



Uber

2022

US Political
Engagement
Report

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Uber's approach to political engagement

At Uber, we reimagine the way the world moves for the better. Our public policy teams contribute to that mission through responsible corporate participation in federal, state, and local public policy discussions on matters that affect our business.

We participate in the political process to help shape public policy and government actions to advance our business objectives and values. Uber also supports officials, candidates, and other politically oriented organizations that promote policies that are aligned with our priorities and that we believe will have a positive impact on the communities we serve.

Uber believes in the value of transparency, accountability, and active participation in policy conversations to further the interests of our company and its stakeholders. In that spirit, this report is a transparent accounting of our US political engagement.





Values and policy priorities

Uber's values guide how we engage in policy conversations. We are a tech company that connects the physical and digital worlds to help make movement happen at the tap of a button. We believe in a world where movement should be accessible, safe, and sustainable. Regardless of your gender, race, religion, abilities, or sexual orientation, we champion your right to move and earn freely and without fear. We are committed to doing the right thing by our customers, local communities and cities.

Our key public policy and lobbying priorities include protecting driver and delivery person flexibility, extending new benefits and protections to independent contractors, addressing regulations on app-based delivery and mobility services, developing an inclusive EV charging infrastructure, and responding to and supporting cities and states as they address challenges in an evolving world.

Internal decision-making process for contributions

All US political contributions must be approved by Uber's Government Affairs Committee, the company's internal governance structure comprising senior policy and business leaders in the United States. The committee provides oversight and approval of the company's US political activity, including strategic considerations, risk assessments, and considerations regarding value alignment. It has a robust infrastructure that includes approval of contributions to candidate and political committees, political organizations, trade associations, and social-welfare and charitable organizations.

In determining whether to approve a request to make a political contribution, the committee may examine several factors, including, but not limited to, demonstration of political leadership, representation of the communities Uber serves, voting record, committee assignments, and support for policies and initiatives of importance to Uber. Although we may be in agreement with certain positions that recipient committees take on public policy issues, contributions to those candidates and political committees do not necessarily indicate agreement with all their views.

All political contributions are made to promote the interests of Uber, without regard for the personal political views or interests of our executives or individual employees. No contribution is made to influence or reward an official act, to improperly obtain or retain business, or to improperly gain a financial or other advantage.



A summary of our US Corporate Political Activity Policy can be found [here](#)



Trade associations and tax-exempt organizations

Like most major companies, Uber belongs to trade associations including those organized under Internal Revenue Code Section 501(c)(6). Uber may also make donations to 501(c)(3) and 501(c)(4) tax-exempt charitable and social-welfare organizations. Some, but not all, of the groups that we support engage in political activities or government advocacy. We join these organizations for many reasons, including networking and thought leadership.

Although we may be in agreement with certain positions these organizations take on public policy issues, membership or support of a particular organization does not necessarily indicate agreement

with all its views. Occasionally, an association or organization that we are members of and / or support will take a position that differs from ours, and, in those cases, we may engage with the organization to express our views. If a significant misalignment of priorities were identified, the company could consider pausing membership or terminating the relationship. Uber will always prioritize its stated values and business objectives. If, for example, there were tension between a trade association's specific position on climate change and [Uber's commitment](#) to being a zero-emission platform by 2040, Uber's position would be to opt to more aggressively tackle the challenge of climate change as it pertains to our platforms and drive a green recovery in our cities.



We monitor the use of dues or payments to trade associations and other organizations to ensure consistency with the company's values and long-term interests. This includes annual reviews of payments to such associations and organizations as part of our assessment of the overall efficacy of our membership and support.



Lobbying and grassroots advocacy

As policymakers consider issues related to our businesses, we believe it's our responsibility to advocate for sound policies to advance the interests of our company, customers, and stockholders. To that end, we frequently engage with policymakers, public officials, and regulators at the federal, state, and local levels.

Supporting this work, we've developed lobbying principles focused on ensuring that consultants act in compliance with the law, and with honesty and integrity in their representation to government officials. Consultants who lobby on Uber's behalf must confirm that they will observe these principles.

