

File No. 220886

Committee Item No. 4

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Government Audit and Oversight
Board of Supervisors Meeting:

Date: September 29, 2022
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 – CBA FY2022-2024 - Clean
- MOU – CBA FY2022-2024 - Redline
- Grant Information Form
- Grant Budget
- Subcontract Budget
- Contract/Agreement
- Form 126 – Ethics Commission
- Award Letter
- Application
- Public Correspondence

OTHER

- FYI Referral 072922 _____
- Public Correspondence _____
- _____
- _____
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Prepared by: Stephanie Cabrera
Prepared by: _____
Prepared by: _____

Date: September 22, 2022
Date: _____
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 Transportation Network Companies (TNCs) to route their ride
12 requests directly to taxi drivers; and

13 WHEREAS, Since TNCs first appeared in San Francisco, they have sought to
14 undermine public transit and taxi service, and as a result, public transit and taxi drivers have
15 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, The third-party dispatch system would give TNCs the unfair advantage to
6 continue to drive customers away from regulated taxis, and further give TNCs the ability to
7 eliminate publicly regulated and transparent meter fares for taxis booked through third-party
8 applications; and

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

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

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

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

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

24
25

1 WHEREAS, The third-party dispatch system permits TNCs to charge a fee per ride that
2 is not publicly available information, and will release TNCs from being accountable for vehicle
3 maintenance and vehicle insurance for their drivers; and

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

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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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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

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.

cc: Kate Breen, Municipal Transportation Agency
Janet Martinsen, Municipal Transportation Agency
Joel Ramos, Municipal Transportation Agency
Tina Tam, Planning Department
Corey Teague, Planning Department
Lisa Gibson, Planning Department
Devyani Jain, Planning Department
AnMarie Rodgers, Planning Department
Dan Sider, Planning Department
Aaron Starr, Planning Department
Joy Navarrete, Planning Department
Peter Brastow, Department of the Environment
Charles Sheehan, Department of the Environment

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

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4 **of Directors to remove Third Party Dispatch from its Taxi Upfront Fare Pilot Program.**

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7 Agency Board (MTAB) authorized the Director of Transportation to create a Taxi Upfront Fare
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10 WHEREAS, On April 5, 2022, the SFMTA Board approved the Taxi Upfront Fare Pilot
11 Program that effectively allows Transportation Network Companies (TNCs) to route their ride
12 requests directly to taxi drivers; and

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

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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, The third-party dispatch system would give TNCs the unfair advantage to
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10 that leads to more predictable, stable meter rates that are often significantly more affordable
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18 authority over taxi-related functions and taxi-related fares, fees, charges, budgets, and
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21 based on taxi meter rates, but instead allows rates to be set by TNCs which significantly
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10 WHEREAS, The San Francisco Taxi Workers Alliance (TWA), with over 500 registered
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13 WHEREAS, The pilot program was not vetted by members of the general public who
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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.

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-----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)

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**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](mailto:alisa.somera@sfgov.org)

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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

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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

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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

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

## Cabrera, Stephanie (BOS)

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**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](mailto: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

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

Cabrera, Stephanie (BOS)

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

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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

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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](mailto: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

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:** 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

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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: 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

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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.

Onward together,

Regina S Islas/D1

[she/her]

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

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
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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

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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](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)

## Cabrera, Stephanie (BOS)

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**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  
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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

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Onward together,

Regina S Islas/D1
[she/her]
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

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

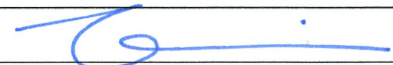
Subject:

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