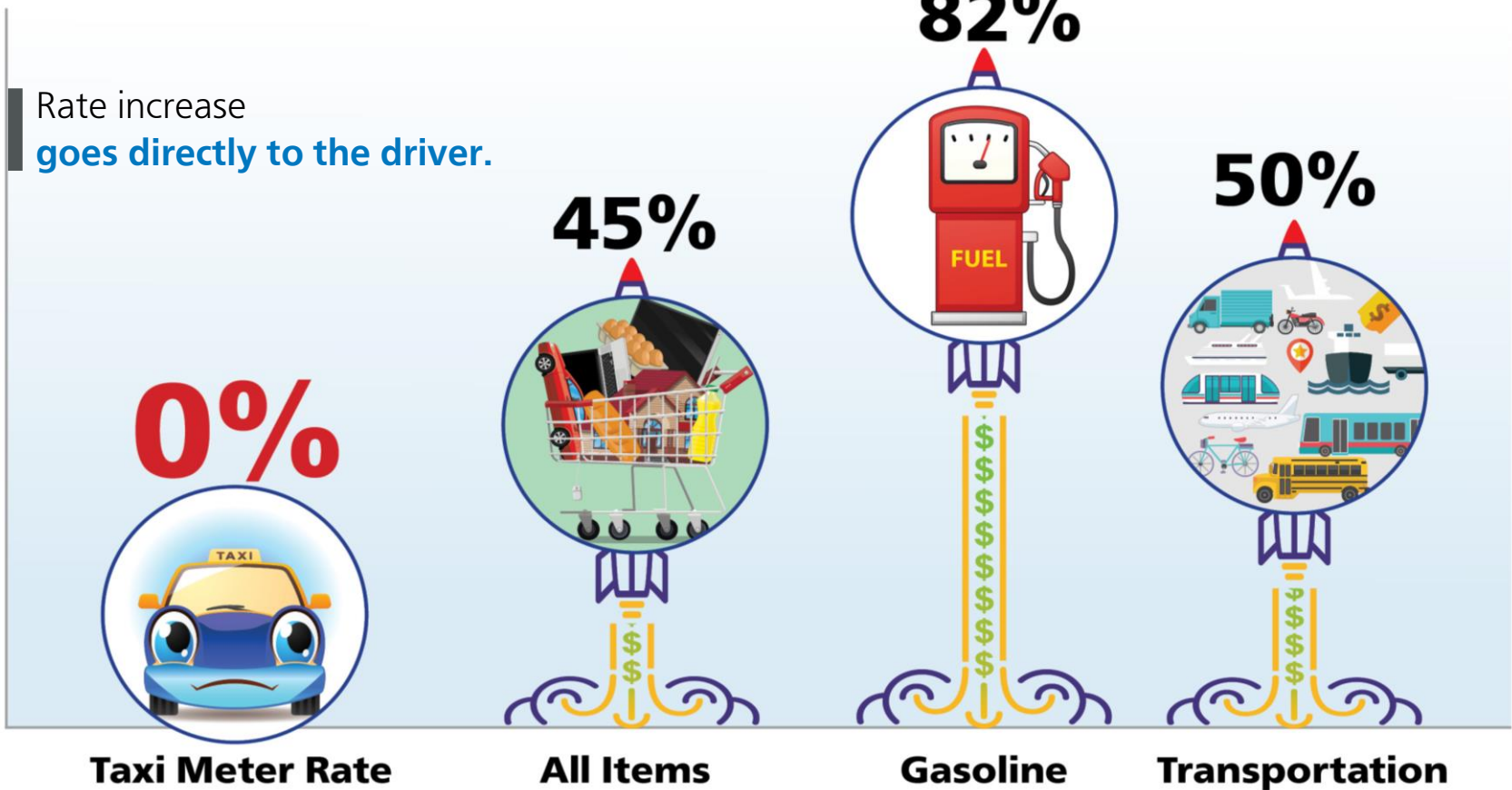
- ❖ Effective September 1st, tipping increased to **15%** of the meter fare, up to **\$4** (from 10% with a \$2.00 max)
- ❖ Applies for all SF Paratransit taxi programs (ADA, Essential Trip Card, Paratransit Plus, Shop-a-Round, CHOICE)



SFMTA is Proposing to Raise the Taxi Meter Rate

The taxi meter rate has not increased since 2011.

Price Increases Since 2011 in SF/Bay Area



Proposed Taxi Meter Rate Increase

Flag Drop*

Increase to **\$4.15** from \$3.50



Time** + Distance***

Increase to **\$0.65** from \$0.55



* First one-fifth of a mile

** Each minute of waiting or traffic delay time

*** Each additional one-fifth of a mile

Estimated Cost Impact for a Typical Trip

General Public Rider: **\$2.94 Increase**

	Flag Drop	Distance/ Wait Time	15% Tip	Total Cost
Current	\$3.50	\$10.45	\$2.09	\$16.04
Proposed	\$4.15	\$12.35	\$2.48	\$18.98



Estimated Cost Impact for a Typical Trip

Paratransit Rider: **\$0.50 Increase**

	Flag Drop	Distance/ Wait Time	15% Tip	Total Cost	Rider's Share*
Current	\$3.50	\$8.25	\$1.76	\$13.51	\$2.70
Proposed	\$4.15	\$9.75	\$2.09	\$15.99	\$3.20

* SFMTA subsidizes 80% to Paratransit taxi trip cost.



From: [Somera, Alisa \(BOS\)](#)
To: [Cabrera, Stephanie \(BOS\)](#)
Subject: FW: Support: File Number 220886, Urging the removal of third-party (Uber) dispatch from the Taxi-Upfront Fare Pilot Program
Date: Thursday, October 13, 2022 1:34:12 PM

Alisa Somera

Legislative Deputy Director
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.

Click [HERE](#) to complete a Board of Supervisors Customer Service Satisfaction form.

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

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**Disclosures:** *Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.*

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**From:** Kathy Howard <kathyhoward@earthlink.net>

**Sent:** Saturday, October 1, 2022 7:35 AM

**To:** Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; CAC@sfmta.com; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

**Subject:** Support: File Number 220886, Urging the removal of third-party (Uber) dispatch from the Taxi-Upfront Fare Pilot Program

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors:

I am again asking that you support Supervisor Chan's resolution calling for the removal of third-party dispatch of taxi cabs.

The San Francisco Municipal Transportation Agency seems to be serving as an agent for Uber - and not the interests of the public at large. The deal approved by the SFMTA Board of Directors in April requires the SFMTA to give up its charter-mandated authority to determine tax meter rates in a public and transparent manner. Uber will now determine the passenger fares for all participating cabs and determine a separate taxicab driver pay. This is nothing less than the privatization and deregulation of transit.

Enabling Uber's desire for global monopoly is a very dangerous step to take during our global climate emergency and during a time of widening income inequality.

Please support Supervisor Chan's resolution.

Thank you for your consideration.

Katherine Howard  
Outer Sunset District

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#); [BOS-Legislative Aides](#)  
**Cc:** [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Cabrera, Stephanie \(BOS\)](#); [BOS Legislation, \(BOS\)](#)  
**Subject:** 24 Letters regarding File No. 220886  
**Date:** Thursday, October 13, 2022 1:06:30 PM  
**Attachments:** [24 Letters regarding File No. 220886.pdf](#)

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Hello,

Please see attached 24 letters regarding File No. 220886.

**File No. 220886** - Urging Removal of Third Party Dispatch from the Taxi Upfront Fare Pilot

Sincerely,

**Joe Adkins**  
**Office of the Clerk of the Board**  
**San Francisco Board of Supervisors**  
**1 Dr. Carlton B. Goodlett Place, Room 244**  
**San Francisco, CA 94102**  
**Phone: (415) 554-5184 | Fax: (415) 554-5163**  
[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org) | [www.sfbos.org](http://www.sfbos.org)

**From:** [Kathy Howard](#)  
**To:** [Somera, Alisa \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [Tumlin, Jeffrey \(MTA\)](#); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File Number 220886, Urging the removal of third-party (Uber) dispatch from the Taxi-Upfront Fare Pilot Program  
**Date:** Saturday, October 1, 2022 7:34:57 AM

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Dear Supervisors:

I am again asking that you support Supervisor Chan's resolution calling for the removal of third-party dispatch of taxi cabs.

The San Francisco Municipal Transportation Agency seems to be serving as an agent for Uber - and not the interests of the public at large. The deal approved by the SFMTA Board of Directors in April requires the SFMTA to give up its charter-mandated authority to determine tax meter rates in a public and transparent manner. Uber will now determine the passenger fares for all participating cabs and determine a separate taxicab driver pay. This is nothing less than the privatization and deregulation of transit.

Enabling Uber's desire for global monopoly is a very dangerous step to take during our global climate emergency and during a time of widening income inequality.

Please support Supervisor Chan's resolution.

Thank you for your consideration.

Katherine Howard  
Outer Sunset District

**From:** [Alice Mosley](#)  
**To:** [Somera, Alisa \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)  
**Cc:** [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Please Support Supervisor Connie Chan's Resolution File No. 220886  
**Date:** Thursday, September 29, 2022 11:21:05 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

I myself have impaired mobility since suffering a severe ankle fracture, and rely heavily on Muni and taxis. I'm worried that taxi fares will become unreliable, and object to giving Uber, who receive funding from the Saudi Public Investment Fund, any more power over our transportation in San Francisco.

The SFMTA Board of Directors made this decision quickly and sloppily. Why did they approve this far reaching proposal without calling for it to be properly vetted by stakeholders including the Mayor's Disability Council, the SFMTA Citizens Advisory Council, and the Paratransit Coordinating Council? This is not to mention a variety of environmental and labor advocacy organizations. What impact will this deal have on people without smartphones who need to hail cabs or on taxi paratransit passengers who rely on taxi paratransit service to travel, sometimes just one or two blocks just to get uphill? Will these people now be in competition for cab rides with Uber passengers?

Do not make the taxi industry and the passengers it serves suffer further at the hand of TNC's, and especially Uber. Our city should no longer roll over for Uber and its allies, causing excess pollution and congestion in our cities. San Francisco should not be a test ground for the exploits of Uber. Please do not give it any more power over the San Francisco taxi industry.

Sincerely,  
Alice Mosley  
District 8

**From:** [Glenn Rogers](#)  
**To:** [Board of Supervisors, \(BOS\)](#)  
**Subject:** I support File number 220886, Supervisor Chan's resolution  
**Date:** Thursday, September 29, 2022 9:50:16 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello supervisors.

My name is Glenn Rogers, RLA.

Please support Supervisor Chan's resolution calling for the removal of third-party dispatch of taxi cabs. That third party is Uber. Uber has a goal of having every taxi worldwide on its platform by 2025. Uber is a notoriously unscrupulous global corporation -- its revenues are all based on lawbreaking, polluting, and exploiting, and it now seeks to become a parasite of the SF taxi industry as a part of its goal for global domination of the taxi industry (if not the entire transportation industry). It is alarming that the San Francisco Municipal Transportation Agency seems to be serving as an agent for Uber -- and not the interests of the public at large. In fact, the deal approved by the SFMTA Board of Directors in April requires the SFMTA to GIVE UP its charter-mandated authority to determine tax meter rates in a public and transparent manner. Uber will now determine the passenger fares for all participating cabs and determine a separate taxicab driver pay. Passenger fares could be lower than regulated taxi meter fares -- or they could surge. Driver pay will be separately determined. This is nothing less than the privatization and deregulation of transit. Enabling Uber's desire for global monopoly is a very dangerous proposition during our global climate emergency and during a time of widening income inequality. Please support Supervisor Chan's resolution.

Glenn Rogers, RLA  
Landscape Architect  
License 3223  
email: [alderlandscape@comcast.net](mailto:alderlandscape@comcast.net)  
cell: 408 838 9308

**From:** [Tab Buckner](#)  
**To:** [Board of Supervisors, \(BOS\)](#); [tesw via HANC BoD](#)  
**Subject:** Re: [HANC BoD] Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Wednesday, September 28, 2022 11:51:29 AM

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Many thanks, Tes, for writing and sending this!

Tab

On Monday, September 26, 2022 at 07:19:52 PM CDT, tesw via HANC BoD <[board@hanc-sf.org](mailto:board@hanc-sf.org)> wrote:

Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

The Haight Ashbury Neighborhood Council Board asks you to support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,

Tes Welborn  
for the Haight Ashbury Neighborhood Council Board

--

To unsubscribe from this group and stop receiving emails from it, send an email to [board+unsubscribe@hanc-sf.org](mailto:board+unsubscribe@hanc-sf.org).

**From:** [T.Flandrich](#)  
**To:** [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Board of Supervisors, \(BOS\)](#); [Somera, Alisa \(BOS\)](#)  
**Subject:** SUPPORT 220886 Urging Removal of Third Party Dispatch from the Taxi Upfront Fare Pilot Item#4  
**Date:** Wednesday, September 28, 2022 11:39:58 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors Preston, Chan and Mandelman,

I urge you to support Supervisor Chan's resolution for the removal of "Third Party Dispatch" from the Taxi Upfront Fare Pilot Program.

Uber's corporate business model is that of exploitation of workers, non-transparency, lack of accountability, with the goal of creating a monopoly. We all know this to be true, so why would we as a city allow this corporate bad actor to have power over our San Francisco Taxi industry?!

Please do not support this inequitable business practice which severely limits accessibility to the many seniors, disabled, and poor San Franciscans. City Taxi regulations offer greater safety to our residents; a proven business model of trust and transparency.

The unregulated TNC industry has already caused immense harm-52,000 vehicles clogging streets, polluting our air, with drivers from other cities who pay less attention to what is actually on the streets as they need to look at their GPS to navigate destinations, all while destroying our City regulated taxi industry.

Please, please support this resolution!

Most Sincerely,  
Theresa Flandrich  
District 3

**From:** [Sara Greenwald](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Wednesday, September 28, 2022 9:26:03 AM

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Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

The program as currently organized allows Uber and other TNCs to gain unfair advantage over city-regulated taxi drivers. Our taxi drivers use significantly less-polluting vehicles and are relatively better paid than TNC drivers. Thus the Program works to the detriment of labor and significantly worsens our city's carbon emissions, making it increasingly difficult to meet our climate goals.

There are times when even the most climate-friendly San Franciscan needs car service for transportation needs our transit system does not meet. We need to make sure these trips are made in vehicles are low or zero emission. At a time when we should be doing everything possible to reduce GHG emissions from vehicular traffic, giving TNCs free rein to take over this important part of our transportation system is a bad idea.

Sincerely,

Sara Greenwald

350 San Francisco Coordinating Committee

CC: [MayorLondonBreed@sfgov.org](mailto:MayorLondonBreed@sfgov.org), [Jeffrey.Tumlin@sfmta.com](mailto:Jeffrey.Tumlin@sfmta.com), [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com), [CAC@sfmta.com](mailto:CAC@sfmta.com), [Dean.Preston@sfgov.org](mailto:Dean.Preston@sfgov.org), [Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org), [Connie.Chan@sfgov.org](mailto:Connie.Chan@sfgov.org), [Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org)



**From:** [sflivingwage@riseup.net](mailto:sflivingwage@riseup.net)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Monday, September 26, 2022 9:33:25 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,

Karl Kramer  
Campaign Co-director  
San Francisco Living Wage Coalition

**From:** [tesw@aol.com](mailto:tesw@aol.com)  
**To:** [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Monday, September 26, 2022 5:20:05 PM

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Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

The Haight Ashbury Neighborhood Council Board asks you to support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,

Tes Welborn  
for the Haight Ashbury Neighborhood Council Board

**From:** [Jacqueline Ruben](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Sunday, September 25, 2022 8:50:13 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,

Jacqueline Ruben  
District One

**From:** [Jeff Whittington](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Sunday, September 25, 2022 1:11:20 PM

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Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,

Jeff Whittington

1301 14th Ave (District 7)

**From:** [Diana Scott](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [mtaboard@sfmta.com](mailto:mtaboard@sfmta.com); [cac@sfmta.com](mailto:cac@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Sunday, September 25, 2022 11:05:57 AM

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Dear Supervisors, and Mayor Breed:

For the twenty reasons ("whereas") stated in this measure, I strongly recommend that you to support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

I do not use cellphone apps to order taxis, and don't want to have to compete with those who do to request one. I also oppose the increased congestion of streets with Uber drivers, their competition with taxis that have served S.F. for decades, and the opening to them of transit lanes prohibited to S.F. residents for necessary car trips. (I use mass transit where possible and limit my own car use).

