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April 3, 2026

RE: Opposition to Proposed Take Rate or Earnings Mandate for Rideshare Services

Members of Portland City Council,

On behalf of the Portland Metro Chamber and the We Play for Portland Coalition, we write to express our strong opposition to any proposal that would impose a take rate or earnings mandate on transportation network companies such as Uber and Lyft.

The Portland Metro Chamber which represents 2,300 member businesses, and the coalition We Play for Portland, an alliance of Portland's marquee sports and arts organizations - including Sport Oregon, the Portland Trail Blazers, Travel Portland, the Oregon Symphony, Portland Opera, Oregon Ballet Theatre and Portland Timbers—share deep concerns about the unintended consequences these policies could have on Portland's economy, cultural vitality, and accessibility.

The organizations represented by We Play for Portland are foundational to the region's identity and economic engine. Together, they generate millions of dollars in annual economic activity, draw visitors from across the country, and support thousands of jobs in hospitality, retail, and entertainment. Their success depends heavily on the ability of patrons to safely and reliably access venues across the city, and many of these venues have limited parking available.

At a time when Portland is working to rebuild its economy and restore confidence in downtown and the broader region, policies that risk reducing access to reliable, affordable transportation would move us in the wrong direction. Rideshare services are a critical part of the city's mobility ecosystem—connecting residents and visitors to jobs,

events, restaurants, hotels, and cultural institutions, particularly during evenings and weekends when transit options are more limited.

While we applaud any effort to ensure that drivers are fairly compensated, policies that significantly increase the cost of rideshare services—or create an environment where companies may reduce service levels or exit the market altogether—pose a direct threat to our city’s transportation ecosystem and to the livelihoods of the group those policies are intended to support.

We have seen warning signs from other jurisdictions that have tried similar policies. For example, following the implementation of a rideshare earnings standard in Seattle, prices reportedly rose by approximately 40 percent, and demand dropped sharply. The result was reduced service availability, fewer trips, and diminished access—particularly during peak and late-night hours. Portland risks a similar or more severe outcome, especially given the cumulative impact from recent fee increases that have already made this one of the most expensive rideshare markets in the country. Given the experiences of Austin and Seattle, where rideshare companies exited the markets until policies were reversed, we feel the downside risks here are very real.

The potential consequences extend far beyond individual riders. If Uber and Lyft were to scale back or cease operations in Portland, the ripple effects would be immediate and significant:

- **Reduced attendance at major events** due to lack of reliable transportation options, particularly for evening games, concerts, and performances.
- **Decreased tourism and visitor spending**, as ease of mobility is a key factor in travel decisions and in the dispersal of visitor dollars throughout the city.
- **Operational challenges for venues and organizations**, including staffing, artist logistics, and event planning.
- **Public safety concerns**, as fewer transportation options increase the risk of impaired driving and limit safe late-night travel.

For organizations like the Trail Blazers, Oregon Symphony, and Oregon Ballet Theatre and Portland Timbers—whose events often occur during nights and weekends and at venues with limited or no parking options—rideshare is not a luxury; it is essential infrastructure.

More broadly, this proposal comes at a time when affordability and access to transportation are already under strain. Rather than layering additional costs, the city

should be focused on expanding mobility options and supporting the systems that connect people to opportunity.

We also recommend, while no formal proposal has been formulated yet and given the scale of the potential impact, it is critical that the city engage in a transparent, data-driven process with full stakeholder input before advancing any policy that could fundamentally reshape Portland's transportation landscape. As we said, we support fair compensation for drivers. Let's work collaboratively and in the best spirit of our city to make sure that is happening.

We urge you to carefully consider the broader economic and community impacts of these proposals and to prioritize policies that support access, affordability, and economic vitality. The stakes are high—not only for the business community, but for the cultural and civic life that makes Portland unique and for the drivers themselves.

The Portland Metro Chamber, alongside our We Play for Portland Coalition partners, stand ready to engage constructively in this conversation while preserving access to reliable transportation for residents, workers, and visitors alike.

Thank you for your leadership and consideration.

Sincerely,

The Staff and Board Members of:

Portland Metro Chamber

Travel Portland

Portland Trail Blazers

Portland Timbers

Sport Oregon

Oregon Symphony

Oregon Ballet Theatre

Portland Opera