

May 5, 2017

City of Seattle
Department of Finance and Administrative Services
Attn: Mr. Matthew Eng
P.O. Box 94689
Seattle, WA 98124-4689
DriverRepresentation@seattle.gov

Dear Mr. Eng:

We, the undersigned drivers and community members of Drive Forward Seattle, submit the following public comments on the proposed rule changes released by your office on April 21, 2017.

First, in general, we are increasingly alarmed by the City's clumsy and unprofessional administration of this flawed ordinance. Not only was the ordinance originally passed with no public dialogue and no input from the very people it would affect most - drivers - but the City has ignored our voices every step of the way. Hundreds of us have offered comments, suggestions, and testimony during this process, but we have been ignored. The release of this latest set of rules only provides further confirmation the goal of this effort is not to help the drivers. This is not the progressive City we know that claims to be inclusive and to care about people like us.

Second, we are extremely concerned by the Department of Finance and Administrative Services' sudden decision to make changes to supposedly "final" rules several months after beginning implementation of the ordinance. How can the rules change after they were already final? How do we know they won't change again? Even more disturbing, none of the new changes reflect the extensive feedback you have received from drivers. Where did these proposed changes come from? Whose interests are you protecting with these new changes? It certainly is not drivers.

Third, now that you have re-opened the rules, we would again implore you to listen to the voices of drivers like us and make the following changes to the rules that we have previously asked for on many occasions:

- Every driver affected by this ordinance should have a vote on union representation. The City has been working on this ordinance for nearly a year and a half, and we have not once heard the City offer any logical explanation based upon any reliable evidence or fact as to why only certain drivers get a vote on an issue that will impact their future. Why are you denying thousands of drivers this fundamental right?

- Every driver that would be bound by a resulting contract should get a final vote on whether to approve or disapprove that agreement. This has been a basic part of labor law for decades. Why won't you guarantee drivers a final up or down vote on the contract. Why are you giving the right of approval or rejection to the Director?
- Drivers should have real protections from harassment and intimidation from any organization seeking to represent us. The rules currently include protections against harassment by other parties but not from the organization that has the most to gain from securing our signatures. Why won't you provide us with these protections?

Please do not ignore these objections both to the proposed rules and to the City's flawed rule-making process like you have done in the past. We cannot understand why the City didn't offer ANY response to Drive Forward's February 17, 2017, letter raising a number of major objections to approving the Teamsters' QDR application. Our letter laid out the Teamsters' massive conflict of interest in trying to represent independent drivers like us after years of fighting to stop us from earning money as drivers - including fighting to keep us out of the airport, suing to kick TNCs out of Seattle entirely, and capping the number of drivers at 150. How could an organization whose interests directly conflict with the interests of the drivers they seek to represent be certified as a QDR? These are serious questions - but we received no answers. The City's defective process has clearly not put the interests of drivers first.

In conclusion, we, the drivers and community members of Drive Forward Seattle affected by this ordinance, implore you once again to begin protecting the interests of drivers by listening to our concerns and revising the rules so that **our privacy is protected** and that **every driver gets a vote** on representation and any final contract.

Respectfully submitted,

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