I also continue to be concerned about increased air pollution, given long-standing lung health issues.

Sincerely,

Diana Scott  
District 4

**From:** [Rosie Gozali](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [MTABoard@sfgov.org](#); [Jeffrey.Tumlin@sfgov.org](#); [CAC@sfgov.org](#); [Breed, Mayor London \(MYR\)](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Sunday, September 25, 2022 9:37:46 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry. Plus, Uber drivers aren't employees and should be. Please do the moral thing. Thanks.

Sincerely,  
Rosie Gozali  
District 5

**From:** [Laura Goldin](#)  
**To:** [Chan, Connie \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Somera, Alisa \(BOS\)](#)  
**Subject:** Support: File No. 220886  
**Date:** Monday, September 26, 2022 4:08:34 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisor Chan - I write today to thank you for sponsoring the resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber exploits workers, fails to pay a living wage or benefits associated with employment, disregards illegal behavior, itself engages in questionable behavior. Uber contributes to our climate crisis. We must not allow Uber (or any unregulated ride-share entity) power over the San Francisco taxi industry.

At this critical time, SFMTA should be doing everything to improve public transit and reduce use of a system which exploits workers and massively contributes to our carbon footprint.

I urge your colleagues to join you in urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

-laura goldin  
SF District 1 Resident

"Wars are poor chisels for carving out peaceful tomorrows." - Martin Luther King, Jr.

 Please consider the environment before printing this email

**From:** [ss@ssteuer.com](mailto:ss@ssteuer.com)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [cac@sfmta.com](mailto:cac@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886 to Remove 3rd Party Dispatch from Taxi Upfront Fare  
**Date:** Monday, September 26, 2022 9:57:43 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Uber's business model is based on lawbreaking, colluding with regulators to conceal collision data, poorly vetting drivers, exploiting drivers, flooding city streets with polluting and congesting cars that interfere with and compete with transit (public buses, rail, and taxis), and underselling its product to lure passengers away from transit. In fact, Uber's 2019 IPO explicitly regards transit riders as targets for its marketing, our climate emergency notwithstanding.

The current status has NOT been properly vetted by stakeholders—including the Mayor's Disability Council, the SFMTA Citizens Advisory Council, and the Paratransit Coordinating Council – let alone a variety of environmental and labor advocacy organizations.

There are a host of other issues that MUST be addressed to ensure proper oversight of agencies, and allow sufficient input from the public.

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

Sincerely,  
Sharon Steuer  
district 9



**From:** [Renee Curran](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support Connie Chan's resolution re MTA  
**Date:** Monday, September 26, 2022 9:17:20 AM

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Dear Supervisors,

The "Taxi Upfront Fare Program" is a giveaway to corporate bad actor Uber, which got its foothold in San Francisco by flouting the law. Uber and Lyft have used grossly unfair tactics to compete with public transportation and the taxi industry including exploiting its drivers. Now MTA wants to give it more unfair advantage?

SF, once a world class city, should have leaders who act with great concern for equity and climate change. Instead of investing heavily in public transportation, this city has aided and abetted TNC companies in making our city more polluted, less safe, and less economically equal.

**Please support Connie Chan's resolution asking the MTA Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.**

Renee Curran  
94122

**From:** [Sue Vaughan](#)  
**To:** [Somera, Alisa \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [MOD, \(ADM\)](#); [MTABoard](#); [CAC](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)  
**Subject:** Correction: Re: Support: File Number 220886  
**Date:** Monday, September 26, 2022 5:59:34 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Ms. Somera,

Please include this correct email in File Number 220886:

Support: File No. 220886, Urging the removal of third-party/Uber dispatch from the Taxi Upfront Fare Pilot Program

Dear Supervisors,

I strongly support Supervisor Connie Chan's resolution urging the SFMTA rescind the third-party (Uber) dispatch portion of the Taxi Upfront Fare program. Third-party/Uber dispatch empowers Uber to begin the takeover of the SF taxi industry. This program was quickly and sloppily approved by the SFMTA Board of Directors on April 5, 2022. The six members who approved the program did not demonstrate adequate concern for impacts to people who rely on cab access and may now be put in competition for cab rides with people who hail Ubers. They also did not consider the long-term consequences of giving up charter-mandated power to set taxi meter rates to a private, for-profit global company that is a notorious corporate bad actor - - Uber. Is this really the only way to save the cab industry, by turning it over to a company that has global monopoly and the privatization and deregulation of transit as its goal? What about the planet? What about our global climate emergency? What about income inequality and the collapse of democracies? Monopolies are a threat to all of these. Do not doubt that Uber seeks monopoly -- it has publicly stated that it wants every taxi on the planet on its platform by 2025, and in its IPO it states that it seeks to lure public transportation passengers away from transit and into Ubers. At the same time, it is exploiting its drivers, colluding with regulators to hide collision data, performing weak background checks of drivers (it is now being sued by 550 Jane Does for alleged sexual assault on the part of Uber drivers in San Francisco Superior Court), and collecting data. Collecting data. What is going to do with the data? Determine how low cab drivers are willing to go to get a fare? Determine how much passengers are willing to pay to get a cab -- especially if mass transit is further crippled by Uber and Lyft?

Is there really no other way to help revive the cab industry aside from turning over the power to determine fares to Uber? I don't believe that, and I hope you do not either. How about advertising?

Susan Vaughan  
District 1

**From:** [Sue Vaughan](#)  
**To:** [Somera, Alisa \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [MOD. \(ADM\)](#); [MTABoard](#); [CAC](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Board of Supervisors. \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)  
**Subject:** Support: File Number 220886  
**Date:** Sunday, September 25, 2022 7:04:56 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Support: File No. 220886, Urging the removal of third-party/Uber dispatch from the Taxi Upfront Fare Pilot Program

Dear Supervisors,

I strongly support Supervisor Connie Chan's resolution urging the SFMTA rescind the third-party (Uber) dispatch portion of the Taxi Upfront Fare program. Third-party/Uber dispatch empowers Uber to begin the takeover of the SF taxi industry. This program was quickly and sloppily approved by the SFMTA Board of Directors on April 5, 2022. The six members who approved the program did not demonstrate adequate concern for impacts to people who rely on cab access and may now be put in competition for cab rides with people who hail Ubers. They also did not consider the long-term consequences of giving up charter-mandated power to set taxi meter rates to a private, for-profit global company that is a notorious corporate bad actor - - Uber. Is this really the only way to save the cab industry, by turning it over to a company that has global monopoly and the privatization and deregulation of transit as its goal? What about the planet? What about our global climate emergency? What about income inequality and the collapse of democracies? Monopolies are a threat to all of these. Do not doubt that Uber seeks monopoly -- it has publicly stated that it wants every taxi on the planet on its platform by 2025, and in its IPO it states that it seeks to lure public transportation passengers away from transit and Ubers. At the same time, it is exploiting its drivers, colluding with regulators to hide collision data, performing weak background checks of drivers (it is now being sued by 550 Jane Does for alleged sexual assault on the part of Uber drivers in San Francisco Superior Court), and collecting data. Collecting data. What is going to do with the data? Determine how low cab drivers are willing to go to get a fare? Determine how much passengers are willing to pay to get a cab -- especially if mass transit is further crippled by Uber and Lyft?

Is there really no other way to help revive the cab industry aside from turning over the power to determine fares to Uber? I don't believe that, and I hope you do not either. How about advertising?

Susan Vaughan  
District 1

**From:** [anastasia Yovanopoulos](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Urge SFMTA Board to Remove third Party Dispatch from Taxi Upfront fare Pilot Program  
**Date:** Sunday, September 25, 2022 12:41:17 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Support: File No. 220886; Resolution *Urging SFMTA Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

No one knows the impact this deal will have on all those people without smartphones. I am a senior enrolled in the paratransit Essential Trip Card Program without smartphone. I'll be excluded from accessing the Taxi Upfront fare Pilot Program, since I rely on a land line. I take taxi paratransit service to medical appointments, and now I'll be in competition for cab rides with Uber passengers!

Allowing Uber to set fares is not a good move for SF residents. SFMTA agreed to **GIVE UP** its [charter mandated power to set taxi meter rates](#). Uber will take over setting fares for all participating cabs. Those fares could be less than taxi meter rates – or they could surge. Who knows what fares riders will have to pay!

Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,  
Anastasia Yovanopoulos  
District 8

**From:** [churbert@outlook.com](mailto:churbert@outlook.com)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886 - Remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Sunday, September 25, 2022 12:25:38 PM

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I am writing to ask that the BoS support Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. I cannot understand how our city government and local representatives are again allowing Uber, a NOTORIOUSLY evil corporation who has been maligned in press for unscrupulous and unfair business practices is being allowed to leverage control the very industry they destroyed through predatory pricing. *Hollywood literally made a movie about their toxic company culture and criminal business practices.* Why does the SFMTA continues to put the interests of exploitative tech companies before the interests of residents and those who play by the rules?

Please right this egregious wrong! Support this resolution and *stop letting Uber and other bad corporate actors write the rules.* Uber should NEVER have been given any power over the taxi industry. Shame on this city and shame on you if you let it happen on your watch.

Sincerely,

Charles Hurbert, D1

**From:** [Bonnie.](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Please save our SF Taxis from Uber Takeover  
**Date:** Sunday, September 25, 2022 12:20:44 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

**Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program***

*Dear Supervisors,*

I oppose the Uber takeover of SF Taxis. I support Connie Chan's resolution opposing Uber's takeover.

Thank you,  
Bonnie Kirkland  
Richmond District in SF

**From:** [Susan Witka](#)  
**To:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Board of Supervisors \(BOS\)](#)  
**Subject:** Stop the Uberfication of SF Taxis!  
**Date:** Sunday, September 25, 2022 9:50:44 AM

---

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,  
SUSAN WITKA  
District 1

**From:** [Evelyn Engel](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [SFTWA \(San Francisco Taxi Workers Alliance\)](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [cac@sfmta.com](mailto:cac@sfmta.com); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)  
**Subject:** SFTWA Support for File No. 220886  
**Date:** Wednesday, September 28, 2022 3:23:59 PM  
**Attachments:** [2022-09-28 SFTWA Support Resolution File No 220886 Final.doc](#)

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Somera,

Please include the attached letter from the San Francisco Taxi Workers Alliance in the public correspondence for File No. 220886 on tomorrow's agenda of the Government Audit and Oversight Committee meeting.

Sincerely,  
Evelyn Engel  
San Francisco Taxi Workers Alliance



## San Francisco Taxi Workers Alliance / AFL-CIO

1415 Palou Avenue  
San Francisco, CA 94124  
415-534-5221



September 28, 2022

San Francisco Board of Supervisors  
Government Audit and Oversight Committee  
San Francisco City Hall

**Support:** File No. 220886, Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

Dear Chair Preston and Supervisors Chan and Mandelman,

The San Francisco Taxi Workers Alliance supports File No. 220886, urging the San Francisco Municipal Transportation Agency to remove third-party (Uber) dispatch from its Taxi Upfront Fare Pilot Program.

The SFMTA Board approved third-party dispatch as one of the most significant changes ever brought to the taxi industry, without any public outreach beyond the industry itself. While the benefits of third-party dispatch to Uber and Uber's passengers are clear, its benefits to taxi drivers, the taxi industry, the general public, and the City as a whole are doubtful.

Uber will certainly benefit, gaining hundreds of full-time, professional drivers without the costs of driver acquisition. Uber's passengers will benefit by accessing this larger pool of drivers, leading to shorter wait times. But will the general public benefit? Regular taxi riders – including seniors and persons with disabilities in the Paratransit Program -- will lose out, as cabs that would otherwise be available to serve them will be occupied in serving Uber customers. It's the role of government to ensure that benefits to one segment of the population do not harm or inconvenience other citizens, but the only safeguard that SFMTA offers is its promise to monitor the program and adjust it as necessary.

Proponents of third-party dispatch claim that taxi drivers will benefit from increased demand for rides, but pay that is not enough for Uber's own drivers will not be enough for taxi drivers, who have higher expenses, including medallion loan payments. SFMTA refuses to regulate Uber's fees to taxi drivers (and has not yet revealed what those fees will be). Even if Uber's fee is low to start, nothing will stop Uber from raising it later. It's difficult to imagine that third-party dispatch will increase taxi drivers' net earnings enough to recruit new taxi drivers or restore value to taxi medallions.

Uber's partnership with taxis is not simply a local pilot, but a global strategy. In February 2022, Uber's CEO Dara Khosrowshahi announced a plan to have *every taxi in the world on its platform by 2025*. Uber has already acquired or partnered with taxi dispatch services in about a dozen countries in Europe, South America, Asia and the Middle East. And in March, Uber announced a partnership with taxi apps Curb and Arro in New York City. Curb and Flywheel plan to roll out their respective partnerships with Uber nationally. Uber is clearly on track to absorb the industry it once sought to destroy, and with increased market dominance it will have greater power to set passenger rates and driver pay as it pleases.

In most, if not all, other countries where Uber has partnered with taxis, Uber did so because local regulations restricted it in some way, typically by disallowing drivers without a professional license. In New York City, the Taxi and Limousine Commission, the same body that regulates taxis, also regulates TNCs. New York has a cap on the number of TNC vehicles and a minimum pay requirement for TNC

drivers. Yet SFMTA is handing Uber a role in San Francisco's taxi industry despite having no regulatory authority whatsoever over TNCs. All they're saying is, "Trust us, we'll monitor this."

In summary, the plan for third-party dispatch is plagued with problems, including a lack of transparency, insufficient safeguards for drivers, the prospect of worse service for our traditional taxi passengers, and a perilous reliance on an under-regulated, private company with a horrible track record on issues like environmental responsibility, personal privacy, public safety and driver treatment. We urge you to support File No. 220886.

Sincerely,

Evelyn Engel  
Secretary and Member of the Executive Board  
San Francisco Taxi Workers Alliance

**From:** [Sue Vaughan](#)  
**To:** [Somera, Alisa \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [MOD, \(ADM\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** File Number 220886: SFMTA Citizens Advisory Council resolution opposing Third-Party (TNC) Dispatch  
**Date:** Monday, September 26, 2022 5:14:25 AM  
**Attachments:** [7-7-22\\_recommendations\\_letter\\_Resolution\\_Opposing\\_Third-Party\\_\(TNC-Uber\)\\_Dispatch.pdf](#)

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Somera.

Please include this SFMTA CAC resolution in the packet for File Number 220886 for Thursday, September 29, 2022. It is attached. Thank you.

