

For stakeholder workshops to take place in June and July, FAS will solicit on feedback regarding qualifying drivers; Qualified Driver Representatives (QDRs); and Exclusive Driver Representatives (EDRs), particularly verifying drivers’ statements of interest and subjects of bargaining.

Stakeholders interested in submitting written responses to any of the questions may do so via e-mail to [DriverRepresentation@seattle.gov](mailto:DriverRepresentation@seattle.gov) or via US Mail to Matthew Eng, Department of Finance & Administrative Services, PO Box 94689, Seattle, WA 98124-4689.

Questions	Stakeholder Responses
<p>1. Of all the drivers driving taxicabs, for-hire vehicles and Transportation Network Company (TNC) vehicles, how should the City decide which drivers will have the opportunity to decide whether a particular company’s drivers should be represented by an “exclusive driver representative” in collective negotiations?</p> <p>These drivers, called “qualifying drivers” by the City, should have a strong interest in safety and reliability and good knowledge about what affects safety and reliability. Should “qualifying drivers” be defined based on the number of trips, length of trips, frequency of trips or something else?</p> <p>If the City uses trips to define qualifying drivers, then how many trips per week, for example, would a driver need to make to be full time?</p>	
<p>2. Organizations that want to represent drivers have to be approved by the City. What factors should the City use to approve an organization?</p> <p>What’s a good way to determine whether an organization has been successful in representing other groups of workers or would be committed to and good at representing drivers in the future?</p>	

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<p>3. Qualifying drivers who want to have an organization represent them will need to sign and date a paper or electronic form saying that they want to be represented.</p> <p>Should drivers have the option of expressing their support through methods other than signing a piece of paper or submitting something electronically? What would those other methods be?</p> <p>The City will need to make sure drivers' statements supporting representation are double checked. How this should be done and who should do it? Some options include double checking a driver's signature, name or driver's license number. Double checking could be done by the City or a third party selected by the City, like an accountant.</p> <p>Please offer any other ideas you have in this area.</p>	
<p>4. If a majority of qualifying drivers support the idea of being represented, then the organization chosen to represent them will sit at a table with the drivers' taxicab association, for-hire vehicle company or TNC and negotiate issues of importance to both drivers and companies.</p> <p>Examples of issues include vehicle safety, safe driving, criminal background checks, payments to drivers, minimum hours of work, and working conditions. What other issues are important and should be part of negotiations?</p>	

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<p>5. When an organization representing drivers has completed its negotiations with the drivers' taxicab association, for-hire vehicle company or TNC, it should have written agreement ready for the City to approve.</p> <p>Before approving the agreement, the City has to make sure that the agreement helps to make taxi, for-hire vehicle and TNC transportation safe, reliable and affordable for riders. How would the City decide this?</p>	