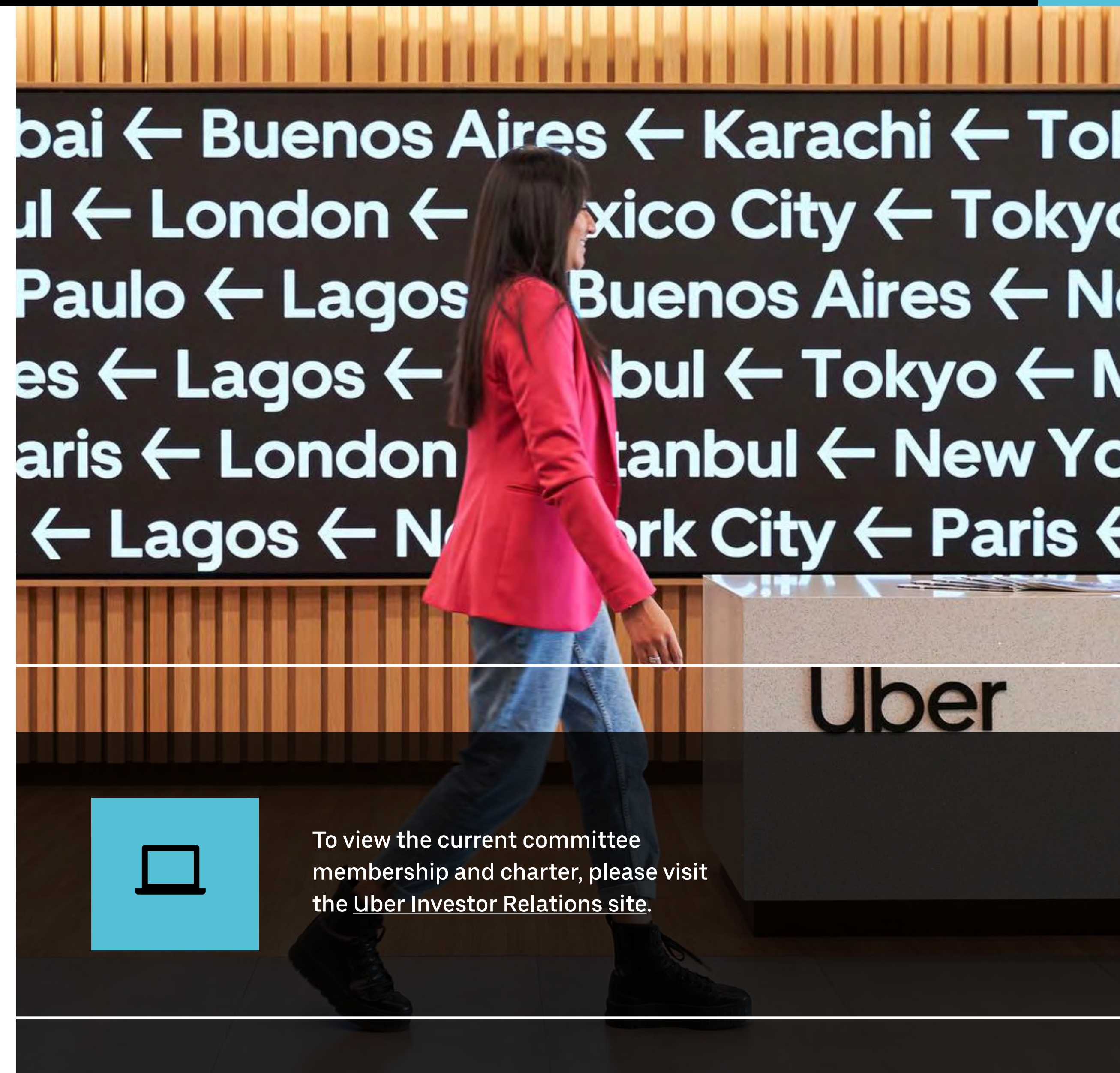
From time to time, we alert users—including drivers, riders, and small businesses—of potential changes to laws that could affect their experience with Uber's platform, because we feel it's important for them to follow and engage civically on matters that may directly affect them. We believe, for instance, that it's important for lawmakers to hear directly from drivers about why they value their flexibility and ability to work on their own schedule.