Sue Vaughan



Citizens' Advisory Council  
Michael Chen, Chair  
Aaron Leifer, Vice Chair  
Chris Arvin  
Sascha Bittner  
Queena Chen  
Stephen Cornell  
John Lisovsky  
Obai Rambo  
Karim Salgado  
Yensing Sihapanya  
Connor Skelly  
Susan Vaughan  
Dorris Vincent  
Frank Zepeda

July 8, 2022

SFMTA Board of Directors  
San Francisco Municipal Transportation Agency  
One South Van Ness Avenue, Seventh Floor  
San Francisco, California 94103-5417

Re: SFMTA CAC Recommendation

Dear Directors:

In our Citizens' Advisory Council meeting on July 7, 2022, the Council considered the following recommendation:

CAC MOTION 220707.02

WHEREAS the San Francisco Planning Department has recently issued a report highlighting the socio-economic and environmental problems associated with transportation network companies (TNCs, e.g., Uber and Lyft), including the exacerbation of the global climate emergency and widening divisions between those who can afford ride hail services and those who cannot;

WHEREAS Uber is a financially failing company propped up by investments from various funds, including the Saudi Arabian Public Investment Fund, making Uber an extension of the fossil fuel industry;

WHEREAS 59% of San Franciscans who voted in the November 2020 election voted NO on Proposition 22 to convert Uber and Lyft drivers, among others, from employees with benefits ranging from minimum hourly pay and Workmen's Compensation to private contractors;

WHEREAS the San Francisco Charter requires the San Francisco Municipal Transportation Agency (SFMTA) to ensure "roads that are not gridlocked with congestion;"

WHEREAS the San Francisco Charter requires the SFMTA to provide “A transportation sector that promotes environmental sustainability and does not contribute to global warming;”

WHEREAS the San Francisco Charter gives the SFMTA “exclusive authority over taxi-related functions and taxi-related fares, fees, charges, budgets, and personnel that it has over the Municipal Railway;”

WHEREAS the Taxi Upfront Fare Pilot Program requires the SFMTA to give up the power to regulate taxi meter fares for all cab rides booked through third-party dispatch systems and to transfer that power to the third-party dispatch companies;

WHEREAS Uber has stated that it has a goal of having all taxis globally on its platform by 2025, thereby converting all taxi drivers globally into Uber contract gig workers;

WHEREAS TNC participation is not an essential component of the Taxi Upfront Fare Pilot Program; therefore, be it;

RESOLVED that the San Francisco Municipal Transportation Agency Citizens’ Advisory Council urges the San Francisco Municipal Transportation Agency Board of Directors to remove third-party (TNC) dispatch from the Taxi Upfront Fare Pilot Program.

It is the opinion of the SFMTA Citizens’ Advisory Council that the proposed recommendation would be of significant benefit to the citizenry of San Francisco and the San Francisco Municipal Transportation Agency.

Sincerely,



For

Michael Chen, Chair  
SFMTA Citizens’ Advisory Council

cc: SFMTA Citizens’ Advisory Council

**From:** [John Marc Chandonia](#)  
**To:** [Samera, Alisa \(BOS\)](#)  
**Cc:** [MTA@sf.gov](#); [kffirex\\_lumini@sf.gov](#); [tAC@sf.gov](#); [Breed\\_Mayer.London \(MYR\)](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [SF Green Party CC](#)  
**Subject:** letter in support of File No. 220886, Chan resolution on SFMTA/Taxis  
**Date:** Tuesday, September 20, 2022 10:11:11 PM  
**Attachments:** [central\\_taxi\\_dispatch\\_uber.pdf](#)

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See the attached letter supporting File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

Thanks,  
JMC  
--

John-Marc Chandonia ([jmc@sfgreens.org](mailto:jmc@sfgreens.org))

<https://url.avanan.click.v2/...http://sfgreens.org/...YXAzOnNmZHOvOmE@zow/ZWNIOGGEYTK0NTY2NWZlMmMlYmYzN2MjZWVhYVhZDo2OjlmNiQ6MTEfODk1YThhMjBkMGEfOTksYWVhNjksYTYhNzIjYzhYWRkODhNDHhmUwYzNlZmVhMmMlODhNDkMDwOKY>



# San Francisco Green Party



25 Fair Oaks St, San Francisco 94110 • 415-480-GPSF • [www.sfgreenparty.org](http://www.sfgreenparty.org)

September 20, 2022

San Francisco Board of Supervisors  
Government Audit and Oversight Committee  
% Alisa Somera [alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

The SF Green Party strongly supports Supervisor Connie Chan's resolution, File #220886, "Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program."

Currently, the only company interested in dispatching cabs through this program is Uber. In approving deals negotiated between Uber and taxi companies, the SFMTA would give up its charter-mandated power to set taxi meter rates. Uber would thus determine fares for all taxis dispatched through its app and could even set them higher than Uber's own rates, an obvious conflict of interest. It is clear to us that SFMTA approval of this "third party dispatch" program would further the deregulation and privatization of public transit.

Uber is a notorious corporate bad actor. Their business model is based on exploitation of drivers, subsidizing fares to lure public transportation riders away from buses and trains, colluding with regulators, and paying off public officials. Despite operating largely outside of the law, Uber is still unable to turn a profit, and is now seeking further public subsidies in the form of a cut of taxi fares.

We stand with Supervisor Chan in calling for the removal of "third-party dispatch" from this pilot program. If the SFMTA truly supports "up front" taxi fares, the department should develop a municipally owned and operated app to provide centralized taxi dispatch, instead of partnering with corporate criminals.

Sincerely,

John-Marc Chandonia  
SFGP County Council member  
on behalf of the SF Green Party

CC: Mayor London Breed  
[MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)  
[CAC@sfmta.com](mailto:CAC@sfmta.com)  
Mayor's Office on Disability  
Jeffrey Tumlin  
Dean Preston

**From:** [Somera, Alisa \(BOS\)](#)  
**To:** [Cabrera, Stephanie \(BOS\)](#)  
**Subject:** FW: Please Support Supervisor Connie Chan's Resolution File No. 220886  
**Date:** Thursday, September 29, 2022 12:47:22 PM

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220886

*Alisa Somera*

Legislative Deputy Director  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
415.554.7711 direct | 415.554.5163 fax  
[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

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From: Alice Mosley <yelsoma@yahoo.com>
Sent: Thursday, September 29, 2022 11:21 AM
To: Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Cc: Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; MTABoard@sfmta.com; CAC@sfmta.com; Preston, Dean (BOS) <dean.preston@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Please Support Supervisor Connie Chan's Resolution File No. 220886

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Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

I myself have impaired mobility since suffering a severe ankle fracture, and rely heavily on Muni and taxis. I'm worried that taxi fares will become unreliable, and object to giving Uber, who receive funding from the Saudi Public Investment Fund, any more power over our transportation in San Francisco.

The SFMTA Board of Directors made this decision quickly and sloppily. Why did they approve this far reaching proposal without calling for it to be properly vetted by stakeholders including the Mayor's Disability Council, the SFMTA Citizens Advisory Council, and the Paratransit Coordinating Council? This is not to mention a variety of environmental and labor advocacy organizations. What impact will this deal have on people without smartphones who need to hail cabs or on taxi paratransit passengers who rely on taxi paratransit service to travel, sometimes just one or two blocks just to get uphill? Will these people now be in competition for cab rides with Uber passengers?

Do not make the taxi industry and the passengers it serves suffer further at the hand of TNC's, and especially Uber. Our city should no longer roll over for Uber and its allies, causing excess pollution and congestion in our cities. San Francisco should not be a test ground for the exploits of Uber. Please do not give it any more power over the San Francisco taxi industry.

Sincerely,
Alice Mosley
District 8

From: [Somera, Alisa \(BOS\)](#)
To: [Cabrera, Stephanie \(BOS\)](#)
Subject: FW: GAO Committee September 29 meeting agenda -- Item 4. Urging Removal of Third Party Dispatch from the Taxi Upfront Fare Pilot
Date: Wednesday, September 28, 2022 3:25:22 PM

220886

Alisa Somera

Legislative Deputy Director
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

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**From:** Evelyn Posamentier <eposamentier@yahoo.com>  
**Sent:** Wednesday, September 28, 2022 3:18 PM  
**To:** Preston, Dean (BOS) <dean.preston@sfgov.org>; ChanStaff (BOS) <chanstaff@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
**Cc:** MTABoard <mtaboard@sfmta.com>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>  
**Subject:** GAO Committee September 29 meeting agenda -- Item 4. Urging Removal of Third Party Dispatch from the Taxi Upfront Fare Pilot

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Dear Members of the GAO Committee,

I'm writing to offer my strongest support of Supervisor Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. This resolution gives me great relief and I pray that it passes.

SFMTA gave an informational presentation on the implementation of the program set to launch in August. The CAC meeting was held only one month earlier in July! The presentation made no mention of E-Hail rides not honoring Paratransit taxi discounts.

Kate Toran, Director of Taxis, Access & Mobility Services Division, states in her August 5 memo to San Francisco Taxi Industry Members and Interested Parties (through Jeffrey Tumlin, Director of Transportation) that, "Allowing the taxi industry to provide customers with an upfront fare is intended to eliminate the price uncertainty and "meter anxiety" that some riders may now experience, and to allow the taxi industry to evolve and offer services in line with current trends in the for-hire transportation industry".

"Meter anxiety"?

No. Make that Uber anxiety: E-Hail apps will not accept Paratransit taxi discounts. I am a senior and I live with a disability. In case of a medical emergency, I can only take a taxi as Paratransit rides must be booked at least one day in advance. The bus route I most relied on was never fully restored post-COVID -- so that is no longer an option.

I once had an Uber called for me by a friend. The quoted fare home was \$35. Given that anxiety, I called a taxi. The ride turned out to be half and the Uber quote.

Also, Ms Toran states in her memo that, "All permitted San Francisco taxi drivers are required to have a fingerprint background check and **no additional background check is required to serve Third- Party Pilot Trips.**

No additional background checks required? How terrifying.

Seniors are the fastest growing segment of our city's population. The "gray tsunami". And we are vulnerable. The protections afforded to disabled people are compromised. Once again, barriers placed before us. The new program rules are confusing. One can hail a taxi and then be surprised by the Uber fare! There will be fewer regular taxis, as drivers hop to E-Hail rides. Paratransit riders with limited tipping options are avoided.

This is dangerous. I most firmly urge you to support this resolution. Thank you for listening.

Evelyn Posamentier  
District 8

---

**From:** [Somera, Alisa \(BOS\)](#)  
**To:** [Cabrera, Stephanie \(BOS\)](#)  
**Subject:** FW: SUPPORT 220886 Urging Removal of Third Party Dispatch from the Taxi Upfront Fare Pilot Item#4  
**Date:** Wednesday, September 28, 2022 1:19:51 PM

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220886

*Alisa Somera*

Legislative Deputy Director  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
415.554.7711 direct | 415.554.5163 fax  
[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

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From: T Flandrich <tflandrich@yahoo.com>
Sent: Wednesday, September 28, 2022 11:40 AM
To: Preston, Dean (BOS) <dean.preston@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>
Cc: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; MTABoard@sfmta.com; CAC@sfmta.com; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>
Subject: SUPPORT 220886 Urging Removal of Third Party Dispatch from the Taxi Upfront Fare Pilot Item#4

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sources.

Dear Supervisors Preston, Chan and Mandelman,

I urge you to support Supervisor Chan's resolution for the removal of "Third Party Dispatch" from the Taxi Upfront Fare Pilot Program.

Uber's corporate business model is that of exploitation of workers, non-transparency, lack of accountability, with the goal of creating a monopoly. We all know this to be true, so why would we as a city allow this corporate bad actor to have power over our San Francisco Taxi industry?!

Please do not support this inequitable business practice which severely limits accessibility to the many seniors, disabled, and poor San Franciscans. City Taxi regulations offer greater safety to our residents; a proven business model of trust and transparency.

The unregulated TNC industry has already caused immense harm-52,000 vehicles clogging streets, polluting our air, with drivers from other cities who pay less attention to what is actually on the streets as they need to look at their GPS to navigate destinations, all while destroying our City regulated taxi industry.

Please, please support this resolution!

Most Sincerely,
Theresa Flandrich
District 3

From: [Somera, Alisa \(BOS\)](#)
To: [Cabrera, Stephanie \(BOS\)](#)
Subject: FW: SFTWA Support for File No. 220886
Date: Wednesday, September 28, 2022 3:25:09 PM
Attachments: [2022-09-28 SFTWA Support Resolution File No 220886 Final.doc](#)

220886

Alisa Somera

Legislative Deputy Director
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

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**From:** Evelyn Engel <eengel.sf@gmail.com>  
**Sent:** Wednesday, September 28, 2022 3:23 PM  
**To:** Somera, Alisa (BOS) <alisa.somera@sfgov.org>  
**Cc:** SFTWA (San Francisco Taxi Workers Alliance) <board@sftwa.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; cac@sfmta.com; MTABoard@sfmta.com  
**Subject:** SFTWA Support for File No. 220886

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sources.

Dear Ms. Somera,

Please include the attached letter from the San Francisco Taxi Workers Alliance in the public correspondence for File No. 220886 on tomorrow's agenda of the Government Audit and Oversight Committee meeting.

Sincerely,  
Evelyn Engel  
San Francisco Taxi Workers Alliance



## San Francisco Taxi Workers Alliance / AFL-CIO

1415 Palou Avenue  
San Francisco, CA 94124  
415-534-5221



September 28, 2022

San Francisco Board of Supervisors  
Government Audit and Oversight Committee  
San Francisco City Hall

**Support:** File No. 220886, Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

Dear Chair Preston and Supervisors Chan and Mandelman,

The San Francisco Taxi Workers Alliance supports File No. 220886, urging the San Francisco Municipal Transportation Agency to remove third-party (Uber) dispatch from its Taxi Upfront Fare Pilot Program.

The SFMTA Board approved third-party dispatch as one of the most significant changes ever brought to the taxi industry, without any public outreach beyond the industry itself. While the benefits of third-party dispatch to Uber and Uber's passengers are clear, its benefits to taxi drivers, the taxi industry, the general public, and the City as a whole are doubtful.

Uber will certainly benefit, gaining hundreds of full-time, professional drivers without the costs of driver acquisition. Uber's passengers will benefit by accessing this larger pool of drivers, leading to shorter wait times. But will the general public benefit? Regular taxi riders – including seniors and persons with disabilities in the Paratransit Program -- will lose out, as cabs that would otherwise be available to serve them will be occupied in serving Uber customers. It's the role of government to ensure that benefits to one segment of the population do not harm or inconvenience other citizens, but the only safeguard that SFMTA offers is its promise to monitor the program and adjust it as necessary.

Proponents of third-party dispatch claim that taxi drivers will benefit from increased demand for rides, but pay that is not enough for Uber's own drivers will not be enough for taxi drivers, who have higher expenses, including medallion loan payments. SFMTA refuses to regulate Uber's fees to taxi drivers (and has not yet revealed what those fees will be). Even if Uber's fee is low to start, nothing will stop Uber from raising it later. It's difficult to imagine that third-party dispatch will increase taxi drivers' net earnings enough to recruit new taxi drivers or restore value to taxi medallions.

Uber's partnership with taxis is not simply a local pilot, but a global strategy. In February 2022, Uber's CEO Dara Khosrowshahi announced a plan to have *every taxi in the world on its platform by 2025*. Uber has already acquired or partnered with taxi dispatch services in about a dozen countries in Europe, South America, Asia and the Middle East. And in March, Uber announced a partnership with taxi apps Curb and Arro in New York City. Curb and Flywheel plan to roll out their respective partnerships with Uber nationally. Uber is clearly on track to absorb the industry it once sought to destroy, and with increased market dominance it will have greater power to set passenger rates and driver pay as it pleases.

In most, if not all, other countries where Uber has partnered with taxis, Uber did so because local regulations restricted it in some way, typically by disallowing drivers without a professional license. In New York City, the Taxi and Limousine Commission, the same body that regulates taxis, also regulates TNCs. New York has a cap on the number of TNC vehicles and a minimum pay requirement for TNC

drivers. Yet SFMTA is handing Uber a role in San Francisco's taxi industry despite having no regulatory authority whatsoever over TNCs. All they're saying is, "Trust us, we'll monitor this."

In summary, the plan for third-party dispatch is plagued with problems, including a lack of transparency, insufficient safeguards for drivers, the prospect of worse service for our traditional taxi passengers, and a perilous reliance on an under-regulated, private company with a horrible track record on issues like environmental responsibility, personal privacy, public safety and driver treatment. We urge you to support File No. 220886.

