

## Candidate Stances: Compiled by San Francisco Transit Riders (SFTR)

SFTR submitted a Candidate Questionnaire on transit issues to every officially qualified mayoral candidate. Below are the candidates' responses to a question about private transportation companies.

Each candidates' full questionnaire response is available at: <http://sftransitriders.org/ridethevote/mayor/>

<b>As mayor, would you advocate to levy taxes, fees and/or stronger regulation on private transportation companies like Uber, Lyft, and Chariot?</b>	
<b>Angela Alioto</b>	Responded to SFTR's questionnaire, but did not answer this question.
<b>Michelle Bravo</b>	Yes. San Francisco needs work with 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. With the money earned from taxes and fees from these companies, use it for bettering security, cleanliness & safety for MUNI & BART riders.
<b>London Breed</b>	Yes, I will absolutely advocate for stronger regulations, and I am open to the discussion of taxing them as well. They are operating commercially on public streets, and their activity imposes costs on the public, so I definitely understand the argument. We need to take a look at the practices of these companies and figure out how we can best collaborate to make a San Francisco that works for everyone. We cannot accept the rash of double parking- and even driving- in bicycle lanes, whether that means automated ticketing as Muni has done, more PCOs, and/or other solutions. TNCs should not be endangering bicyclists or anyone else. I will also lead, as I have for the last 5+ years, for more protected lanes, greater investment in street safety redesigns, and faster project delivery. TNCs have significant impacts on our streets and transportation system. I would like to work with stakeholders and the CPUC to improve how they fit in to our local transportation environment.
<b>Richie Greenberg</b>	No response.
<b>Jane Kim</b>	Emerging mobility technologies and transportation network companies are now a part of San Francisco's transportation ecosystem and we should work together on a long term transportation vision for San Francisco. As Mayor, I will support registering transportation network company (TNC) vehicles which would allow us to regulate this industry and advocate for a tax, fee or assessment at the state level to mitigate the impacts they have on traffic congestion, public transit, and our environment. While private transportation companies fill a gap of unmet transportation needs, we need to ensure they are good partners with our public transit options. We also need to double our enforcement on all vehicles (TNC, personal vehicles, delivery trucks, commuter shuttle buses and city vehicles) which double park on car, bus and bike lanes and block the box and regulate TNC drop off and pick up areas.
<b>Mark Leno</b>	Transportation Network Corporations, like Uber and Lyft, add over 50,000 additional cars to city streets every day which represents about 170,000 vehicle trips, clogging our streets, increasing air pollution, and wearing down our roads. We need to assess the extent of the impact these TNCs have on our city, and seriously consider ways in which we can regulate rideshare corporations in San Francisco. As Mayor, I would prioritize advocating for policies that ensure TNCs play by the rules and reduce the impact they have on everyday mobility, our air quality and our infrastructure. I would pursue the possibility of a congestion tax to bring down the number of TNC vehicles on our roads, and would look to other cities experiencing a similar rise in the use of Uber and Lyft to understand best practices that could help San Francisco.
<b>Amy Farah Weiss</b>	Yes. The City has horribly mismanaged the taxi industry and subsequent regulations of the tens of thousands of TNCs that congest our streets. Although we are somewhat hamstrung locally by the CPUC's current authority over TNC regulations, we should be exploring ways to target TNCs for behaviors that increase risk for cyclists and pedestrians. A recent 3-month SFPD report in 2017 showed that TNC drivers accounted for the bulk of moving violations for obstructing bike lanes, driving in bike lanes, illegal u-turns in business districts, illegal use of transit lanes, and failure to yield for pedestrians. Our north star should be the development of a locally-regulated pro-drive, pro-passenger, and pro-environment transit platform that supports our Vision Zero goals.
<b>Ellen Lee Zhou</b>	Yes. It is not fair for tax drivers who invest \$250,000 for their taxi license. But now free! Worthless! The city should be intervene for fairness!