Board and internal oversight

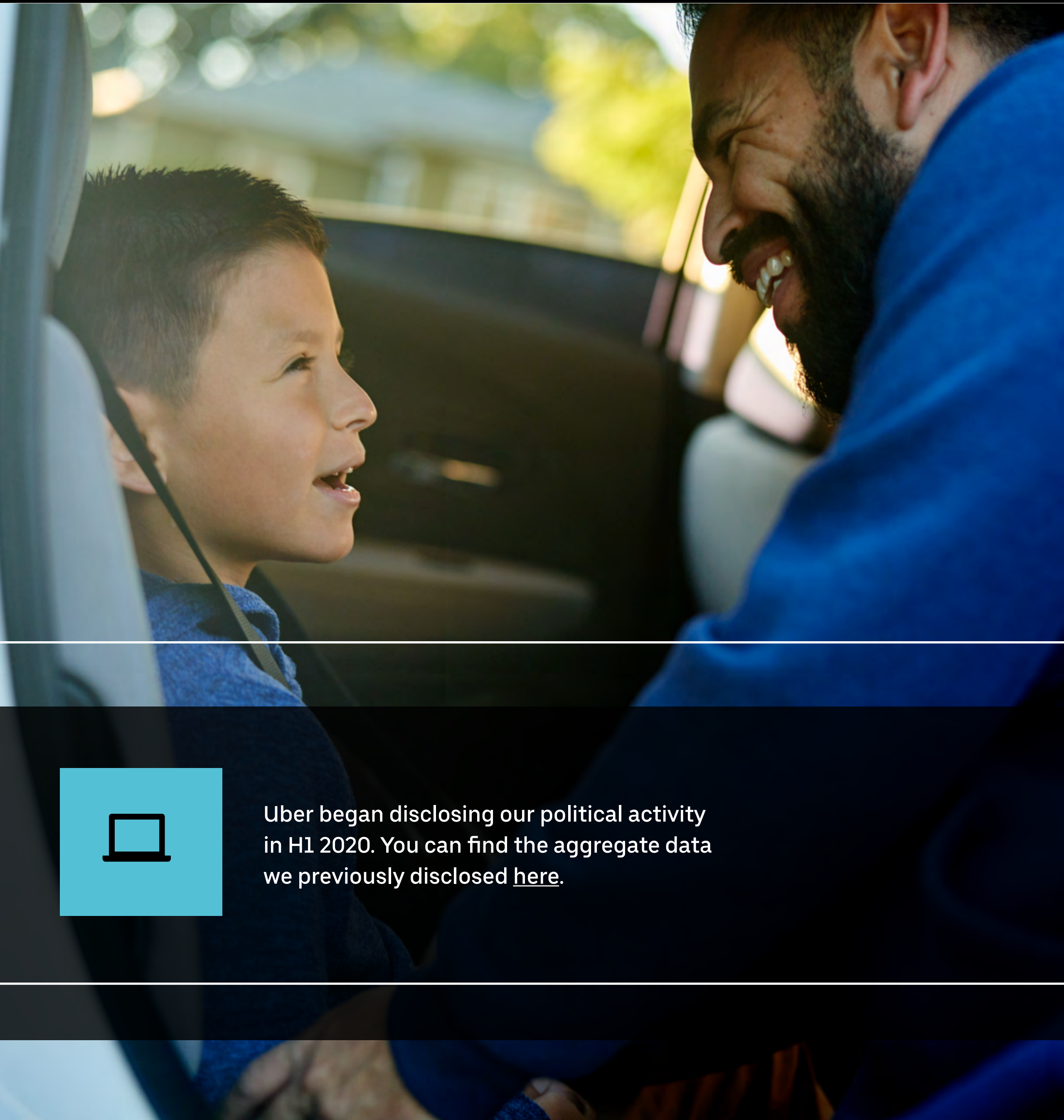
Strong governance and risk management systems are critical parts of Uber's political and lobbying activities. The company maintains robust oversight of these activities, including at the Board of Directors level. The Board's Nominating and Governance Committee, as stated in its charter, oversees the company's efforts regarding environmental, social, and governance matters, including periodically receiving and reviewing from management reports regarding corporate political activities and contributions and lobbying activities. The committee is composed solely of independent directors and receives quarterly reports that provide information about Uber's political

contributions to trade associations and other tax-exempt organizations that may be used for political purposes.

Our Senior Vice President, Marketing and Public Affairs oversees political and lobbying activities. Use of company funds for any US political contribution requires approval in advance by Uber's Government Affairs Committee, the company's day-to-day internal governance structure. This committee, in consultation with Uber's legal team, oversees political contributions to ensure consistency and that our contributions comply with Uber policies and procedures, as well as applicable laws, regulations, and corresponding legal reporting requirements.