Sincerely,

Evelyn Engel  
Secretary and Member of the Executive Board  
San Francisco Taxi Workers Alliance

**From:** [Somera, Alisa \(BOS\)](#)  
**To:** [Cabrera, Stephanie \(BOS\)](#)  
**Subject:** FW: Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Tuesday, September 27, 2022 11:56:48 AM

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220886

Alisa Somera  
Legislative Deputy Director  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
415.554.7711 direct | 415.554.5163 fax  
[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

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-----Original Message-----

From: [sflivingwage@riseup.net](mailto:sflivingwage@riseup.net) <[sflivingwage@riseup.net](mailto:sflivingwage@riseup.net)>  
Sent: Monday, September 26, 2022 9:33 PM  
To: Somera, Alisa (BOS) <[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)>  
Cc: Tumlin, Jeffrey (MTA) <[Jeffrey.Tumlin@sfmta.com](mailto:Jeffrey.Tumlin@sfmta.com)>; [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); Preston, Dean (BOS) <[dean.preston@sfgov.org](mailto:dean.preston@sfgov.org)>; Mandelman, Rafael (BOS) <[rafael.mandelman@sfgov.org](mailto:rafael.mandelman@sfgov.org)>; Chan, Connie (BOS) <[connie.chan@sfgov.org](mailto:connie.chan@sfgov.org)>; Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>  
Subject: Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

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Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,

Karl Kramer  
Campaign Co-director  
San Francisco Living Wage Coalition

**From:** [Somera, Alisa \(BOS\)](#)  
**To:** [Cabrera, Stephanie \(BOS\)](#)  
**Subject:** 220886 Public Correspondence  
**Date:** Monday, September 26, 2022 11:34:07 AM  
**Attachments:** [Support File No. 220886 Urging the San Francisco Municipal Transportation Agency \(SFMTA\) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.msg](#)  
[Support File Number 220886.msg](#)  
[Support File No. 220886 Urging the San Francisco Municipal Transportation Agency \(SFMTA\) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.msg](#)  
[Urge SFMTA Board to Remove third Party Dispatch from Taxi Upfront fare Pilot Program.msg](#)  
[Support File No. 220886 - Remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.msg](#)  
[Please save our SF Taxis from Uber Takeover.msg](#)  
[Support File No. 220886 Urging the San Francisco Municipal Transportation Agency \(SFMTA\) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.msg](#)  
[Support File No. 220886 Urging the San Francisco Municipal Transportation Agency \(SFMTA\) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.msg](#)  
[No to Uber!.msg](#)  
[Support Connie Chan's resolution re MTA.msg](#)  
[FW SFMTA Remove the third party dispatch from your taxi upfront fare pilot - Support File # 220886.msg](#)  
[220886 Taxi Upfront.pdf](#)

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All for 220886

*Alisa Somera*

Legislative Deputy Director  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
415.554.7711 direct | 415.554.5163 fax  
[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

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Cabrera, Stephanie (BOS)

From: Board of Supervisors, (BOS)
Sent: Friday, September 23, 2022 2:47 PM
To: BOS-Supervisors
Cc: Calvillo, Angela (BOS); De Asis, Edward (BOS); Entezari, Mehran (BOS); Mchugh, Eileen (BOS); Ng, Wilson (BOS); Somera, Alisa (BOS)
Subject: FW: SFMTA: Remove the third party dispatch from your taxi upfront fare pilot - Support File # 220886

John Bullock
Office of the Clerk of the Board
San Francisco Board of Supervisor
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184
BOS@sfgov.org | www.sfbos.org

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From: Iris Biblowitz <irisbiblowitz@hotmail.com>
Sent: Friday, September 23, 2022 1:36 PM
To: Chan, Connie (BOS) <connie.chan@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; sfmtaBoard@sfmta.com; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; CAC@sfmta.com; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Subject: SFMTA: Remove the third party dispatch from your taxi upfront fare pilot - Support File # 220886

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Hello - Please support Supervisor Connie Chan's motion to remove the third party dispatch that would give benefits to the Uber corporation that has violated many regulations, caused increased congestion and pollution (increasing the dire risks of climate change) in San Francisco, and throughout the world, and consistently mistreated its workers. There's a long list of the damaging effects of Uber as it acted with impunity over the years.

I'm a retired nurse who's lived in the Mission district for about 50 years, a daily MUNI rider who's also concerned about the increasing number of transit riders who are not wearing masks.

Thank you - Iris Biblowitz, RN

Cabrera, Stephanie (BOS)

From: Hugo Kobayashi <sffishhead@yahoo.com>
Sent: Monday, September 26, 2022 9:30 AM
To: Somera, Alisa (BOS)
Subject: No to Uber!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,
Hugo Kobayashi
District 7

From: [Somera, Alisa \(BOS\)](#)
To: [Cabrera, Stephanie \(BOS\)](#)
Subject: FW: File 220886 to Remove Third Party Dispatch from Taxi Fare Pilot Program
Date: Thursday, September 22, 2022 12:22:28 PM

For File 220886

Alisa Somera

Legislative Deputy Director
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

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**From:** Edward Mason <[zabredala3@yahoo.com](mailto:zabredala3@yahoo.com)>  
**Sent:** Wednesday, September 21, 2022 4:23 PM  
**To:** Somera, Alisa (BOS) <[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)>  
**Cc:** Breed, Mayor London (MYR) <[mayorlondonbreed@sfgov.org](mailto:mayorlondonbreed@sfgov.org)>; Tumlin, Jeffrey (MTA) <[Jeffrey.Tumlin@sfmta.com](mailto:Jeffrey.Tumlin@sfmta.com)>; MTABoard@sfmta.com; CAC@sfmta.com; Preston, Dean (BOS) <[dean.preston@sfgov.org](mailto:dean.preston@sfgov.org)>; Mandelman, Rafael (BOS) <[rafael.mandelman@sfgov.org](mailto:rafael.mandelman@sfgov.org)>; Chan, Connie (BOS) <[connie.chan@sfgov.org](mailto:connie.chan@sfgov.org)>; Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>  
**Subject:** File 220886 to Remove Third Party Dispatch from Taxi Fare Pilot Program

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sources.

Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. I felt the MTA slide presentation was sketchy at best. For such a "Pilot" program, I expected a detailed Action Plan discussing / outlining Goals, Consequences, "What ifs" , measures of success and failure. I did not realize only technologically qualified cell phone users had access. I do not have a cell phone, rely on a land line so by definition I am excluded from Taxi utilization in a unique situation.

I suspect Uber's motive is to collect free market research data on travel demand for eventually autonomous taxis. Currently, WAYMO (Google) sponsors the Moving Mobility Forward Study to gather daily data on participants transportation needs. WAYMO is paying participants for the participation data. The website is: <https://movingmobilityforward.com/>

Uber is a notorious corporate bad actor from inception. A recent Associated Press article cites: "Washington: As Uber aggressively pushes into markets around the world, the ride-sharing service lobbies political leaders to relax labor and taxi laws, used a "kill switch" to thwart regulators and law enforcement, channeled money through Bermuda and other tax havens and considered portraying violence against its drivers as a way to gain public sympathy, according a report released Sunday .... lobbyists pressed government officials to drop investigations, rewrite labor laws and taxi laws and relax background checks on drivers....."

The California Public Utility Commission oversee ridesharing rather than local government.

Government should not engage with a Corporate entity that historically disregards integrity and is a bad actor fueling selfish actions.

Remove Uber from the Third Party Dispatch program.

Edward Mason,  
District 8

an exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,  
Your name  
District



**From:** [Somera, Alisa \(BOS\)](#)  
**To:** [Cabrera, Stephanie \(BOS\)](#)  
**Subject:** FW: Support for Supervisor Connie Chan's Resolution Re: Removal of Third Party Dispatch by SFMTA  
**Date:** Monday, September 26, 2022 8:13:58 PM

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220886

Alisa Somera  
Legislative Deputy Director  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
415.554.7711 direct | 415.554.5163 fax  
[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

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-----Original Message-----

From: Sheree Kaslikowski <[Sheree.Kaslikowski@sonic.net](mailto:Sheree.Kaslikowski@sonic.net)>  
Sent: Monday, September 26, 2022 8:12 PM  
To: Somera, Alisa (BOS) <[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)>  
Cc: Sheree Kaslikowski <[Sheree.Kaslikowski@sonic.net](mailto:Sheree.Kaslikowski@sonic.net)>  
Subject: Support for Supervisor Connie Chan's Resolution Re: Removal of Third Party Dispatch by SFMTA

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Dear San Francisco District Supervisors:

I am writing to respectfully request your careful consideration and support of Supervisor Connie Chan's Resolution to urge the SFMTA Board of Directors to remove the Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

Please, do not allow UBER's unfair and exploitative advantages to further monopolize and negatively impact our San Francisco communities by granting UBER further unjust accommodation and control.

Thank you for your consideration on this important issue.

Sincerely,

~ Sheree L Kaslikowski  
District Five Resident (24 years)

**From:** [Somera, Alisa \(BOS\)](#)  
**To:** [Cabrera, Stephanie \(BOS\)](#)  
**Subject:** FW: Support: File No. 220886  
**Date:** Monday, September 26, 2022 4:26:06 PM

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220886

*Alisa Somera*

Legislative Deputy Director  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
415.554.7711 direct | 415.554.5163 fax  
[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

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From: Laura Goldin <lgsplace@gmail.com>
Sent: Monday, September 26, 2022 4:08 PM
To: Chan, Connie (BOS) <connie.chan@sfgov.org>
Cc: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; MTABoard@sfmta.com; CAC@sfmta.com; Somera, Alisa (BOS) <alisa.somera@sfgov.org>
Subject: Support: File No. 220886

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Dear Supervisor Chan - I write today to thank you for sponsoring the resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber exploits workers, fails to pay a living wage or benefits associated with employment, disregards illegal behavior, itself engages in questionable behavior. Uber contributes to our climate crisis. We must not allow Uber (or any unregulated ride-share entity) power over the San Francisco taxi industry.

At this critical time, SFMTA should be doing everything to improve public transit and reduce use of a system which exploits workers and massively contributes to our carbon footprint.

I urge your colleagues to join you in urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

-laura goldin
SF District 1 Resident

"Wars are poor chisels for carving out peaceful tomorrows." - Martin Luther King, Jr.

 Please consider the environment before printing this email

From: [Somera, Alisa \(BOS\)](#)
To: [Cabrera, Stephanie \(BOS\)](#)
Subject: FW: Support: File No. 220886,
Date: Monday, September 26, 2022 8:26:37 PM

220886

Alisa Somera

Legislative Deputy Director
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

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**From:** Marty G <honmgret@gmail.com>  
**Sent:** Monday, September 26, 2022 6:09 PM  
**To:** Somera, Alisa (BOS) <alisa.somera@sfgov.org>  
**Cc:** cac@sfmta.com; Chan, Connie (BOS) <connie.chan@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; mtaboard@sfmta.com; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>  
**Subject:** Support: File No. 220886,

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Dear Supervisors,

Please support Supervisor Chan's resolution, urging the SFMTA board to reject the insinuation of Uber into our taxi system. Uber is a company that exploits its drivers, discriminates against the elderly, will kill the kind of transport that seniors and handicapped persons rely on to take them to appointments, short distances, etc.

Supervisor Chan's resolution supports the needs of the people (your constituents) not harmful Uber corporate interests.

Thank you in advance for your support of the resolution.

Martha Goldin

**From:** [Somera, Alisa \(BOS\)](#)  
**To:** [Cabrera, Stephanie \(BOS\)](#)  
**Subject:** FW: Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Monday, September 26, 2022 5:38:06 PM

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220886

*Alisa Somera*

Legislative Deputy Director  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
415.554.7711 direct | 415.554.5163 fax  
[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

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From: tesw@aol.com <tesw@aol.com>

Sent: Monday, September 26, 2022 5:25 PM

To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; MTABoard@sfmta.com; CAC@sfmta.com; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>

Cc: Somera, Alisa (BOS) <alisa.somera@sfgov.org>

Subject: Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

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San Francisco Board of Supervisors
Government Audit and Oversight Committee
% Alisa Somera alisa.somera@sfgov.org

Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors:

The Haight Ashbury Neighborhood Council has organized to defend housing, parks, and transit since 1960. HANC now supports Supervisor Connie Chan's resolution:

File No. 220886:

Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

As it is now, the only "third party" interested in dispatching cabs is Uber. But in approving deals worked out between Uber and taxi companies (currently Flywheel and Yellow Cab), the San Francisco Municipal Transportation Agency has given up its charter-mandated power to set taxi meter rates. Uber will now determine fares for all cabs dispatched through its app. Those fares could be below taxi meter rates – or they could surge. Considering the fact that Uber is financially unstable, that it has stated in its IPO that it views all transit passengers as potential customers, and that it has a goal of having every taxi on its platform globally by 2025, HANC is alarmed by the decision of the SFMTA to transfer its power to set taxi fares for all participating cabs to Uber. This SFMTA approval furthers the deregulation and privatization of transit. It is also contrary to goals that the city has set to meet climate and equity challenges, as noted in a June 2022 report by the San Francisco Planning Department:

Without further government intervention, it is unlikely San Francisco will meet its safety, equity, and climate goals. Given TNCs' tendency to increase vehicle travel, we will instead see more cars on the road, which will have dire consequences on air quality, health, economic prosperity, and safety. Additionally, technology-based transportation services will be available for a select segment of able-bodied people who can afford them, which will compound the socioeconomic divisions and inequities that we see today.

HANC also notes that people who do not have smart phones and who rely on cabs for paratransit service will now be in competition for taxi rides with people who use Uber. No analysis of the impact to this demographic was done prior to making this decision.

HANC strongly supports Supervisor Connie Chan's resolution calling for the removal of "third-party dispatch" from this pilot program.

Respectfully,
Tes Welborn
for the Haight Ashbury Neighborhood Council Board

CC: Mayor London Breed

MTABoard@sfmta.com

CAC@sfmta.com

Jeffrey Tumlin jeffrey.tumlin@sfmta.com

Dean Preston dean.preston@sfgov.org

Rafael Mandelman rafael.mandelman@sfgov.org

Connie Chan

connie.chan@sfgov.org

Cabrera, Stephanie (BOS)

From: Hugo Kobayashi <sffishhead@yahoo.com>
Sent: Monday, September 26, 2022 9:30 AM
To: Somera, Alisa (BOS)
Subject: No to Uber!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,
Hugo Kobayashi
District 7

Cabrera, Stephanie (BOS)

From: Bonnie . <bjkastle@hotmail.com>
Sent: Sunday, September 25, 2022 12:20 PM
To: Somera, Alisa (BOS)
Cc: Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; CAC@sfmta.com; Preston, Dean (BOS); Mandelman, Rafael (BOS); Chan, Connie (BOS); Board of Supervisors, (BOS)
Subject: Please save our SF Taxis from Uber Takeover

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Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

I oppose the Uber takeover of SF Taxis. I support Connie Chan's resolution opposing Uber's takeover.

Thank you,
Bonnie Kirkland
Richmond District in SF

Cabrera, Stephanie (BOS)

From: Renee Curran <sfmeancat@yahoo.com>
Sent: Monday, September 26, 2022 9:17 AM
To: Somera, Alisa (BOS)
Cc: Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; CAC@sfmta.com; Preston, Dean (BOS); Mandelman, Rafael (BOS); Chan, Connie (BOS); Board of Supervisors, (BOS)
Subject: Support Connie Chan's resolution re MTA

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Dear Supervisors,

The "Taxi Upfront Fare Program" is a giveaway to corporate bad actor Uber, which got its foothold in San Francisco by flouting the law. Uber and Lyft have used grossly unfair tactics to compete with public transportation and the taxi industry including exploiting its drivers. Now MTA wants to give it more unfair advantage?

SF, once a world class city, should have leaders who act with great concern for equity and climate change. Instead of investing heavily in public transportation, this city has aided and abetted TNC companies in making our city more polluted, less safe, and less economically equal.

Please support Connie Chan's resolution asking the MTA Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

Renee Curran
94122

Cabrera, Stephanie (BOS)

From: churbert@outlook.com
Sent: Sunday, September 25, 2022 12:25 PM
To: Somera, Alisa (BOS)
Cc: Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; CAC@sfmta.com; Preston, Dean (BOS); Mandelman, Rafael (BOS); Chan, Connie (BOS); Board of Supervisors, (BOS)
Subject: Support: File No. 220886 - Remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am writing to ask that the BoS support Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. I cannot understand how our city government and local representatives are again allowing Uber, a NOTORIOUSLY evil corporation who has been maligned in press for unscrupulous and unfair business practices is being allowed to leverage control the very industry they destroyed through predatory pricing. Hollywood literally made a movie about their toxic company culture and criminal business practices. Why does the SFMTA continues to put the interests of exploitative tech companies before the interests of residents and those who play by the rules?

