



1515 3rd Street
San Francisco, CA 94158

Mayor Daniel Lurie
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

April 10, 2025

Dear Mayor Lurie,

We applaud you for taking steps toward re-opening Market Street to traffic, which will help revitalize downtown business activity in Uber's hometown of San Francisco. However, we strongly object to your decision to permit Waymo to operate while continuing to prohibit Uber drivers from doing the same. This action is legally unacceptable, economically harmful, and fundamentally unfair.

Your decision unjustifiably favors one company over others operating in the same sector, doing the same thing: helping move people from point A to point B. Granting exclusive access to one company while maintaining blanket restrictions on others offering identical services violates the basic tenets of equal protection under California and federal law. Favoritism of this nature is deeply concerning, especially when done without public explanation, supporting data, or due process.

If your decision to allow vehicles to operate on Market Street is based on the designation of Waymo cars as "Commercial Vehicles" under the SFMTA's 2019 decision, then that same logic must apply to all other vehicles engaged in the same activity—moving people for money. Accordingly, all vehicles operating on the Uber platform, as well as our competitors like Lyft, should be able to operate on Market Street.

Uber and Waymo are partners, and we believe deeply in the potential of autonomous vehicles to improve road safety. However, the reality is that today Uber is a much more widely available and accessible transportation option. If your goal is to boost the vitality of downtown, then there is no practical reason to exclude Uber drivers, who currently provide more than 3 times the number of trips each day as Waymo, at significantly lower prices and shorter wait times. Uber also has industry-leading technology capabilities to set specific pickup and dropoff locations, and to change those as needed to balance vehicle access with any pedestrian safety or congestion concerns.

For more than four years Uber has dutifully respected the Market Street restrictions. So we are surprised that there has been no transparency around the rationale for suddenly carving out an exception for one company. This double standard undermines not only the rule of law but the City's own credibility—and sends a troubling message that City Hall will be in the business of hand-picking winners.

San Francisco has long stood for innovation and opportunity for all, and we urge you in the strongest possible terms to apply this new policy consistently. If not, we will have no choice but to explore legal action alongside the 60,000 drivers who have served San Francisco over the past year.

With respect,

A handwritten signature in black ink, appearing to read "Jill H.", followed by a horizontal line.

Jill Hazelbaker
Senior Vice President, Communications & Public Policy
Uber Technologies, Inc.