To view the current committee membership and charter, please visit the [Uber Investor Relations site](#).



Transparency

In the interest of transparency for our stockholders and other stakeholders, we'll post our corporate political contributions and independent expenditures semiannually on our website.

Our federal lobbying expenses and the issues to which our lobbying efforts relate are publicly disclosed quarterly, pursuant to the Lobbying Disclosure Act. These reports are

publicly available from the Clerk of the US House of Representatives and the Secretary of the US Senate.

In 2022, Uber had a lobbying presence at state and local levels in 46 states plus the District of Columbia. We publicly disclose state and local lobbying costs and activities where required by applicable law.



Uber began disclosing our political activity in H1 2020. You can find the aggregate data we previously disclosed [here](#).

Spotlight: Environmental sustainability and climate change

A zero-emission platform. We still have a long way to go, but that's our goal. Because it's the right thing to do—for our business and for all those who rely on our platform. We believe that getting there benefits our users, our employees, our investors, the cities we serve, and the planet that we all share.

Uber started this journey in 2020 with a set of core commitments that are helping us reach net zero by 2040 across all Scope 1, 2, and 3 emissions. As part of getting there, we've set an ambitious goal of enabling 100% of rides on our mobility platform to be

completed in zero-emission vehicles (ZEVs), on micromobility, or on public transit by 2030 in Canada, Europe, and the US, and by 2040 in every market where we operate.

We support the Paris Agreement's goal of limiting the global average temperature rise to 1.5°C. We are members of the [Science Based Targets initiative](#) (SBTi), and in 2023, the SBTi approved Uber's near- and long-term science-based emissions-reduction targets. We also have joined the [Climate Pledge](#).



Climate governance

Uber's Board of Directors and its Nominating and Governance Committee periodically receive updates on policy and regulatory trends at the local, state, and national levels concerning climate- and emissions-related developments, in addition to receiving reports on Uber's climate-change commitments.

Uber's Executive Leadership Team reviews Uber's major climate commitments and endorses emissions-reduction programs.

Uber's Senior Vice President of Mobility and Business Operations and the Senior Vice President of Marketing and Public Affairs share responsibility for climate change-related issues and policies within the company. These executives oversee the work of the Global Head of Sustainability, who is responsible for measuring Uber's emissions footprint, evaluating potential related business and regulatory risks (such as limits on emissions), and assessing options for emissions reduction.

Driver transition to zero emissions

To enable a fair transition for all drivers who use the Uber platform, especially those in lower-income brackets and commercial drivers, we're advocating for progressive, inclusive policies across 3 crucial areas:

01

EV supply:

Advocating for policies that cultivate a high-quality market of long-range EVs at affordable price points, including a thriving used EV marketplace.

02

EV charging:

Funding and enabling policies that increase the supply of EV charging and reduce the cost of electricity to drivers.

03

Carbon and road pricing:

Advocating for urban access, road pricing, and carbon-based fuel-consumption schemes that reward drivers who use more-sustainable and zero-emission modes.



For a detailed list of policies that we promote, and examples on implementation, please see our [Preferred Electric Vehicle \(EV\) Policies Menu](#).



Note: use of "EV" refers to electric vehicle; use of "ZEV" refers to zero-emission vehicle

	EV supply	EV charging	Carbon and road pricing
Transportation industry-wide	<ul style="list-style-type: none"> • Ambitious fuel economy and CO₂ standards • Binding ZEV mandates and internal combustion engine phaseouts • Driver demand incentives, especially for lower-income drivers, high-mileage drivers, those with used EVs, and commercial fleets 	<ul style="list-style-type: none"> • Government funding/incentives, especially urban fast and overnight charging in low- and middle-income areas • Rate design for fast charging and time-of-use rates • "Right to plug," especially for multi-unit-housing residents 	<ul style="list-style-type: none"> • Urban access privileges for ZEVs and shared modes • Road, emissions, and congestion charges, excluding ZEVs • Low carbon fuels standards
Ridesharing-specific	<ul style="list-style-type: none"> • Driver learning programs • Vehicle onboarding streamlining for ZEV leet partners • Reformed vehicle caps, licensing, and onboarding requirements for ZEVs 	<ul style="list-style-type: none"> • City EV infrastructure planning 	<ul style="list-style-type: none"> • ZEV and pooled-trip fee or tax discounts (where applicable)