Please right this egregious wrong! Support this resolution and *stop letting Uber and other bad corporate actors write the rules.* Uber should NEVER have been given any power over the taxi industry. Shame on this city and shame on you if you let it happen on your watch.

Sincerely,

Charles Hurbert, D1

Cabrera, Stephanie (BOS)

From: anastasia Yovanopoulos <shashacooks@yahoo.com>
Sent: Sunday, September 25, 2022 12:41 PM
To: Somera, Alisa (BOS)
Cc: Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; CAC@sfmta.com; Preston, Dean (BOS); Mandelman, Rafael (BOS); Chan, Connie (BOS); Board of Supervisors, (BOS)
Subject: Urge SFMTA Board to Remove third Party Dispatch from Taxi Upfront fare Pilot Program

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Support: File No. 220886; Resolution *Urging SFMTA Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

No one knows the impact this deal will have on all those people without smartphones. I am a senior enrolled in the paratransit Essential Trip Card Program without smartphone. I'll be excluded from accessing the Taxi Upfront fare Pilot Program, since I rely on a land line. I take taxi paratransit service to medical appointments, and now I'll be in competition for cab rides with Uber passengers!

Allowing Uber to set fares is not a good move for SF residents. SFMTA agreed to **GIVE UP** its [charter mandated power to set taxi meter rates](#). Uber will take over setting fares for all participating cabs. Those fares could be less than taxi meter rates – or they could surge. Who knows what fares riders will have to pay!

Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,
Anastasia Yovanopoulos
District 8

Cabrera, Stephanie (BOS)

From: Somera, Alisa (BOS)
Sent: Monday, September 26, 2022 2:03 PM
To: Cabrera, Stephanie (BOS)
Subject: FW: letter in support of File No. 220886, Chan resolution on SFMTA/Taxis
Attachments: central_taxi_dispatch_uber.pdf

Follow Up Flag: Follow up
Flag Status: Completed

220886

Alisa Somera

Legislative Deputy Director
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.

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**From:** Sue Vaughan <selizabethvaughan@gmail.com>  
**Sent:** Monday, September 26, 2022 12:13 PM  
**To:** Somera, Alisa (BOS) <alisa.somera@sfgov.org>  
**Subject:** Fwd: letter in support of File No. 220886, Chan resolution on SFMTA/Taxis

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Ms. Somera,

Can you please include this letter in the Public Correspondence for File Number 220886?

Thank you,  
Susan Vaughan

----- Forwarded message -----

From: **John-Marc Chandonia** <[jmc@sfgreens.org](mailto:jmc@sfgreens.org)>

Date: Tue, Sep 20, 2022, 10:10 PM

Subject: letter in support of File No. 220886, Chan resolution on SFMTA/Taxis

To: <[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)>

Cc: <[MTABoard@sfgov.org](mailto:MTABoard@sfgov.org)>, <[Jeffrey.Tumlin@sfgov.org](mailto:Jeffrey.Tumlin@sfgov.org)>, <[CAC@sfgov.org](mailto:CAC@sfgov.org)>, <[MayorLondonBreed@sfgov.org](mailto:MayorLondonBreed@sfgov.org)>, <[dean.preston@sfgov.org](mailto:dean.preston@sfgov.org)>, <[connie.chan@sfgov.org](mailto:connie.chan@sfgov.org)>, <[rafael.mandelman@sfgov.org](mailto:rafael.mandelman@sfgov.org)>, <[Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org)>, SF Green Party CC <[cc@sfgreens.org](mailto:cc@sfgreens.org)>

See the attached letter supporting File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

Thanks,  
JMC

--

John-Marc Chandonia ([jmc@sfgreens.org](mailto:jmc@sfgreens.org))  
<http://sfgreens.org/>

## Cabrera, Stephanie (BOS)

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**From:** Sue Vaughan <selizabethvaughan@gmail.com>  
**Sent:** Sunday, September 25, 2022 7:04 PM  
**To:** Somera, Alisa (BOS); Breed, Mayor London (MYR); MOD, (ADM); MTABoard; CAC; Preston, Dean (BOS); Chan, Connie (BOS); Mandelman, Rafael (BOS); Board of Supervisors, (BOS); Tumlin, Jeffrey (MTA)  
**Subject:** Support: File Number 220886

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Support: File No. 220886, Urging the removal of third-party/Uber dispatch from the Taxi Upfront Fare Pilot Program

Dear Supervisors,

I strongly support Supervisor Connie Chan's resolution urging the SFMTA rescind the third-party (Uber) dispatch portion of the Taxi Upfront Fare program. Third-party/Uber dispatch empowers Uber to begin the takeover of the SF taxi industry. This program was quickly and sloppily approved by the SFMTA Board of Directors on April 5, 2022. The six members who approved the program did not demonstrate adequate concern for impacts to people who rely on cab access and may now be put in competition for cab rides with people who hail Ubers. They also did not consider the long-term consequences of giving up charter-mandated power to set taxi meter rates to a private, for-profit global company that is a notorious corporate bad actor -- Uber. Is this really the only way to save the cab industry, by turning it over to a company that has global monopoly and the privatization and deregulation of transit as its goal? What about the planet? What about our global climate emergency? What about income inequality and the collapse of democracies? Monopolies are a threat to all of these. Do not doubt that Uber seeks monopoly -- it has publicly stated that it wants every taxi on the planet on its platform by 2025, and in its IPO it states that it seeks to lure public transportation passengers away from transit and Ubers. At the same time, it is exploiting its drivers, colluding with regulators to hide collision data, performing weak background checks of drivers (it is now being sued by 550 Jane Does for alleged sexual assault on the part of Uber drivers in San Francisco Superior Court), and collecting data. Collecting data. What is going to do with the data? Determine how low cab drivers are willing to go to get a fare? Determine how much passengers are willing to pay to get a cab -- especially if mass transit is further crippled by Uber and Lyft?

Is there really no other way to help revive the cab industry aside from turning over the power to determine fares to Uber? I don't believe that, and I hope you do not either. How about advertising?

Susan Vaughan  
District 1

**From:** [Kathy Howard](#)  
**To:** [Somera, Alisa \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [Tumlin, Jeffrey \(MTA\)](#); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Board of Supervisors \(BOS\)](#)  
**Subject:** Support: File Number 220886, Urging the removal of third-party (Uber) dispatch from the Taxi-Upfront Fare Pilot Program  
**Date:** Saturday, October 1, 2022 7:34:57 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors:

I am again asking that you support Supervisor Chan's resolution calling for the removal of third-party dispatch of taxi cabs.

The San Francisco Municipal Transportation Agency seems to be serving as an agent for Uber - and not the interests of the public at large. The deal approved by the SFMTA Board of Directors in April requires the SFMTA to give up its charter-mandated authority to determine tax meter rates in a public and transparent manner. Uber will now determine the passenger fares for all participating cabs and determine a separate taxicab driver pay. This is nothing less than the privatization and deregulation of transit.

Enabling Uber's desire for global monopoly is a very dangerous step to take during our global climate emergency and during a time of widening income inequality.

Please support Supervisor Chan's resolution.

Thank you for your consideration.

Katherine Howard  
Outer Sunset District

**From:** [Alice Mosley](#)  
**To:** [Somera, Alisa \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)  
**Cc:** [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Please Support Supervisor Connie Chan's Resolution File No. 220886  
**Date:** Thursday, September 29, 2022 11:21:05 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

I myself have impaired mobility since suffering a severe ankle fracture, and rely heavily on Muni and taxis. I'm worried that taxi fares will become unreliable, and object to giving Uber, who receive funding from the Saudi Public Investment Fund, any more power over our transportation in San Francisco.

The SFMTA Board of Directors made this decision quickly and sloppily. Why did they approve this far reaching proposal without calling for it to be properly vetted by stakeholders including the Mayor's Disability Council, the SFMTA Citizens Advisory Council, and the Paratransit Coordinating Council? This is not to mention a variety of environmental and labor advocacy organizations. What impact will this deal have on people without smartphones who need to hail cabs or on taxi paratransit passengers who rely on taxi paratransit service to travel, sometimes just one or two blocks just to get uphill? Will these people now be in competition for cab rides with Uber passengers?

Do not make the taxi industry and the passengers it serves suffer further at the hand of TNC's, and especially Uber. Our city should no longer roll over for Uber and its allies, causing excess pollution and congestion in our cities. San Francisco should not be a test ground for the exploits of Uber. Please do not give it any more power over the San Francisco taxi industry.

Sincerely,  
Alice Mosley  
District 8

**From:** [Glenn Rogers](#)  
**To:** [Board of Supervisors, \(BOS\)](#)  
**Subject:** I support File number 220886, Supervisor Chan's resolution  
**Date:** Thursday, September 29, 2022 9:50:16 AM

---

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello supervisors.

My name is Glenn Rogers, RLA.

Please support Supervisor Chan's resolution calling for the removal of third-party dispatch of taxi cabs. That third party is Uber. Uber has a goal of having every taxi worldwide on its platform by 2025. Uber is a notoriously unscrupulous global corporation -- its revenues are all based on lawbreaking, polluting, and exploiting, and it now seeks to become a parasite of the SF taxi industry as a part of its goal for global domination of the taxi industry (if not the entire transportation industry). It is alarming that the San Francisco Municipal Transportation Agency seems to be serving as an agent for Uber -- and not the interests of the public at large. In fact, the deal approved by the SFMTA Board of Directors in April requires the SFMTA to GIVE UP its charter-mandated authority to determine tax meter rates in a public and transparent manner. Uber will now determine the passenger fares for all participating cabs and determine a separate taxicab driver pay. Passenger fares could be lower than regulated taxi meter fares -- or they could surge. Driver pay will be separately determined. This is nothing less than the privatization and deregulation of transit. Enabling Uber's desire for global monopoly is a very dangerous proposition during our global climate emergency and during a time of widening income inequality. Please support Supervisor Chan's resolution.

Glenn Rogers, RLA  
Landscape Architect  
License 3223  
email: [alderlandscape@comcast.net](mailto:alderlandscape@comcast.net)  
cell: 408 838 9308

**From:** [Tab Buckner](#)  
**To:** [Board of Supervisors, \(BOS\)](#); [tesw via HANC BoD](#)  
**Subject:** Re: [HANC BoD] Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Wednesday, September 28, 2022 11:51:29 AM

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Many thanks, Tes, for writing and sending this!

Tab

On Monday, September 26, 2022 at 07:19:52 PM CDT, tesw via HANC BoD <[board@hanc-sf.org](mailto:board@hanc-sf.org)> wrote:

Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

The Haight Ashbury Neighborhood Council Board asks you to support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,

Tes Welborn  
for the Haight Ashbury Neighborhood Council Board

--

To unsubscribe from this group and stop receiving emails from it, send an email to [board+unsubscribe@hanc-sf.org](mailto:board+unsubscribe@hanc-sf.org).



**From:** [T.Flandrich](#)  
**To:** [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Board of Supervisors, \(BOS\)](#); [Somera, Alisa \(BOS\)](#)  
**Subject:** SUPPORT 220886 Urging Removal of Third Party Dispatch from the Taxi Upfront Fare Pilot Item#4  
**Date:** Wednesday, September 28, 2022 11:39:58 AM

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Dear Supervisors Preston, Chan and Mandelman,

I urge you to support Supervisor Chan's resolution for the removal of "Third Party Dispatch" from the Taxi Upfront Fare Pilot Program.

Uber's corporate business model is that of exploitation of workers, non-transparency, lack of accountability, with the goal of creating a monopoly. We all know this to be true, so why would we as a city allow this corporate bad actor to have power over our San Francisco Taxi industry?!

Please do not support this inequitable business practice which severely limits accessibility to the many seniors, disabled, and poor San Franciscans. City Taxi regulations offer greater safety to our residents; a proven business model of trust and transparency.

The unregulated TNC industry has already caused immense harm-52,000 vehicles clogging streets, polluting our air, with drivers from other cities who pay less attention to what is actually on the streets as they need to look at their GPS to navigate destinations, all while destroying our City regulated taxi industry.

Please, please support this resolution!

Most Sincerely,  
Theresa Flandrich  
District 3

**From:** [Sara Greenwald](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Wednesday, September 28, 2022 9:26:03 AM

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Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

The program as currently organized allows Uber and other TNCs to gain unfair advantage over city-regulated taxi drivers. Our taxi drivers use significantly less-polluting vehicles and are relatively better paid than TNC drivers. Thus the Program works to the detriment of labor and significantly worsens our city's carbon emissions, making it increasingly difficult to meet our climate goals.

There are times when even the most climate-friendly San Franciscan needs car service for transportation needs our transit system does not meet. We need to make sure these trips are made in vehicles are low or zero emission. At a time when we should be doing everything possible to reduce GHG emissions from vehicular traffic, giving TNCs free rein to take over this important part of our transportation system is a bad idea.

Sincerely,

Sara Greenwald

350 San Francisco Coordinating Committee

CC: [MayorLondonBreed@sfgov.org](mailto:MayorLondonBreed@sfgov.org), [Jeffrey.Tumlin@sfmta.com](mailto:Jeffrey.Tumlin@sfmta.com), [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com), [CAC@sfmta.com](mailto:CAC@sfmta.com), [Dean.Preston@sfgov.org](mailto:Dean.Preston@sfgov.org), [Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org), [Connie.Chan@sfgov.org](mailto:Connie.Chan@sfgov.org), [Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org)

**From:** [sflivingwage@riseup.net](mailto:sflivingwage@riseup.net)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Monday, September 26, 2022 9:33:25 PM

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Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,

Karl Kramer  
Campaign Co-director  
San Francisco Living Wage Coalition

**From:** [tesw@aol.com](mailto:tesw@aol.com)  
**To:** [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Monday, September 26, 2022 5:20:05 PM

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Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

The Haight Ashbury Neighborhood Council Board asks you to support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,

Tes Welborn  
for the Haight Ashbury Neighborhood Council Board

**From:** [Jacqueline Ruben](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Sunday, September 25, 2022 8:50:13 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,

Jacqueline Ruben  
District One

**From:** [Jeff Whittington](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Sunday, September 25, 2022 1:11:20 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,

Jeff Whittington

1301 14th Ave (District 7)

**From:** [Diana Scott](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [mtaboard@sfmta.com](mailto:mtaboard@sfmta.com); [cac@sfmta.com](mailto:cac@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Sunday, September 25, 2022 11:05:57 AM

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Dear Supervisors, and Mayor Breed:

For the twenty reasons ("whereas") stated in this measure, I strongly recommend that you to support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

I do not use cellphone apps to order taxis, and don't want to have to compete with those who do to request one. I also oppose the increased congestion of streets with Uber drivers, their competition with taxis that have served S.F. for decades, and the opening to them of transit lanes prohibited to S.F. residents for necessary car trips. (I use mass transit where possible and limit my own car use).

I also continue to be concerned about increased air pollution, given long-standing lung health issues.

Sincerely,

Diana Scott  
District 4

**From:** [Rosie Gozali](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [MTABoard@sfgov.org](#); [Jeffrey.Tumlin@sfgov.org](#); [CAC@sfgov.org](#); [Breed, Mayor London \(MYR\)](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Sunday, September 25, 2022 9:37:46 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry. Plus, Uber drivers aren't employees and should be. Please do the moral thing. Thanks.

Sincerely,  
Rosie Gozali  
District 5



**From:** [Laura Goldin](#)  
**To:** [Chan, Connie \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Board of Supervisors, \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Somera, Alisa \(BOS\)](#)  
**Subject:** Support: File No. 220886  
**Date:** Monday, September 26, 2022 4:08:34 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisor Chan - I write today to thank you for sponsoring the resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber exploits workers, fails to pay a living wage or benefits associated with employment, disregards illegal behavior, itself engages in questionable behavior. Uber contributes to our climate crisis. We must not allow Uber (or any unregulated ride-share entity) power over the San Francisco taxi industry.

