



San Francisco Taxi Workers Alliance

Mayoral Candidate Questionnaire – June 5, 2018 Election

Candidate: Amy Farah Weiss

1. **Since 2010 when San Francisco began selling taxi medallions, about 550 individual taxi drivers, mostly immigrants, went into debt to pay \$250,000 for a medallion. The MTA used the money to close a \$50 million budget shortfall—to the benefit of all residents of San Francisco. San Francisco, however, chose not to enforce its own vehicle-for-hire laws, allowing the unregulated proliferation of Uber and Lyft and the entirely predictable decline in the taxi business. These medallion holders are now in financial despair; some have had their loans foreclosed, some have declared bankruptcy; the rest are struggling to make their monthly payments. They have been thrown under the bus that they helped to save. Do you believe that San Francisco should compensate ALL taxi drivers who paid for a medallion since the Medallion Sales Program began?**

Yes, San Francisco should compensate ALL taxi drivers who paid for a medallion since the Medallion Sales Program began. The Mayor and SFMTA must make reparations for the City's mismanagement of the medallion program and failure to lead the charge for local regulation of TNCs. As Mayor, I will immediately create a task force to address: 1) Equitable reparations for taxi drivers and medallion owners; 2) Policies for regulations of TNCs to the extent possible with current state level regulations; 3) Pathways to enable oversight and regulations of TNCs at the Municipal level, and 4) The exploration of a new iteration of pro-driver, pro-passenger, and pro-environment locally-regulated transit platform.

Please visit weissformayor.com to review and shape the “Outcomes Tracker” framework I developed to track performance metrics and deliverables for our next Mayor from June 2018-June 2019. Below are the relevant outcomes for SFTWA:

- Require the same standards for TNCs as Taxis for Airport pick-up and drop off (e.g. Fingerprinting, proof of insurance, and yearly vehicle inspections)
- Demonstrate support at the local/state level for increased data collection and regulation for TNCs
- Work with stakeholders to explore ways to decrease moving violations for TNCs (e.g. obstructing bike lanes, driving in bike lanes, illegal u-turns in business districts, illegal use of transit lanes, failure to yield for pedestrians, etc.)
- Develop a task force for the creation of a city-regulated platform for transit co-ops that is pro-worker, pro-passenger, and pro-environment
- Work with stakeholders to develop equitable reparations to taxi drivers who have filed for bankruptcy or have lost their investment due to medallion financing

- 2. Taxis are facing unfair competition from Uber and Lyft, whose fare structure undercuts taxi fares and is set so low that they must provide subsidies to their drivers, resulting in huge financial losses for Uber and Lyft, in an effort to crush their competition, especially taxis. Since it is impossible for taxis to compete against this “predatory pricing,” would you support a per-ride “Fairness Fee” on Uber and Lyft that raises their fares to that of taxis?**

Yes, as Mayor I will support a “Fairness Fee” and work to increase regulatory control at the Municipal level.

- 3. So long as taxis are facing predatory pricing by Uber and Lyft, would you support efforts to increase demand for taxi services? Specifically, SFTWA has proposed a significant increase in the number of taxi stands, integrating taxis into the Clipper Card system and exploring ways that taxis can complement and supplement Muni service. Do you support these ideas, and would you work to help us achieve them?**

I support these ideas, and am intrigued to learn more about the viability of your idea to integrate taxis into the Clipper Card system. As Mayor, I will support the increase of funding for subsidized taxi rides for low-income residents through a task force focused upon taxi drivers reparations and TNC regulations.

- 4. SFTWA believes the city can save money and increase government efficiency by providing rides to city employees through reliable app-based taxi service for work-related travel in and around the city, thereby reducing the size of the city’s vehicle fleet. Do you support this idea?**

Yes, as Mayor I will support this idea and commission and work with the Board of Supervisors to commission a cost and viability analysis from the Budget and Legislative Analyst.

- 5. San Francisco now has the second worst traffic congestion in the country. Although Uber and Lyft are not the sole cause, they are a major contributor by adding thousands of additional vehicles to San Francisco streets. The number of taxis is limited both to reduce congestion and to ensure that drivers make a living wage. Do you believe that the number of Uber and Lyft cars should be limited for the same reasons? Would you support limits on the number of Uber and Lyft vehicles allowed to operate in San Francisco?**

Yes, I believe the number of Uber and Lyft cars should be limited in order to reduce congestion and ensure that drivers make a living wage. I support increased data collection and regulations for TNCs to the extent possible of a municipality while we remain hamstrung by state regulatory authority.

- 6. Although Uber and Lyft drivers provide the same service as taxi drivers, they operate under different, and much more lenient, regulations. Do you believe that Uber and Lyft and their vehicles should be required to follow the same laws that taxis must follow, especially in terms of background checks of drivers, insurance requirements, data reporting, and drug testing?**

Yes, Uber and Lyft and their vehicles should be required to follow the same laws that taxis must follow, especially in terms of background checks of drivers, insurance requirements, data reporting, and drug testing.

- 7. As mayor, you will have the authority to appoint airport commissioners to govern the airport. Would you expect the airport commissioners to require that Uber and Lyft and their vehicles follow the same regulations that taxis must follow at the airport, especially in terms of background checks of drivers, insurance requirements, and vehicle inspections?**

Yes, as Mayor I will expect airport commissioners to update their policies with common sense amendments that require Uber and Lyft and their vehicles follow the same regulations that taxis must follow at the airport, especially in terms of background checks of drivers, insurance requirements, and vehicle inspections.

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