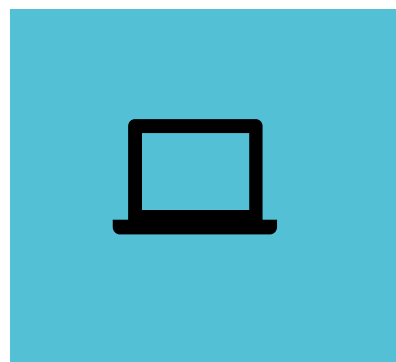
Climate is a team sport, and Uber is all in

We're working with industry partners to find new innovative and affordable ways to help drivers go electric, for example:

- Rental EVs (from partnerships with companies such as Hertz in Canada, Europe, and the US) packaged with EV charging access at all-in costs at or below those of equivalent internal combustion engine vehicles
- Preferred terms on new, longer-range EVs from leading automakers including Hyundai, Kia, Nissan, Renault, and Tesla
- Increasing availability, access, and affordability of urban fast charging through partnerships with EVgo, bp Pulse, and Shell Recharge Solutions
- Improving drivers' access to affordable overnight and home charging solutions through partnerships with Enel X and Wallbox

Partner organizations

- Accelerating to Zero Coalition
- The Corporate Electric Vehicle Alliance
- EU Platform for electromobility
- The European Association for Electromobility (AVERE)
- The European Climate Pact
- The Global New Mobility Coalition
- Optimise Prime
- Transport & Environment
- Veloz
- World Resources Institute
- The Zero Emission Transportation Association
- The Zero Emissions Urban Fleets network



Please visit our [Don't Stop Till Zero webpage](#) for more information.





Uber's 2022 US Corporate Political Expenditures

2022 political contributions

Uber does not have a federal PAC. Uber makes corporate contributions at the state and local levels where permissible by law. Below are the corporate contributions made in 2022.

Recipient	Candidate/ballot measure	State	Semiannual period	Amount
Avelino Valencia for Assembly 2022	Avelino Valencia	CA	H1 2022	\$4,900
Blanca Pacheco for Assembly 2022	Blanca Pacheco	CA	H1 2022	\$4,900
Chris Holden for Assembly 2022	Chris Holden	CA	H1 2022	\$4,900
Committee for a Greater Miami	n/a	FL	H1 2022	\$10,000
Democratic Legislative Campaign Committee	n/a	n/a	H1 2022	\$35,000
Flexibility and Benefits for Massachusetts Drivers	Flexibility and Benefits for Massachusetts Drivers ballot measure	MA	H1 2022	\$5,577,536 ¹
Glenn Youngkin Inaugural Committee	n/a	VA	H1 2022	\$15,000 ²
Heath Flora for Assembly 2022	Heath Flora	CA	H1 2022	\$2,400
James Gallagher for Assembly 2022	James Gallagher	CA	H1 2022	\$2,900
Joe Patterson for Assembly 2022	Joe Patterson	CA	H1 2022	\$2,500
John Laird for Senate 2024	John Laird	CA	H1 2022	\$2,000
Laurie Davies for State Assembly 2022	Laurie Davies	CA	H1 2022	\$4,900
Phillip Chen for Assembly 2022	Phillip Chen	CA	H1 2022	\$2,900
Republican State Leadership Committee	n/a	n/a	H1 2022	\$40,000
Roger Niello for Senate 2022	Roger Niello	CA	H1 2022	\$2,000
Shawn Kumagai for Assembly 2022	Shawn Kumagai	CA	H1 2022	\$4,900
Steve Padilla for State Senate 2022	Steve Padilla	CA	H1 2022	\$2,500

¹Total value of monetary and in-kind contributions.

²Uber contributed ride codes to the committee. This represents the total value of codes that could have been redeemed.

