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April 3, 2026

VIA EMAIL

Consumer Protection and Enforcement Division
Transportation Licensing and Analysis Branch
California Public Utilities Commission
505 Van Ness Ave., 2nd Floor
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Re: Uber Technologies, Inc.’s Response to Center for Sustainable Energy’s Advice Letter 1A Proposing DAP Implementation Plan and Handbook

I. INTRODUCTION

Pursuant to CPUC General Order 96-B, Uber Technologies, Inc. (“Uber”) provides this response to the Center for Sustainable Energy’s (“CSE”) Advice Letter No. 1A (“AL 1A”), *Supplemental : Tier 3 Advice Letter: Proposed Drivers Assistance Program Implementation Plan and Handbook Pursuant to California Public Utilities Commission Decision 24-03-001*,¹ submitted as AL 1A on March 27, 2026, with a 10-day deadline to protest or respond.

II. DISCUSSION

1. The Upfront Purchase Incentive Remains Arbitrarily High

While Uber will not repeat the comments included in its Response to AL 1, the proposed Upfront Purchase Incentive amount itself continues to reflect the existence of barriers to CMS compliance that must be evaluated by CARB and the CPUC,² remains arbitrarily high, and likely will not maximize the use of DAP funds (even at the slightly reduced amounts now proposed in

¹ In AL 1A, CSE requests authorization to change the program name from DAP to Rideshare Incentives for Driving Electric (“RIDE”). For ease of reference, Uber has used DAP throughout this response.

² Pub. Util. Code, § 5450(b)(4); see also Uber’s Opening Comments on Phase 2 Staff Proposal, pp. 5-6.

AL 1A).³ Uber also offers the following additional responses specifically to AL 1A.

a. Ride Clean Mass Financial Incentives, Even at Recently Increased Levels, Remain Well Below the Proposed Upfront Incentive Amount

In its response to Uber’s prior comment that the proposed Upfront Purchase Incentive amount is too high, CSE noted the Ride Clean Mass program (funded by the Massachusetts Clean Energy Center, “MassCEC”) offered a lower financial incentive (then, \$6,500 for new EVs and \$2,500 for used EVs) but had low program participation.⁴ It should be noted that the cause of lower-than-expected program participation is often complex and involves not only a specific incentive amount itself but also the extent of public awareness, underlying qualifying criteria, and any associated administrative processes. Regardless, the Ride Clean Mass financial incentives recently were increased (up to \$14,000 for new EVs and \$6,500 for used EVs⁵), and notably they still remain well below the proposed DAP incentive amounts.⁶ Uber continues to believe that the Upfront Purchase Incentive for DAP should be lower, even in light of ongoing unanticipated barriers to increased EV adoption, rather than functioning more like a wholesale vehicle subsidy for a relatively limited number of TNC drivers. This will help to maximize the limited pool of DAP funds so that more drivers are converted to ZEVs.

b. Uber Remains Concerned With Used Vehicle Cost Estimates

While Uber appreciates that the Updated Proposed Implementation Plan provides more context describing the incentive calculation, Uber remains concerned about the use of IHS data and the overall methodology used to update the vehicle cost assumptions set forth in Attachment

³ For further discussion, see Uber’s Response to AL 1, pp. 3-10.

⁴ CSE’s Reply to Protest and Responses of AL 1, pp. 3-4.

⁵ About Ride Clean Mass, available online at <https://ridecleanmass.org/about/>.

⁶ See Updated Proposed Implementation Plan, p. 27.

B to the Phase 1 Decision.⁷ As Uber previously noted, for example, while an “average” LMI driver might opt for an older, higher-mileage vehicle (as CSE predicts), drivers with over 4,500 trips per year (who could be driving 50 hours per week) are likely to make different decisions. Indeed, as Uber has noted, more than two-thirds of drivers who would meet DAP trip eligibility requirements use vehicles with model years 2020 or newer, aptly reflecting that the most highly active drivers are more likely to purchase less old—and more expensive—used vehicles, with prices likely more in line with the used vehicle estimates set forth in the Phase 1 Decision.⁸

The Updated Proposed Implementation Plan’s used vehicle cost estimates, by contrast, presume that DAP drivers may be purchasing used vehicles that are *up to 13 years old*, based solely on the fact that vehicles of such age *could* be used on TNC platforms, and then seeks to incorporate driver purchase behavior. The analysis also only considers the cost of four-passenger vehicles, excluding larger vehicles. These basic assumptions in the methodology, however, are unsupported by substantial evidence and almost certainly not reflective of actual driver behavior. They also ultimately result in artificially low used vehicle cost estimates that inflate the proposed Upfront Purchase Incentive amount. If the intent was to account for driver purchase behavior, the analysis should have incorporated real-world behavior of eligible drivers based on TNC data.

2. Safeguards Are Needed to Ensure That All Drivers Who Purchase a Vehicle Through the DAP Program Retain That Vehicle for at Least 36 Months

The intended benefits of DAP can only be realized if incentivized TNC drivers continue to utilize their ZEVs on TNC platforms. Uber thus remains concerned that ongoing ownership and California registration of vehicles purchased via the Upfront Purchase Incentive would only be verified for those drivers who request an Ongoing Charging Incentive. A clear process should

⁷ See Phase 1 Decision, Attachment B at pp. 2-4.

⁸ See Phase 1 Decision, Attachment B at pp. 3-4.

be provided that is not contingent on a driver seeking an Ongoing Charging Incentive.

The proposed Upfront Charging Incentive reflects a very significant financial investment in individual TNC drivers and is an integral part of the CMS Program. Even if it is not possible to require that drivers remain on a specific TNC platform for 36 months—an inherent limitation of the TNC model—at the very least all incentivized drivers should be required to confirm that they have retained ownership of their vehicle for the required 36-month period. Uber thus reiterates that *all* incentivized drivers—whether or not they pursue an Ongoing Charging Incentive—should be required to verify ongoing ownership and registration of vehicles for at least 36 months.

3. Uber Supports a Streamlined Charging Incentive Process

Both the cost and availability of vehicle charging remain major ZEV adoption hurdles for TNC drivers. While the Ongoing Charging Incentive will help to address this, it is also critical that associated administrative processes are streamlined wherever possible. For that reason, Uber remains supportive of drivers not needing to annually re-verify income eligibility. Likewise, and consistent with its above comment, Uber believes that verification of ongoing vehicle ownership and registration could be conducted separately from the Ongoing Charging Incentive application process, thus: (i) ensuring that all drivers (not just those seeking the charging incentive) verify their ongoing ownership; and (ii) simplifying the Ongoing Charging Incentive process itself. At the appropriate time, it would only be necessary to verify a driver's trip count eligibility.

III. CONCLUSION

Uber appreciates the opportunity to submit this response, respectfully requests that the proposed Implementation Plan and Handbook be adopted subject to the above comments, and it looks forward to an ongoing dialogue regarding the DAP and its benefit to the CMS program.

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Respectfully submitted on this 3rd day of April, 2026, in San Francisco, California.

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