At this critical time, SFMTA should be doing everything to improve public transit and reduce use of a system which exploits workers and massively contributes to our carbon footprint.

I urge your colleagues to join you in urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

-laura goldin  
SF District 1 Resident

"Wars are poor chisels for carving out peaceful tomorrows." - Martin Luther King, Jr.

 Please consider the environment before printing this email

**From:** [ss@ssteuer.com](mailto:ss@ssteuer.com)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [cac@sfmta.com](mailto:cac@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886 to Remove 3rd Party Dispatch from Taxi Upfront Fare  
**Date:** Monday, September 26, 2022 9:57:43 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Uber's business model is based on lawbreaking, colluding with regulators to conceal collision data, poorly vetting drivers, exploiting drivers, flooding city streets with polluting and congesting cars that interfere with and compete with transit (public buses, rail, and taxis), and underselling its product to lure passengers away from transit. In fact, Uber's 2019 IPO explicitly regards transit riders as targets for its marketing, our climate emergency notwithstanding.

The current status has NOT been properly vetted by stakeholders—including the Mayor's Disability Council, the SFMTA Citizens Advisory Council, and the Paratransit Coordinating Council – let alone a variety of environmental and labor advocacy organizations.

There are a host of other issues that MUST be addressed to ensure proper oversight of agencies, and allow sufficient input from the public.

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

Sincerely,  
Sharon Steuer  
district 9

**From:** [Renee Curran](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support Connie Chan's resolution re MTA  
**Date:** Monday, September 26, 2022 9:17:20 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

The "Taxi Upfront Fare Program" is a giveaway to corporate bad actor Uber, which got its foothold in San Francisco by flouting the law. Uber and Lyft have used grossly unfair tactics to compete with public transportation and the taxi industry including exploiting its drivers. Now MTA wants to give it more unfair advantage?

SF, once a world class city, should have leaders who act with great concern for equity and climate change. Instead of investing heavily in public transportation, this city has aided and abetted TNC companies in making our city more polluted, less safe, and less economically equal.

**Please support Connie Chan's resolution asking the MTA Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.**

Renee Curran  
94122

**From:** [Sue Vaughan](#)  
**To:** [Somera, Alisa \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [MOD, \(ADM\)](#); [MTABoard](#); [CAC](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)  
**Subject:** Correction: Re: Support: File Number 220886  
**Date:** Monday, September 26, 2022 5:59:34 AM

---

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Ms. Somera,

Please include this correct email in File Number 220886:

Support: File No. 220886, Urging the removal of third-party/Uber dispatch from the Taxi Upfront Fare Pilot Program

Dear Supervisors,

I strongly support Supervisor Connie Chan's resolution urging the SFMTA rescind the third-party (Uber) dispatch portion of the Taxi Upfront Fare program. Third-party/Uber dispatch empowers Uber to begin the takeover of the SF taxi industry. This program was quickly and sloppily approved by the SFMTA Board of Directors on April 5, 2022. The six members who approved the program did not demonstrate adequate concern for impacts to people who rely on cab access and may now be put in competition for cab rides with people who hail Ubers. They also did not consider the long-term consequences of giving up charter-mandated power to set taxi meter rates to a private, for-profit global company that is a notorious corporate bad actor - - Uber. Is this really the only way to save the cab industry, by turning it over to a company that has global monopoly and the privatization and deregulation of transit as its goal? What about the planet? What about our global climate emergency? What about income inequality and the collapse of democracies? Monopolies are a threat to all of these. Do not doubt that Uber seeks monopoly -- it has publicly stated that it wants every taxi on the planet on its platform by 2025, and in its IPO it states that it seeks to lure public transportation passengers away from transit and into Ubers. At the same time, it is exploiting its drivers, colluding with regulators to hide collision data, performing weak background checks of drivers (it is now being sued by 550 Jane Does for alleged sexual assault on the part of Uber drivers in San Francisco Superior Court), and collecting data. Collecting data. What is going to do with the data? Determine how low cab drivers are willing to go to get a fare? Determine how much passengers are willing to pay to get a cab -- especially if mass transit is further crippled by Uber and Lyft?

Is there really no other way to help revive the cab industry aside from turning over the power to determine fares to Uber? I don't believe that, and I hope you do not either. How about advertising?

Susan Vaughan  
District 1

**From:** [Sue Vaughan](#)  
**To:** [Somera, Alisa \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [MOD, \(ADM\)](#); [MTABoard](#); [CAC](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#)  
**Subject:** Support: File Number 220886  
**Date:** Sunday, September 25, 2022 7:04:56 PM

---

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Support: File No. 220886, Urging the removal of third-party/Uber dispatch from the Taxi Upfront Fare Pilot Program

Dear Supervisors,

I strongly support Supervisor Connie Chan's resolution urging the SFMTA rescind the third-party (Uber) dispatch portion of the Taxi Upfront Fare program. Third-party/Uber dispatch empowers Uber to begin the takeover of the SF taxi industry. This program was quickly and sloppily approved by the SFMTA Board of Directors on April 5, 2022. The six members who approved the program did not demonstrate adequate concern for impacts to people who rely on cab access and may now be put in competition for cab rides with people who hail Ubers. They also did not consider the long-term consequences of giving up charter-mandated power to set taxi meter rates to a private, for-profit global company that is a notorious corporate bad actor - - Uber. Is this really the only way to save the cab industry, by turning it over to a company that has global monopoly and the privatization and deregulation of transit as its goal? What about the planet? What about our global climate emergency? What about income inequality and the collapse of democracies? Monopolies are a threat to all of these. Do not doubt that Uber seeks monopoly -- it has publicly stated that it wants every taxi on the planet on its platform by 2025, and in its IPO it states that it seeks to lure public transportation passengers away from transit and Ubers. At the same time, it is exploiting its drivers, colluding with regulators to hide collision data, performing weak background checks of drivers (it is now being sued by 550 Jane Does for alleged sexual assault on the part of Uber drivers in San Francisco Superior Court), and collecting data. Collecting data. What is going to do with the data? Determine how low cab drivers are willing to go to get a fare? Determine how much passengers are willing to pay to get a cab -- especially if mass transit is further crippled by Uber and Lyft?

Is there really no other way to help revive the cab industry aside from turning over the power to determine fares to Uber? I don't believe that, and I hope you do not either. How about advertising?

Susan Vaughan  
District 1

**From:** [anastasia Yovanopoulos](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Urge SFMTA Board to Remove third Party Dispatch from Taxi Upfront fare Pilot Program  
**Date:** Sunday, September 25, 2022 12:41:17 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Support: File No. 220886; Resolution *Urging SFMTA Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

No one knows the impact this deal will have on all those people without smartphones. I am a senior enrolled in the paratransit Essential Trip Card Program without smartphone. I'll be excluded from accessing the Taxi Upfront fare Pilot Program, since I rely on a land line. I take taxi paratransit service to medical appointments, and now I'll be in competition for cab rides with Uber passengers!

Allowing Uber to set fares is not a good move for SF residents. SFMTA agreed to **GIVE UP** its [charter mandated power to set taxi meter rates](#). Uber will take over setting fares for all participating cabs. Those fares could be less than taxi meter rates – or they could surge. Who knows what fares riders will have to pay!

Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,  
Anastasia Yovanopoulos  
District 8

**From:** [churbert@outlook.com](mailto:churbert@outlook.com)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Support: File No. 220886 - Remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Sunday, September 25, 2022 12:25:38 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am writing to ask that the BoS support Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. I cannot understand how our city government and local representatives are again allowing Uber, a NOTORIOUSLY evil corporation who has been maligned in press for unscrupulous and unfair business practices is being allowed to leverage control the very industry they destroyed through predatory pricing. *Hollywood literally made a movie about their toxic company culture and criminal business practices.* Why does the SFMTA continues to put the interests of exploitative tech companies before the interests of residents and those who play by the rules?

Please right this egregious wrong! Support this resolution and *stop letting Uber and other bad corporate actors write the rules.* Uber should NEVER have been given any power over the taxi industry. Shame on this city and shame on you if you let it happen on your watch.

Sincerely,

Charles Hurbert, D1

**From:** [Bonnie.](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Please save our SF Taxis from Uber Takeover  
**Date:** Sunday, September 25, 2022 12:20:44 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

**Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program***

*Dear Supervisors,*

I oppose the Uber takeover of SF Taxis. I support Connie Chan's resolution opposing Uber's takeover.

Thank you,  
Bonnie Kirkland  
Richmond District in SF



**From:** [Susan Witka](#)  
**To:** [Breed, Mayor London \(MYR\)](#); [Tumlin, Jeffrey \(MTA\)](#); [CAC@sfmta.com](mailto:CAC@sfmta.com); [Board of Supervisors, \(BOS\)](#)  
**Subject:** Stop the Uberfication of SF Taxis!  
**Date:** Sunday, September 25, 2022 9:50:44 AM

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Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,  
SUSAN WITKA  
District 1

**From:** [Evelyn Engel](#)  
**To:** [Somera, Alisa \(BOS\)](#)  
**Cc:** [SFTWA \(San Francisco Taxi Workers Alliance\)](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [cac@sfmta.com](mailto:cac@sfmta.com); [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)  
**Subject:** SFTWA Support for File No. 220886  
**Date:** Wednesday, September 28, 2022 3:23:59 PM  
**Attachments:** [2022-09-28 SFTWA Support Resolution File No 220886 Final.doc](#)

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Somera,

Please include the attached letter from the San Francisco Taxi Workers Alliance in the public correspondence for File No. 220886 on tomorrow's agenda of the Government Audit and Oversight Committee meeting.

Sincerely,  
Evelyn Engel  
San Francisco Taxi Workers Alliance

## San Francisco Taxi Workers Alliance / AFL-CIO

1415 Palou Avenue  
San Francisco, CA 94124  
415-534-5221



September 28, 2022

San Francisco Board of Supervisors  
Government Audit and Oversight Committee  
San Francisco City Hall

**Support:** File No. 220886, Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

Dear Chair Preston and Supervisors Chan and Mandelman,

The San Francisco Taxi Workers Alliance supports File No. 220886, urging the San Francisco Municipal Transportation Agency to remove third-party (Uber) dispatch from its Taxi Upfront Fare Pilot Program.

The SFMTA Board approved third-party dispatch as one of the most significant changes ever brought to the taxi industry, without any public outreach beyond the industry itself. While the benefits of third-party dispatch to Uber and Uber's passengers are clear, its benefits to taxi drivers, the taxi industry, the general public, and the City as a whole are doubtful.

Uber will certainly benefit, gaining hundreds of full-time, professional drivers without the costs of driver acquisition. Uber's passengers will benefit by accessing this larger pool of drivers, leading to shorter wait times. But will the general public benefit? Regular taxi riders – including seniors and persons with disabilities in the Paratransit Program -- will lose out, as cabs that would otherwise be available to serve them will be occupied in serving Uber customers. It's the role of government to ensure that benefits to one segment of the population do not harm or inconvenience other citizens, but the only safeguard that SFMTA offers is its promise to monitor the program and adjust it as necessary.

Proponents of third-party dispatch claim that taxi drivers will benefit from increased demand for rides, but pay that is not enough for Uber's own drivers will not be enough for taxi drivers, who have higher expenses, including medallion loan payments. SFMTA refuses to regulate Uber's fees to taxi drivers (and has not yet revealed what those fees will be). Even if Uber's fee is low to start, nothing will stop Uber from raising it later. It's difficult to imagine that third-party dispatch will increase taxi drivers' net earnings enough to recruit new taxi drivers or restore value to taxi medallions.

Uber's partnership with taxis is not simply a local pilot, but a global strategy. In February 2022, Uber's CEO Dara Khosrowshahi announced a plan to have *every taxi in the world on its platform by 2025*. Uber has already acquired or partnered with taxi dispatch services in about a dozen countries in Europe, South America, Asia and the Middle East. And in March, Uber announced a partnership with taxi apps Curb and Arro in New York City. Curb and Flywheel plan to roll out their respective partnerships with Uber nationally. Uber is clearly on track to absorb the industry it once sought to destroy, and with increased market dominance it will have greater power to set passenger rates and driver pay as it pleases.

In most, if not all, other countries where Uber has partnered with taxis, Uber did so because local regulations restricted it in some way, typically by disallowing drivers without a professional license. In New York City, the Taxi and Limousine Commission, the same body that regulates taxis, also regulates TNCs. New York has a cap on the number of TNC vehicles and a minimum pay requirement for TNC

drivers. Yet SFMTA is handing Uber a role in San Francisco's taxi industry despite having no regulatory authority whatsoever over TNCs. All they're saying is, "Trust us, we'll monitor this."

In summary, the plan for third-party dispatch is plagued with problems, including a lack of transparency, insufficient safeguards for drivers, the prospect of worse service for our traditional taxi passengers, and a perilous reliance on an under-regulated, private company with a horrible track record on issues like environmental responsibility, personal privacy, public safety and driver treatment. We urge you to support File No. 220886.

Sincerely,

Evelyn Engel  
Secretary and Member of the Executive Board  
San Francisco Taxi Workers Alliance

**From:** [Sue Vaughan](#)  
**To:** [Somera, Alisa \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [MOD, \(ADM\)](#); [Board of Supervisors, \(BOS\)](#)  
**Subject:** File Number 220886: SFMTA Citizens Advisory Council resolution opposing Third-Party (TNC) Dispatch  
**Date:** Monday, September 26, 2022 5:14:25 AM  
**Attachments:** [7-7-22\\_recommendations\\_letter\\_Resolution\\_Opposing\\_Third-Party\\_\(TNC-Uber\)\\_Dispatch.pdf](#)

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Dear Ms. Somera.

Please include this SFMTA CAC resolution in the packet for File Number 220886 for Thursday, September 29, 2022. It is attached. Thank you.

Sue Vaughan



Citizens' Advisory Council  
Michael Chen, Chair  
Aaron Leifer, Vice Chair  
Chris Arvin  
Sascha Bittner  
Queena Chen  
Stephen Cornell  
John Lisovsky  
Obai Rambo  
Karim Salgado  
Yensing Sihapanya  
Connor Skelly  
Susan Vaughan  
Dorris Vincent  
Frank Zepeda

July 8, 2022

SFMTA Board of Directors  
San Francisco Municipal Transportation Agency  
One South Van Ness Avenue, Seventh Floor  
San Francisco, California 94103-5417

Re: SFMTA CAC Recommendation

Dear Directors:

In our Citizens' Advisory Council meeting on July 7, 2022, the Council considered the following recommendation:

CAC MOTION 220707.02

WHEREAS the San Francisco Planning Department has recently issued a report highlighting the socio-economic and environmental problems associated with transportation network companies (TNCs, e.g., Uber and Lyft), including the exacerbation of the global climate emergency and widening divisions between those who can afford ride hail services and those who cannot;

WHEREAS Uber is a financially failing company propped up by investments from various funds, including the Saudi Arabian Public Investment Fund, making Uber an extension of the fossil fuel industry;

WHEREAS 59% of San Franciscans who voted in the November 2020 election voted NO on Proposition 22 to convert Uber and Lyft drivers, among others, from employees with benefits ranging from minimum hourly pay and Workmen's Compensation to private contractors;

WHEREAS the San Francisco Charter requires the San Francisco Municipal Transportation Agency (SFMTA) to ensure "roads that are not gridlocked with congestion;"

WHEREAS the San Francisco Charter requires the SFMTA to provide “A transportation sector that promotes environmental sustainability and does not contribute to global warming;”

WHEREAS the San Francisco Charter gives the SFMTA “exclusive authority over taxi-related functions and taxi-related fares, fees, charges, budgets, and personnel that it has over the Municipal Railway;”

WHEREAS the Taxi Upfront Fare Pilot Program requires the SFMTA to give up the power to regulate taxi meter fares for all cab rides booked through third-party dispatch systems and to transfer that power to the third-party dispatch companies;

WHEREAS Uber has stated that it has a goal of having all taxis globally on its platform by 2025, thereby converting all taxi drivers globally into Uber contract gig workers;

WHEREAS TNC participation is not an essential component of the Taxi Upfront Fare Pilot Program; therefore, be it;

RESOLVED that the San Francisco Municipal Transportation Agency Citizens’ Advisory Council urges the San Francisco Municipal Transportation Agency Board of Directors to remove third-party (TNC) dispatch from the Taxi Upfront Fare Pilot Program.