Recipient	Candidate/ballot measure	State	Semiannual period	Amount
Suzette Martinez Valladares for Assembly 2022	Suzette Martinez Valladares	CA	H1 2022	\$4,900
Washington Coalition for Independent Work Committee	n/a	WA	H1 2022	\$229,512
Yes on A, Committee for Safer Streets and Reliable, Accessible Transportation	Proposition A (San Francisco)	CA	H1 2022	\$50,000
1910 PAC	n/a	WA	H2 2022	\$9,000
Advancing Florida Agriculture	n/a	FL	H2 2022	\$5,000
Advocate for Florida Families, Inc.	n/a	FL	H2 2022	\$2,500
Angelique Ashby for Senate 2022	Angelique Ashby	CA	H2 2022	\$2,500
Building On Your Dreams Political Committee	n/a	FL	H2 2022	\$2,500
Carlos Villapudua for Assembly 2022	Carlos Villapudua	CA	H2 2022	\$2,000
Christy Holstege for Assembly 2022	Christy Holstege	CA	H2 2022	\$4,900
Conservatives for a Better Florida	n/a	FL	H2 2022	\$5,000
Cottie Petrie-Norris for Assembly 2022	Cottie Petrie-Norris	CA	H2 2022	\$2,000
David Alvarez for Assembly 2022 Special Election	David Alvarez	CA	H2 2022	\$4,900
Eduardo Garcia for Assembly 2022	Eduardo Garcia	CA	H2 2022	\$4,000
Enough is Enough	Question D (Portland)	ME	H2 2022	\$50,000 ³
Evan Low for Assembly 2022	Evan Low	CA	H2 2022	\$4,900
Florida Democratic Legislative Campaign Committee	n/a	FL	H2 2022	\$5,000
Florida House Republican Campaign Committee	n/a	FL	H2 2022	\$20,000
Florida Republican Senatorial Campaign Committee	n/a	FL	H2 2022	\$10,000
Friends of Jon Burns	Jon Burns	GA	H2 2022	\$2,000

³See discussion of Portland ballot question committee on page 15.

Recipient	Candidate/ballot measure	State	Semiannual period	Amount
Georgia House Republican Trust	n/a	GA	H2 2022	\$20,000
Georgia Republican Senatorial Committee, Inc.	n/a	GA	H2 2022	\$10,000
Gregg Hart for Assembly 2022	Gregg Hart	CA	H2 2022	\$2,000
Honest Leadership	n/a	FL	H2 2022	\$2,500
Josh Lowenthal for Assembly 2022	Josh Lowenthal	CA	H2 2022	\$2,000
Matt Haney for Assembly 2022	Matt Haney	CA	H2 2022	\$4,900
Mexican American Legislative Caucus	n/a	TX	H2 2022	\$10,000
Newsom for California Governor 2022	Gavin Newsom	CA	H2 2022	\$32,400
Ralston for Representative Committee, Inc.	David Ralston	GA	H2 2022	\$2,000
Restaurant Industry United	Question D (Portland)	ME	H2 2022	\$200,000 ³
Roger Niello for Senate 2022	Roger Niello	CA	H2 2022	\$2,900
San Diego Chamber PAC	n/a	CA	H2 2022	\$155
Save John F Kennedy Promenade, Yes on J, No on I	Yes on J, No on I (San Francisco)	CA	H2 2022	\$50,000
Serve Florida	n/a	FL	H2 2022	\$2,500
SF Forward PAC	n/a	CA	H2 2022	\$500
Stephanie Nguyen for Assembly 2022	Stephanie Nguyen	CA	H2 2022	\$2,000
Vote Liz Berry	Liz Berry	WA	H2 2022	\$1,000
Washington Coalition for Independent Work Committee	n/a	WA	H2 2022	\$24,733
Weber for CA Assembly 2022	Akilah Weber	CA	H2 2022	\$2,000

³See discussion of Portland ballot question committee on page 15.

Sponsored committees

California sponsored committee

In June 2021, Uber established Uber Innovation PAC, a California political committee. The sponsored PAC made the following contributions in 2022.

Recipient	Semiannual period	Amount
Asian Pacific Islander Leadership PAC	H1 2022	\$15,000
California Republican Party	H1 2022	\$25,000
Equality California PAC	H1 2022	\$25,000
Keep Californians Working	H1 2022	\$500,000
Women in Power (WIP PAC)	H1 2022	\$20,000
Asian Pacific Islander Leadership PAC	H2 2022	\$15,000
LGBT Caucus Leadership Fund	H2 2022	\$10,000
Women in Power (WIP PAC)	H2 2022	\$15,000

Portland ballot question committee

In November 2022, a citywide ballot referendum in Portland, Maine, included a measure—Question D—that conflated a minimum wage increase for restaurant workers with employment status for transportation network drivers. To alert the public of the bad policy, Uber supported local stakeholders (Enough Is Enough and Restaurant Industry United) who ran multipronged education campaigns about the negative impact this proposal would have on servers, bartenders, local business owners, and drivers, as well as the disruption of access to transportation alternatives and access to food. In addition to the monetary contributions to Enough Is Enough and Restaurant Industry United listed above, Uber made in-kind contributions valued at \$36,837 to oppose Question D and to support the efforts of local restaurants, restaurant servers, and small businesses working to protect jobs, provide services, and keep the city's economy strong. In compliance with local law, Uber established a ballot question committee—United for Portland Workers—to report the in-kind contributions, then terminated the committee after the election.

