



San Francisco Taxi Workers Alliance

Mayoral Candidate Questionnaire – June 5, 2018 Election

Candidate: Michelle Bravo

Thank you for taking the time to reflect on these questions. As soon as we receive responses, all candidates' answers will be posted on our website: www.sftwa.org. Please respond no later than Thursday, April 19, 2018, by emailing your form to board@sftwa.org or by mailing it to us at the address below.

Feel free to answer on campaign letterhead.

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. I believe the City of San Francisco needs to not only compensate the taxi drivers who've been woefully mistreated in this instance but also work with the credit union who trusted the City of San Francisco to do the right thing and that simply hasn't happened.

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?

I do support ensuring there is fairness for taxi companies. I would definitely look at what the Fairness Fee entails and consider it.

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?

Given most individuals I've spoken with during my campaign prefer Lyft, Uber or Taxis to MUNI, I would be open to discussing alternatives up to and including integrating taxis into the Clipper Card system and supplementing MUNI especially given MUNI's poor track record of

getting more buses out to underserved areas such as Visitacion Valley, Bayview, Excelsior, districts. Perhaps taxis are the answer.

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?**

I am open to any idea that will assist the SFTWA. What I would propose for all taxi drivers if this were to occur is to ensure that there is a standard of cleanliness in all taxis for better service.

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?**

I absolutely support limiting the number of Uber & Lyft vehicles in San Francisco.

San Francisco needs to seriously curtail Lyft and Uber in the city AND charge THESE companies and their drivers, NOT San Franciscans, annual taxes, business fees AND congestion pricing as these companies are creating most of the congestion, bad roads, traffic violations and danger to cyclists and motorists by stopping wherever they want in the middle of street causing numerous accidents and trouble for all San Franciscans.

I absolutely WILL ensure transportation remains affordable and accessible for all San Franciscans. There has been a recent article that has given me pause regarding Uber and Lyft. Please see here: <https://www.sfgate.com/business/technology/article/uber-lyft-traffic-congestion-study-boston-sf-12707264.php> As with any new technology company in "darling," (i.e. AirBnB) that's been around long enough to know better, it's time for San Francisco's City Hall to financially check and correct and hold both Uber and Lyft accountable for the damage they're doing to our city in the name of convenience. The corrections when I become mayor will look like this;

-Work to curtail and seriously limit the number of Lyft and Uber drivers in the city by having them join the medallion system if this system is effective. This way, Lyft and Uber will be just like any other taxi service. If the medallion system is ineffective work with the SFTWA to sort out a better plan.

-Charge Lyft and Uber companies and their drivers annual taxes, business fees AND congestion pricing as these companies are creating most of the congestion, bad roads, traffic violations and danger to cyclists and motorists by stopping wherever they want in the middle of street causing numerous accidents and trouble for all San Franciscans.

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? ABSOLUTELY.**
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?
ABSOLUTELY.