



185 Berry Street
Suite 5000
San Francisco, CA 94107

August 20, 2019

Via Email

Holly L. Wolcott
Los Angeles City Clerk
200 N. Spring Street
Los Angeles, CA 90012

Re: Submission on record for 19-0002-S152

Dear Mrs. Wolcott:

We write to submit on the record the attached summary of [Lyft's economic impact in LA](#), and to submit that the co-founders of Lyft have proposed an alternative path forward concerning California State Assembly Bill 5 (AB 5) in this recent [op-ed](#). The details of this alternative path include, but are not limited to:

- Minimum earnings floor tied to the minimum wage for the time between accepting a ride to dropping off a passenger
- Additional driver reimbursements for certain expenses
- Benefits fund to allow drivers to access workers comp and more
- Workers group to represent drivers if they are ever deactivated

These efforts are designed to make sure drivers will have control, flexibility and protections, while maintaining a reliable rideshare experience.

Motion 19-0002-S152 has been referred to Rules, Elections, and Intergovernmental Relations Committee. As council considers whether to include support for AB 5 into its 2019-20 State Legislative Program, we would like to highlight the demographics of constituents that could be affected by this decision.

- 23% are female
- 20% are over the age of 50
- 86% are driving less than 20 hours per week
- 30% of these rides are shared-carpool
- **50% of those rides pick up/drop off in underserved areas - meaning there is NO other transportation option; no city bus, bike, transit, or shuttle.**

We look forward to continued constructive dialogue with the City of Los Angeles, as well as all localities throughout California and the State Government. Thank you for your time and consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Prashanthi Rao Raman', with a stylized, flowing script.

Prashanthi Rao Raman
Director of Public Policy

Economic Impact 2019

Los Angeles & Lyft

Together with our drivers and riders, Lyft is making a positive mark on communities and cities across the nation. Every year, we assess our impact to ensure that we can continue to drive towards a better future. We surveyed over 30,000 riders and 30,000 drivers in 54 major cities. Here are the results for Los Angeles.

Keeping it local.

Riders are exploring their cities, spending more at local businesses, and staying out longer thanks to a reliable ride home.

34%

of riders spend more at local businesses as a result of using Lyft.

51%

of riders explore more areas of their city as a result of using Lyft.

69%

are less likely to drive substance impaired due to the availability of Lyft.

In 2018, Lyft riders spent an additional \$266,000,000 in local Los Angeles businesses.

A ride for everyone.

Never missing a doctor's appointment. Getting back into the job market. Catching a flight. Whatever the motivation, Lyft is committed to making transportation inclusive and accessible for all communities.

33%

of riders have used Lyft to access healthcare services.

25%

of healthcare riders state that without Lyft they would be less likely to make it to their appointments regularly.

40%

of rides start or end in low income areas.

\$53,100

Median Household income of Lyft riders. 2016 Los Angeles Lyft Region Average Median Household Income was \$63,265.

Riders saved 18,141,590 travel hours compared to other transportation modes. The combined value of that time savings and travel cost savings as a result of Lyft is \$627,000,000.

A Multi-modal society centered around **people**, not cars.

We're committed to getting you to your destination whether that be by car, bike, scooter, or public transit.

23%

of Lyft rideshare users have used bike or scooter-share already.

59%

of non-car owners would be more likely to purchase a vehicle if services like Lyft became unavailable.

75%

of non-car owners say Lyft has impacted their decision not to own or lease a personal vehicle.

49%

of vehicle owners use their cars less because of Lyft.

34%

do not own or lease a personal vehicle.

43%

of riders take public transit at least once a week.

22%

of riders use Lyft to get around when public transit does not operate.

Behind the wheel.

Lyft drivers are pillars of their communities. They're florists, firefighters, artists, students, parents, and everything in between. The majority drive in their free time to supplement their income.

Driving diversity

23%

are female.

6%

are veterans of the armed forces.

20%

are over age 50.

71%

identify with a minority group. Compare to 74% of the Los Angeles population in 2016.

Flexible freedom

89%

drive fewer than 20 hours per week.

95%

say a flexible schedule is very important or extremely important.

San Francisco Chronicle

Open Forum: Uber, Lyft ready to do our part for drivers- By Dara Khosrowshahi, Logan Green and John Zimmer June 12, 2019 Updated: June 12, 2019 12:52 p.m.



A car displaying Lyft and Uber stickers in Los Angeles.

Photo: Richard Vogel / Associated Press

Millions of people — more than 1% of the U.S. workforce — choose to drive with Uber and Lyft, the companies we lead. In a tight labor market that gives workers many choices, the obvious question is: Why?

Speak with drivers, and they will tell you they are attracted to the work because of the flexibility it affords. Very few jobs allow you to start or stop working whenever, wherever, as often as you want. Beyond the more than \$80 billion directly earned to date by people driving with Uber and Lyft, research shows the flexibility this new type of work affords has created [real, quantifiable value](#) for drivers and the economy.

But for all its virtues, independent work also presents challenges. Studies have found that it's associated with higher levels of stress. Ride-share drivers' worries may concern earnings stability, protections on the job, and the ability to have a meaningful voice in the companies whose apps they use.

These challenges are part of a long-term trend affecting all workers, particularly those at the lower end of the economic ladder. We understand this reality and understand that independent contractors face unique challenges.

We can make independent work better if we update century-old employment laws. Many drivers are offering ideas to improve their experience, and companies like ours have a responsibility to come to the table prepared to do our part.

[Some have proposed](#) turning independent workers into employees in the belief that this would solve their challenges. But reclassification misses two important points: First, most drivers prefer freedom and flexibility to the forced schedules and rigid hourly shifts of traditional employment; and second, many drivers are supplementing income from other work.

It's also no secret that a change to the employment classification of ride-share drivers would pose a risk to our businesses.

But it's equally true that the status quo can and should be improved. Current employment laws, however, do not allow companies like ours to offer certain benefits without blurring the boundaries of employment and triggering a wave of litigation in which nobody wins.

Today in California, we have an opportunity to work with legislators and labor groups to find a different solution that preserves drivers' ability to work independently if they choose to do so while improving the quality and security of their work.

We can start by ensuring that all workers, regardless of classification, are protected. Amending existing law to allow for a system of worker-determined benefits — from paid time off to retirement planning to lifelong learning — could deliver a measure of security that independent workers currently lack.

We can also give workers more of a say in the decisions affecting their lives and livelihoods. The diffuse nature of independent work makes it difficult for drivers to feel connected to their peers and to advocate for themselves and each other. We can start by forming a new driver association, in partnership with state lawmakers and labor groups, to represent drivers' interests and administer the sorts of benefits that meet their highly individual needs.

Of course, this effort would not be complete without addressing driver earnings, estimates of which vary wildly. We can work with the California Legislature to establish a commitment to driver pay and earnings transparency for the work performed between accepting a ride and dropping off a passenger after accounting for reasonable expenses.

Our companies are no longer upstarts. We are public companies that tens of millions of people rely on for mobility and for work. If there ever was a time for new policies, it's now.

What's more, our economy is changing. Automation, artificial intelligence and other emerging trends mean we can't know exactly what the future of work will look like. What we do know is that more people are choosing to work independently.

While tomorrow will bring new and unexpected challenges, our companies are ready to provide additional protections that workers need and deserve today. We look forward to working collaboratively to help California lead the way.

Dara Khosrowshahi is the chief executive of Uber Technologies. Logan Green and John Zimmer are the co-founders and the chief executive and president, respectively, of Lyft.