It is the opinion of the SFMTA Citizens’ Advisory Council that the proposed recommendation would be of significant benefit to the citizenry of San Francisco and the San Francisco Municipal Transportation Agency.

Sincerely,



For

Michael Chen, Chair  
SFMTA Citizens’ Advisory Council

cc: SFMTA Citizens’ Advisory Council

**From:** [John Marc Chandonia](#)  
**To:** [Samera, Alisa \(BOS\)](#)  
**Cc:** [MTA@sf.gov](#); [kffirex\\_lumini@sf.gov](#); [TAC@sf.gov](#); [Breed\\_Mayer\\_London \(MYR\)](#); [Preston\\_Dean \(BOS\)](#); [Chan\\_Cornie \(BOS\)](#); [Mandelman\\_Rafael \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [SF Green Party CC](#)  
**Subject:** letter in support of File No. 220886, Chan resolution on SFMTA/Taxis  
**Date:** Tuesday, September 20, 2022 10:11:11 PM  
**Attachments:** [central\\_taxi\\_dispatch\\_uber.pdf](#)

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

See the attached letter supporting File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

Thanks,  
JMC  
--

John-Marc Chandonia ([jmc@sfgreens.org](mailto:jmc@sfgreens.org))

<https://urlavanian.click.v2/...http://sfgreens.org/...YXAzOnNmZHOvOmE@zow/ZWNIOGGEYTK0NTY2NWZlMmMlYmYzN2MjZWVwYVhZDz02OjlmNiQ6MTEfODk1YThhMjBkMGEfOTksYWVlNjk5YTlsNzIYzhYWRkODhNDHhmUwYzNlZmVhMmMlODI5NDkMDmwOKY>





# San Francisco Green Party



25 Fair Oaks St, San Francisco 94110 • 415-480-GPSF • [www.sfgreenparty.org](http://www.sfgreenparty.org)

September 20, 2022

San Francisco Board of Supervisors  
Government Audit and Oversight Committee  
% Alisa Somera [alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

The SF Green Party strongly supports Supervisor Connie Chan's resolution, File #220886, "Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program."

Currently, the only company interested in dispatching cabs through this program is Uber. In approving deals negotiated between Uber and taxi companies, the SFMTA would give up its charter-mandated power to set taxi meter rates. Uber would thus determine fares for all taxis dispatched through its app and could even set them higher than Uber's own rates, an obvious conflict of interest. It is clear to us that SFMTA approval of this "third party dispatch" program would further the deregulation and privatization of public transit.

Uber is a notorious corporate bad actor. Their business model is based on exploitation of drivers, subsidizing fares to lure public transportation riders away from buses and trains, colluding with regulators, and paying off public officials. Despite operating largely outside of the law, Uber is still unable to turn a profit, and is now seeking further public subsidies in the form of a cut of taxi fares.

We stand with Supervisor Chan in calling for the removal of "third-party dispatch" from this pilot program. If the SFMTA truly supports "up front" taxi fares, the department should develop a municipally owned and operated app to provide centralized taxi dispatch, instead of partnering with corporate criminals.

Sincerely,

John-Marc Chandonia  
SFGP County Council member  
on behalf of the SF Green Party

CC: Mayor London Breed  
[MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)  
[CAC@sfmta.com](mailto:CAC@sfmta.com)  
Mayor's Office on Disability  
Jeffrey Tumlin  
Dean Preston

## Cabrera, Stephanie (BOS)

---

**From:** Somera, Alisa (BOS)  
**Sent:** Monday, September 26, 2022 10:17 AM  
**To:** Cabrera, Stephanie (BOS)  
**Subject:** FW: Support: File No. 220886 to Remove 3rd Party Dispatch from Taxi Upfront Fare

Fil 220886

Alisa Somera  
Legislative Deputy Director  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, CA 94102  
415.554.7711 direct | 415.554.5163 fax  
alisa.somera@sfgov.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.

Click [HERE](#) to complete a Board of Supervisors Customer Service Satisfaction form.

The Legislative Research Center provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

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Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.

-----Original Message-----

From: ss@ssteuer.com <ss@ssteuer.com>
Sent: Monday, September 26, 2022 9:57 AM
To: Somera, Alisa (BOS) <alisa.somera@sfgov.org>
Cc: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; MTABoard@sfmta.com; cac@sfmta.com; Preston, Dean (BOS) <dean.preston@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Support: File No. 220886 to Remove 3rd Party Dispatch from Taxi Upfront Fare

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Uber's business model is based on lawbreaking, colluding with regulators to conceal collision data, poorly vetting drivers, exploiting drivers, flooding city streets with polluting and congesting cars that interfere with and compete with transit (public buses, rail, and taxis), and underselling its product to lure passengers away from transit. In fact, Uber's 2019 IPO explicitly regards transit riders as targets for its marketing, our climate emergency notwithstanding.

The current status has NOT been properly vetted by stakeholders —including the Mayor's Disability Council, the SFMTA Citizens Advisory Council, and the Paratransit Coordinating Council – let alone a variety of environmental and labor advocacy organizations.

There are a host of other issues that MUST be addressed to ensure proper oversight of agencies, and allow sufficient input from the public.

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

Sincerely,
Sharon Steuer
district 9

Cabrera, Stephanie (BOS)

From: Somera, Alisa (BOS)
Sent: Monday, September 26, 2022 10:21 AM
To: Cabrera, Stephanie (BOS)
Subject: FW: Setting Fares file #220886

220886

Alisa Somera

Legislative Deputy Director
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.