Corporate independent expenditures

An independent expenditure is an expenditure for a communication, such as a TV advertisement, that expressly advocates the election or defeat of a clearly identified candidate or support or opposition of a ballot measure, and is made independent of any candidate, his or her authorized committees, a political party committee, or a committee primarily formed to support or oppose a ballot measure.

Uber did not make any corporate independent expenditures in H1 2022 (January 1, 2022, to June 30, 2022) or H2 2022 (July 1, 2022, to December 31, 2022).



Trade association memberships

This is a list of corporate 501(c)(6) trade association memberships, where dues may be used for lobbying. It reflects associations with dues of \$50,000 and above paid in each semiannual period.⁴

Organization	Semiannual period	Amount
US Chamber of Commerce	H1 2022	\$50,000–\$75,000
Chamber of Progress	H1 2022	\$75,001–\$100,000
TechNet	H1 2022	\$100,001–\$125,000
Drive Forward ⁵	H1 2022	\$175,001–\$200,000
Drive Forward ⁵	H2 2022	\$50,000–\$75,000
Flex Association ⁵	H2 2022	\$400,001–\$425,000

In 2022, \$162,000 of the membership dues listed above went toward lobbying.

⁴This list reflects 501(c)(6) memberships initiated by Uber's Policy teams in the United States.

⁵Uber's policy team serves on the boards of Drive Forward and Flex Association.

Additional trade association support

Uber supports many trade associations in furtherance of its policy, safety, and sustainability goals. Below is a list of trade associations that Uber's Policy teams in the US supported in 2022 at levels under \$50,000.

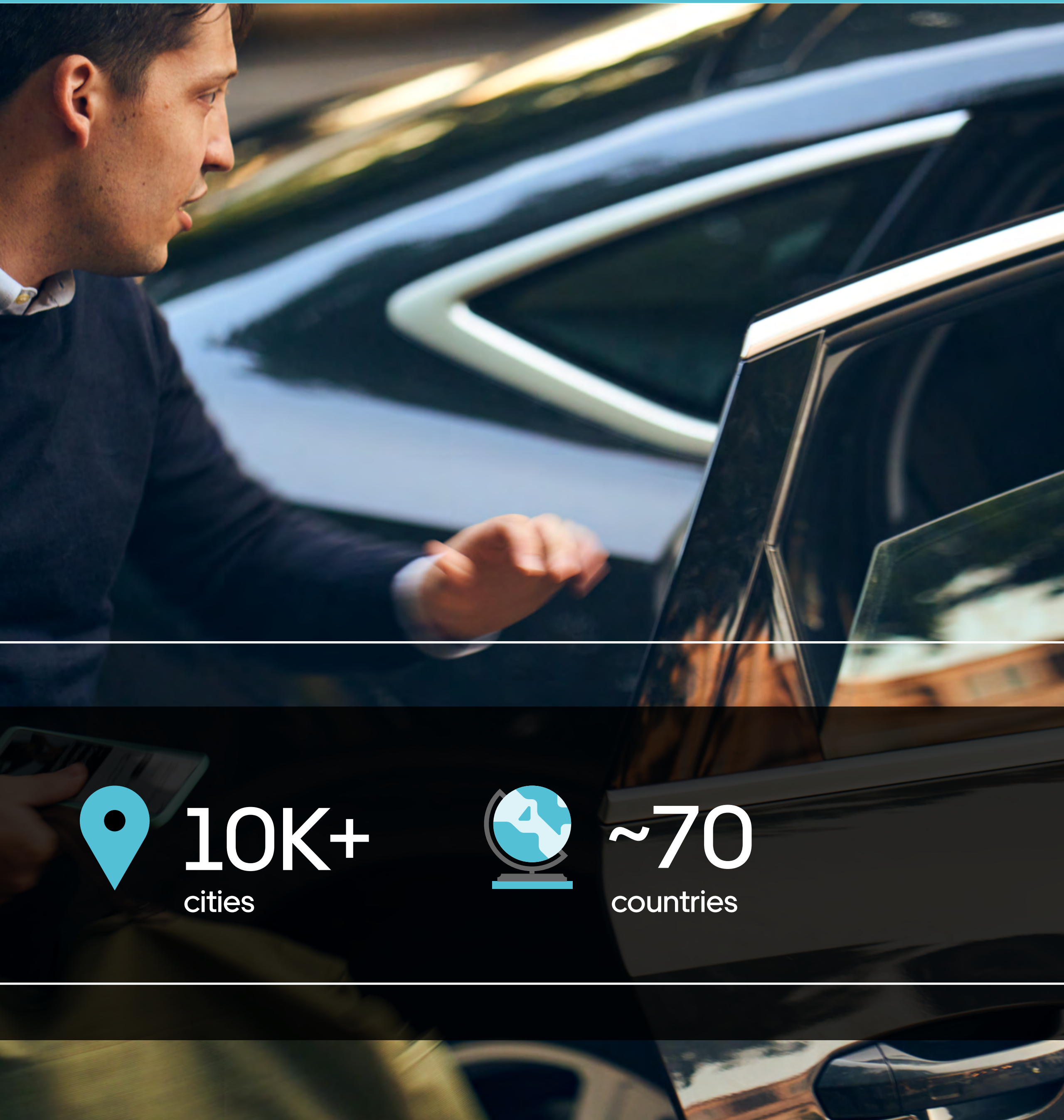
- Associated Industries of Florida
- Associated Industries of Massachusetts
- Buffalo Niagara Partnership
- Business Council of New York State
- California Chamber of Commerce
- California Police Chiefs Association
- Chamber of Commerce Southern New Jersey
- Colorado Competitive Council
- Florida Chamber of Commerce
- Forth
- Golden Gate Restaurant Association
- International Foodservice Manufacturers Association
- Latino Restaurant Association
- Long Island Association
- Maryland Chamber of Commerce
- New York City Hospitality Alliance
- Northern Virginia Chamber of Commerce
- Orlando Economic Partnership
- Pennsylvania Chamber of Business and Industry
- Restaurant Association of Metropolitan Washington
- San Diego Regional Chamber of Commerce
- San Francisco Chamber of Commerce
- Seattle Metropolitan Chamber of Commerce
- Silicon Valley Leadership Group
- Tech:NYC
- Texas Civil Justice League
- United States Hispanic Chamber of Commerce
- US Black Chambers
- Virginia Hispanic Chamber of Commerce
- Washington County Chamber of Commerce
- Washington Technology Industry Association
- Worcester Regional Chamber of Commerce

Federal, state, and local lobbying

In 2022, Uber disclosed \$1,960,000 in US federal lobbying expenses. The reports for [Q1](#), [Q2](#), [Q3](#), and [Q4](#) are available on the US Senate website.

Uber had a lobbying presence—directly or through consultants—in 46 states plus the District of Columbia in 2022, spending approximately \$6,600,000 on contract lobbyists in furtherance of important policy goals. Uber filed reports and disclosed expenditures as required in state and local jurisdictions.





 **10K+**
cities

 **~70**
countries

Appendix: Political activity outside the United States

Uber operates in more than 10,000 cities across approximately 70 countries. Around the globe, the company participates in the political process to help shape public policy and government actions that are consistent with our values and business objectives. As in the United States, our Senior Vice President, Marketing and Public Affairs oversees this political and advocacy activity. In every jurisdiction, Uber aims to have all interactions with public officials on behalf of Uber conducted transparently, professionally, and in

accordance with applicable national and local laws and regulations, as well as Uber’s policies and values. In jurisdictions where lobbying or some aspects of lobbying are separately regulated, Uber reports activity as required. For example, the company’s EU registration can be found [here](#).

Uber’s political contributions are primarily made in the US, but the company has also made other permissible contributions. In 2022, Uber made reportable contributions of AU\$55,300 to the Australian Labor Party.

A blurred background image showing two people, a man and a woman, looking at their smartphones in what appears to be a public space like a transit station. The man is on the left, and the woman is on the right. They are both holding and looking at their phones. The word "Uber" is overlaid in the center in a large, white, sans-serif font.

Uber