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The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

~~~~~

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---

**From:** densekelly <densekelly@aol.com>  
**Sent:** Monday, September 26, 2022 12:35 AM  
**To:** Somera, Alisa (BOS) <alisa.somera@sfgov.org>  
**Subject:** Setting Fares file #220886

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

**Subject: Setting Fares file #22886**

Dear Members of the Board,

As a senior with a demonstrable mobility problem, I am concerned that there is consideration of a program that might even further impede the functioning of our diminished taxi program.

It is clear that the ride-sharing platforms have severely undermined the taxi business. At night I find it nearly impossible to find a cab either downtown, in the theater district, or on the Embarcadero. Yellow Cab does not even respond to calls.

Supervisor Connie Chan's resolution to keep third party operators from using the established rate and assignment mechanisms may help keep the taxi industry afloat. I urge you to support Supervisor Chan's resolution.

Sincerely,

Dennis Kelly, chair  
Retired Division, United Educators of SF

7040 Geary Boulevard  
San Francisco, California 94121

## Cabrera, Stephanie (BOS)

---

**From:** Somera, Alisa (BOS)  
**Sent:** Monday, September 26, 2022 10:21 AM  
**To:** Cabrera, Stephanie (BOS)  
**Subject:** FW: Correction: Re: Support: File Number 220886

220886

*Alisa Somera*

Legislative Deputy Director  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
415.554.7711 direct | 415.554.5163 fax  
[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

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From: Sue Vaughan <selizabethvaughan@gmail.com>
Sent: Monday, September 26, 2022 5:59 AM
To: Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; MOD, (ADM) <mod@sfgov.org>; MTABoard <MTABoard@sfmta.com>; CAC <cac@sfmta.com>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>
Subject: Correction: Re: Support: File Number 220886

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Ms. Somera,

Please include this correct email in File Number 220886:

Support: File No. 220886, Urging the removal of third-party/Uber dispatch from the Taxi Upfront Fare Pilot Program

Dear Supervisors,

I strongly support Supervisor Connie Chan's resolution urging the SFMTA rescind the third-party (Uber) dispatch portion of the Taxi Upfront Fare program. Third-party/Uber dispatch empowers Uber to begin the takeover of the SF taxi industry. This program was quickly and sloppily approved by the SFMTA Board of Directors on April 5, 2022. The six members who approved the program did not demonstrate adequate concern for impacts to people who rely on cab access and may now be put in competition for cab rides with people who hail Ubers. They also did not consider the long-term consequences of giving up charter-mandated power to set taxi meter rates to a private, for-profit global company that is a notorious corporate bad actor -- Uber. Is this really the only way to save the cab industry, by turning it over to a company that has global monopoly and the privatization and deregulation of transit as its goal? What about the planet? What about our global climate emergency? What about income inequality and the collapse of democracies? Monopolies are a threat to all of these. Do not doubt that Uber seeks monopoly -- it has publicly stated that it wants every taxi on the planet on its platform by 2025, and in its IPO it states that it seeks to lure public transportation passengers away from transit and into Ubers. At the same time, it is exploiting its drivers, colluding with regulators to hide collision data, performing weak background checks of drivers (it is now being sued by 550 Jane Does for alleged sexual assault on the part of Uber drivers in San Francisco Superior Court), and collecting data. Collecting data. What is going to do with the data? Determine how low cab drivers are willing to go to get a fare? Determine how much passengers are willing to pay to get a cab -- especially if mass transit is further crippled by Uber and Lyft?

Is there really no other way to help revive the cab industry aside from turning over the power to determine fares to Uber? I don't believe that, and I hope you do not either. How about advertising?

Susan Vaughan
District 1

Cabrera, Stephanie (BOS)

From: Somera, Alisa (BOS)
Sent: Monday, September 26, 2022 10:21 AM
To: Cabrera, Stephanie (BOS)
Subject: FW: File Number 220886: SFMTA Citizens Advisory Council resolution opposing Third-Party (TNC) Dispatch
Attachments: 7-7-22_recommendations_letter Resolution Opposing Third-Party (TNC-Uber) Dispatch.pdf

For 220886

Alisa Somera

Legislative Deputy Director
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

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**From:** Sue Vaughan <selizabethvaughan@gmail.com>  
**Sent:** Monday, September 26, 2022 5:13 AM  
**To:** Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; MOD, (ADM) <mod@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** File Number 220886: SFMTA Citizens Advisory Council resolution opposing Third-Party (TNC) Dispatch

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Dear Ms. Somera.

Please include this SFMTA CAC resolution in the packet for File Number 220886 for Thursday, September 29, 2022. It is attached. Thank you.

Sue Vaughan



Citizens' Advisory Council  
Michael Chen, Chair  
Aaron Leifer, Vice Chair  
Chris Arvin  
Sascha Bittner  
Queena Chen  
Stephen Cornell  
John Lisovsky  
Obai Rambo  
Karim Salgado  
Yensing Sihapanya  
Connor Skelly  
Susan Vaughan  
Dorris Vincent  
Frank Zepeda

July 8, 2022

SFMTA Board of Directors  
San Francisco Municipal Transportation Agency  
One South Van Ness Avenue, Seventh Floor  
San Francisco, California 94103-5417

Re: SFMTA CAC Recommendation

Dear Directors:

In our Citizens' Advisory Council meeting on July 7, 2022, the Council considered the following recommendation:

CAC MOTION 220707.02

WHEREAS the San Francisco Planning Department has recently issued a report highlighting the socio-economic and environmental problems associated with transportation network companies (TNCs, e.g., Uber and Lyft), including the exacerbation of the global climate emergency and widening divisions between those who can afford ride hail services and those who cannot;

WHEREAS Uber is a financially failing company propped up by investments from various funds, including the Saudi Arabian Public Investment Fund, making Uber an extension of the fossil fuel industry;

WHEREAS 59% of San Franciscans who voted in the November 2020 election voted NO on Proposition 22 to convert Uber and Lyft drivers, among others, from employees with benefits ranging from minimum hourly pay and Workmen's Compensation to private contractors;

WHEREAS the San Francisco Charter requires the San Francisco Municipal Transportation Agency (SFMTA) to ensure "roads that are not gridlocked with congestion;"

WHEREAS the San Francisco Charter requires the SFMTA to provide “A transportation sector that promotes environmental sustainability and does not contribute to global warming;”

WHEREAS the San Francisco Charter gives the SFMTA “exclusive authority over taxi-related functions and taxi-related fares, fees, charges, budgets, and personnel that it has over the Municipal Railway;”

WHEREAS the Taxi Upfront Fare Pilot Program requires the SFMTA to give up the power to regulate taxi meter fares for all cab rides booked through third-party dispatch systems and to transfer that power to the third-party dispatch companies;

WHEREAS Uber has stated that it has a goal of having all taxis globally on its platform by 2025, thereby converting all taxi drivers globally into Uber contract gig workers;

WHEREAS TNC participation is not an essential component of the Taxi Upfront Fare Pilot Program; therefore, be it;

RESOLVED that the San Francisco Municipal Transportation Agency Citizens’ Advisory Council urges the San Francisco Municipal Transportation Agency Board of Directors to remove third-party (TNC) dispatch from the Taxi Upfront Fare Pilot Program.

It is the opinion of the SFMTA Citizens’ Advisory Council that the proposed recommendation would be of significant benefit to the citizenry of San Francisco and the San Francisco Municipal Transportation Agency.

Sincerely,



For

Michael Chen, Chair  
SFMTA Citizens’ Advisory Council

cc: SFMTA Citizens’ Advisory Council

## Cabrera, Stephanie (BOS)

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**From:** Somera, Alisa (BOS)  
**Sent:** Thursday, September 22, 2022 12:22 PM  
**To:** Cabrera, Stephanie (BOS)  
**Subject:** FW: File 220886 to Remove Third Party Dispatch from Taxi Fare Pilot Program

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

For File 220886

*Alisa Somera*

Legislative Deputy Director  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
415.554.7711 direct | 415.554.5163 fax  
[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

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From: Edward Mason < zabredala3@yahoo.com >
Sent: Wednesday, September 21, 2022 4:23 PM
To: Somera, Alisa (BOS) < alisa.somera@sfgov.org >
Cc: Breed, Mayor London (MYR) < mayorlondonbreed@sfgov.org >; Tumlin, Jeffrey (MTA) < Jeffrey.Tumlin@sfmta.com >; MTABoard@sfmta.com; CAC@sfmta.com; Preston, Dean (BOS) < dean.preston@sfgov.org >; Mandelman, Rafael (BOS) < rafael.mandelman@sfgov.org >; Chan, Connie (BOS) < connie.chan@sfgov.org >; Board of Supervisors, (BOS) < board.of.supervisors@sfgov.org >
Subject: File 220886 to Remove Third Party Dispatch from Taxi Fare Pilot Program

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. I felt the MTA slide presentation was sketchy at best. For such a "Pilot" program, I expected a detailed Action Plan discussing / outlining Goals, Consequences, "What Ifs" , measures of success and failure. I did not realize only technologically qualified cell phone users had access. I do not have a cell phone, rely on a land line so by definition I am excluded from Taxi utilization in a unique situation.

I suspect Uber's motive is to collect free market research data on travel demand for eventually autonomous taxis. Currently, WAYMO (Google) sponsors the Moving Mobility Forward Study to gather daily data on participants transportation needs. WAYMO is paying participants for the participation data. The website is: <https://movingmobilityforward.com/>

Uber is a notorious corporate bad actor from inception. A recent Associated Press article cites: "Washington: As Uber aggressively pushes into markets around the world, the ride-sharing service lobbies political leaders to relax labor and taxi laws, used a "kill switch" to thwart regulators and law enforcement, channeled money through Bermuda and other tax havens and considered portraying violence against its drivers as a way to gain public sympathy, according a report released Sunday lobbyists pressed government officials to drop investigations, rewrite labor laws and taxi laws and relax background checks on drivers....." The California Public Utility Commission oversee ridesharing rather than local government.

Government should not engage with a Corporate entity that historically disregards integrity and is a bad actor fueling selfish actions.

Remove Uber from the Third Party Dispatch program.
Edward Mason,
District 8

an exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,
Your name
District



August 25th, 2022

RE: File No. 220886

To the Honorable Board of Supervisors of San Francisco County:

The California Alliance for Retired Americans (CARA), supports Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.

Our organization represents over 1 million Seniors and their families throughout California with a strong, well organized contingent residing in San Francisco. As such, we believe that empowering Uber to begin to take over the local taxi business, and set fares for all taxis dispatched through the Uber app, will negatively impact the needs of the people we represent. Many retired workers are seniors who do not have smartphones. They are elderly and depend on cab service for medical appointments, to run errands, and for outings. They book cabs in the traditional manner, with landlines. If Uber is permitted to dispatch cabs through its app, the people we represent will find themselves in competition with a vast number of people with the Uber app, and they may be without reliable service. And if Uber prices are surging, taxi drivers will have a financial incentive to prioritize Uber rides over traditional rides, leaving seniors who rely on telephone dispatch stranded.

Additionally, we are aware that Uber is, in general, a bad corporate actor. Its profit model is based on competition with public transportation (including locally regulated cabs) leading to the exploitation of its drivers, and exacerbation of our global climate emergency. At one time San Francisco had the greenest cab fleet in the nation – all cabs were hybrids or compressed natural gas. But the progress that had been made towards cleaner air and achieving our local climate emergency goals has been undermined by transportation network companies. Pollution is bad for the people we represent!

Moreover, a June 30, 2022 memo from San Francisco Planning Department staff to San Francisco Planning Commissioners noted:

Without further government intervention, it is unlikely San Francisco will meet its safety, equity, and climate goals. Given TNCs' tendency to increase vehicle travel, we will instead see more cars on the road, which will have dire consequences on air quality, health, economic prosperity, and safety. Additionally, technology-based transportation services will be available for a select segment of

able-bodied people who can afford them, which will compound the socioeconomic divisions and inequities that we see today.

Given the impact on the elderly, people with disabilities, and disadvantaged communities, the known misbehavior of the corporation that is seeking profit from local cabs, and the fact that the San Francisco Municipal Transportation Agency will actually give up its charter power to set taxi meter rates to Uber for all cabs booked through the Uber app, CARA strongly opposes the pilot program and supports Supervisor Chan's resolution.

Sincerely,



Hene Kelly
Chair, Legislative Committee
California Alliance for Retired Americans (CARA)



Keith Umemoto
Co-Chair, Legislative Committee
California Alliance for Retired Americans (CARA)



San Francisco Group, SF Bay Chapter

Serving San Francisco County

August 22, 2022

San Francisco Board of Supervisors
Government Audit and Oversight Committee
San Francisco City Hall

Support -- File No.: 220886; Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

Dear Supervisors,

The Sierra Club supports File Number 220886, a resolution urging the San Francisco Municipal Transportation Agency to remove third-party (transportation network company/Uber) dispatch from its Taxi Upfront Fare Pilot program.

Moreover, the Sierra Club supports the institution of a municipally run central dispatch system so that there is no need for third-party dispatch, using whatever technology would work best to establish that dispatch. In this way, people could hail the cab that is closest to them, no matter the taxi cab company -- potentially reducing vehicle miles traveled.

The Sierra Club also urges the promotion of our local taxi industry, which at one time had the greenest taxi fleet in the nation -- all cabs were either hybrids or compressed natural gas.

Sincerely,

Becky Evans

Chair, Executive Committee
The San Francisco Group



Resolution Condemning the Use of Taxis to Transport Uber Passengers at Unregulated Rates and Supporting San Francisco Board of Supervisors File No. 220886, Urging the SFMTA to Remove Third Party Dispatch from the Taxi Upfront Fare Pilot Program

WHEREAS, On April 5, 2022, the San Francisco Municipal Transportation Board amended the Transportation Code to remove a requirement that fares in a forthcoming Taxi Upfront Fare Pilot Program be based on the taximeter rate; and

WHEREAS, The purpose of the Transportation Code change was to allow third party entities that are not regulated by the SFMTA to participate in the Pilot Program and charge fares for taxi rides that will not be based on taximeter rates; and

WHEREAS, The only third party entity currently participating is Uber, and once the Pilot Program begins, participating taxi drivers will be included in Uber's pool of drivers to provide rides to Uber's passengers at Uber's rates, which may be lower than taximeter rates or higher through surge pricing, and out of which Uber will deduct a service fee percentage; and

WHEREAS, To San Francisco taxi drivers, the taximeter rate represents a sacred trust with passengers that rates set through an open and transparent public process do not change from ride to ride, time to time, or passenger to passenger as determined by a secret algorithm, but apply at all times to all passengers equally; and

WHEREAS, Uber's business model is based on competition with public transportation (including locally regulated taxis) by pricing rides below cost and flooding the streets with cars, leading to increased congestion, declining Muni ridership, exacerbation of our global climate emergency, and impoverishment of taxi drivers, while exploiting and impoverishing its own drivers by taking larger and larger service fees from drivers; and

WHEREAS, Uber has also initiated a partnership with taxis in New York City, and the actions taken in New York City and here in San Francisco will likely influence other major cities to embrace similar models, helping Uber advance its stated goal to have all taxis in the world on its platform by 2025; and

WHEREAS, The International Association of Transportation Regulators applauds partnerships between Uber and taxis for helping buttress Uber's legal claim that it merely facilitates rides between drivers and passengers and is not an employer of drivers; and

WHEREAS, Traditional taxi passengers, including seniors and people with disabilities who rely on taxi paratransit service, people who use telephones rather than smartphone apps to call for service, and people who lack credit cards and pay in cash, who are disproportionately lower income, will find themselves in competition with Uber passengers for taxi availability; and

WHEREAS, Recognizing the potential impact on seniors, people with disabilities, and the disadvantaged, Uber's exploitive labor practices, and the dire environmental consequences of its business model, the California Alliance for Retired Americans, the Grey Panthers, the Sierra Club, the San Francisco Green

Party, SaveMuni, the Haight Ashbury Neighborhood Council, and the San Francisco Taxi Workers Alliance have called for removal of Third Party Dispatch from the Taxi Upfront Fare Pilot Program;

THEREFORE, BE IT RESOLVED, that the San Francisco Labor Council joins the above organizations and hereby supports the removal of Third-Party Dispatch from the Taxi Upfront Fare Pilot Program; and

BE IT FURTHER RESOLVED, that the San Francisco Labor Council supports San Francisco Board of Supervisors File No. 220886, Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program, introduced by Supervisor Connie Chan; and

BE IT FINALLY RESOLVED, that the San Francisco Labor Council shall convey this Resolution to the San Francisco Board of Supervisors.

Submitted by the SF Taxi Workers Alliance and adopted by the Executive Committee of the San Francisco Labor Council on September 6, 2022 and the Delegate Body on September 12, 2022

OPEIU 29 AFL-CIO 11

CALL TO ACTION!



September 15, 2022

San Francisco Board of Supervisors
Government Audit and Oversight Committee
City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689

Subject: Strong Support: File No. 220886, Supervisor Chan's Resolution
Urging Removal of Third Party Dispatch from the Taxi Upfront Fare Pilot

Dear Supervisors Preston, Chan, Mandelman,

San Francisco Gray Panthers strongly supports Supervisor Chan's resolution urging removal of Third Party Dispatch from the Taxi Upfront Fare Pilot.

The plan is a hardship for our members, largely seniors and people with disabilities, who do not have cars and need taxis for medical visits, shopping for necessities, and visits with friends. Many do not have smartphones, and they would find fewer cabs responding to landline requests for service. Many are on limited incomes and risk not being able to afford cabs if Uber can unilaterally set rates for rides booked through Uber's app. Uber has a history of increasing rates during high demand, so riders' rates would not be dependable, and taxi drivers would have an incentive to avoid traditional calls for rides.

San Francisco Gray Panthers stands in solidarity with taxi drivers who have been put in competition with Uber drivers, and who will have Uber's service rate deducted from each ride's fare. There are no plans to regulate or cap Uber's service charge. We abhor Uber's business model of offloading transportation costs such as maintenance, licensing, registration etc. onto its drivers.

Why would the City want to give over regulation of a public utility like taxis to an entity not regulated by the SFMTA, particularly an entity with a history of abusing drivers, riders, and the public? Uber's goal is to have 100 percent of the world's cabs on its platform by 2025, a major move to de-regulation. SFMTA has shown reluctance to rebuild MUNI except as an express service for those capable of walking long distances to stops. We cannot help thinking Third Party Dispatch is SFMTA's plan is to offload viable public transit and replace it with a flood of Uber cars.

Please support Supervisor Chan's Resolution urging removal of Third Party Dispatch from the Taxi Upfront Fare Pilot.

San Francisco Gray Panthers Board

From: [Somera, Alisa \(BOS\)](#)
To: [Cabrera, Stephanie \(BOS\)](#)
Subject: FW: Taxi Upfront Fare Pilot
Date: Monday, September 19, 2022 3:21:23 PM

For file

Alisa Somera

Legislative Deputy Director
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

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**From:** Robert Feinbaum <bobf@att.net>  
**Sent:** Monday, September 19, 2022 11:25 AM  
**To:** Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Cc:** MTABoard <mtaboard@sfmta.com>  
**Subject:** Taxi Upfront Fare Pilot

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# SaveMUNI

September 20, 2022

San Francisco Board of Supervisors

Government Audit and Oversight Committee

Re: File# 220886, Urging Removal of Third Party Dispatch from the Taxi Upfront Fare Pilot

Dear Supervisors

SaveMUNI supports Supervisor Connie Chan's resolution calling for removal of third party dispatch from the Taxi Upfront Pilot Program.

SFMTA's authorization of the deal between Uber and two cab companies was passed without proper vetting. It was not heard by the SFMTA Citizens Advisory Council, the Mayor's Disability Council, or the Paratransit Coordinating Council, and was never presented to SaveMUNI for our consideration.

By approving this deal, the SFMTA gives up charter mandated authority to set taxi meter rates. SaveMUNI regards this decision with alarm for several reasons:

- (1) People who do not have smartphones, and those who rely on taxi paratransit services, will be forced into competition with Uber passengers for cab rides, leading to longer wait times
- (2) All passengers booking through Uber may be subject to surge pricing dictated by a private corporation
- (3) Taxi drivers, on the other hand, may receive compensation below meter rates, further endangering their livelihoods.

SaveMUNI therefore urges the Oversight Committee, and after suitable consideration, the full Board of Supervisors to approve Supervisor Chan's resolution calling for the removal of third party dispatch from the Taxi Upfront Fare Pilot Program.

Sincerely,

Bob Feinbaum

President, SaveMUNI

**From:** [Somera, Alisa \(BOS\)](#)  
**To:** [Cabrera, Stephanie \(BOS\)](#)  
**Subject:** FW: Urging the SFMTA to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program  
**Date:** Tuesday, September 20, 2022 11:33:59 AM

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220886

*Alisa Somera*

Legislative Deputy Director  
 San Francisco Board of Supervisors  
 1 Dr. Carlton B. Goodlett Place, Room 244  
 San Francisco, CA 94102  
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[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

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From: Patrick Villano <pvillano@gmail.com>
Sent: Monday, September 19, 2022 8:32 PM
To: Somera, Alisa (BOS) <alisa.somera@sfgov.org>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Urging the SFMTA to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

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Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency*

(SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

Dear GAO Clerk and Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry. Uber and other so-called 'ride share' services (taxis by any other name) do not operate under the same scrutiny as traditional taxis and should not have the same benefits granted to them. Thank you for your attention.

Sincerely,
Patrick Villano
District 5

From: [Somera, Alisa \(BOS\)](#)
To: [Cabrera, Stephanie \(BOS\)](#)
Subject: FW: Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program
Date: Tuesday, September 20, 2022 11:33:51 AM

220886

Alisa Somera

Legislative Deputy Director
 San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

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**From:** Regina Islas <regina.islas@gmail.com>  
**Sent:** Monday, September 19, 2022 9:14 PM  
**To:** Somera, Alisa (BOS) <alisa.somera@sfgov.org>  
**Subject:** Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Onward together,

Regina S Islas/D1

[she/her]

[regina.islas@gmail.com](mailto:regina.islas@gmail.com)

650.484.7706

It was the very confusion of my life that gave me a sense of my own existence

Ai WeiWei

Though we did not know it wandering was our real work anyway

Rebecca Solnit

**From:** [Somera, Alisa \(BOS\)](#)  
**To:** [Cabrera, Stephanie \(BOS\)](#)  
**Subject:** FW: I support File No. 220886, Supervisor Connie Chan's resolution opposing the Uber takeover of SF taxis  
**Date:** Tuesday, September 20, 2022 11:33:40 AM

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220886

*Alisa Somera*

Legislative Deputy Director  
 San Francisco Board of Supervisors  
 1 Dr. Carlton B. Goodlett Place, Room 244  
 San Francisco, CA 94102  
 415.554.7711 direct | 415.554.5163 fax  
[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)

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From: SPIKE KAHN <spikekahn1@gmail.com>
Sent: Tuesday, September 20, 2022 1:40 AM
To: Somera, Alisa (BOS) <alisa.somera@sfgov.org>
Cc: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; MTABoard@sfmta.com; CAC@sfmta.com; Preston, Dean (BOS) <dean.preston@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: I support File No. 220886, Supervisor Connie Chan's resolution opposing the Uber takeover of SF taxis

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I Support: File No. 220886, *Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program*

Dear Supervisors,

Please support Supervisor Connie Chan's resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program. Uber is a notorious corporate bad actor, exploiter, and a polluter. It should never have been given power over the San Francisco taxi industry.

Sincerely,
Spike Kahn
District 9

CC: MayorLondonBreed@sfgov.org, Jeffrey.Tumlin@sfmta.com, MTABoard@sfmta.com, CAC@sfmta.com, Dean.Preston@sfgov.org, Rafael.Mandelman@sfgov.org, Connie.Chan@sfgov.org, Board.of.Supervisors@sfgov.org

Cabrera, Stephanie (BOS)

From: Somera, Alisa (BOS)
Sent: Tuesday, September 20, 2022 11:34 AM
To: Cabrera, Stephanie (BOS)
Subject: FW: Support: File No. 220886, Urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

Follow Up Flag: Follow up
Flag Status: Flagged

220886

Alisa Somera

Legislative Deputy Director
 San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

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Rebecca Solnit

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102-4689  
Tel. No. (415) 554-5184  
Fax No. (415) 554-5163  
TDD/TTY No. (415) 554-5227

## MEMORANDUM

TO: Jeffrey Tumlin, Executive Director, Municipal Transportation Agency  
Rich Hillis, Director, Planning Department  
Nicole Bohn, Director, Mayor's Office of Disability  
Tyrone Jue, Interim Director, Department of the Environment  
Kyle Wehner, Commission Affairs Officer, Commission on the Environment

FROM: Alisa Somera, Assistant Clerk, Government Audit and Oversight Committee, Board of Supervisors

DATE: July 29, 2022

SUBJECT: LEGISLATION INTRODUCED

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The Board of Supervisors' Government Audit and Oversight Committee has received the following proposed legislation, introduced by Supervisor Connie Chan on July 26, 2022:

**File No. 220886**

**Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.**

If you have any additional comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: [Alisa.Somera@sfgov.org](mailto:Alisa.Somera@sfgov.org).

Print Form

# Introduction Form

By a Member of the Board of Supervisors or Mayor

Time stamp  
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning : "Supervisor [ ] inquiries"
- 5. City Attorney Request.
- 6. Call File No. [ ] from Committee.
- 7. Budget Analyst request (attached written motion).
- 8. Substitute Legislation File No. [ ]
- 9. Reactivate File No. [ ]
- 10. Topic submitted for Mayoral Appearance before the BOS on [ ]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission

**Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Imperative Form.**

Sponsor(s):

Chan

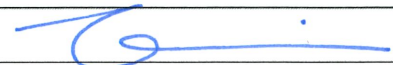
Subject:

Urging Removal of Third Party Dispatch from the Taxi Upfront Fare Pilot

The text is listed:

Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program

Signature of Sponsoring Supervisor:



For Clerk's Use Only