

THE REASONS FOR THE UBER/LYFT DRIVER PROTECTION BILL (HF 2369/SF 2319).

- * The drivers buy their cars and pay for fuel, repairs and maintenance. While these costs soared, drivers' pay rate shrunk to **less-than ½ of what it was in 2014**, while **Uber had record** revenues.
- * This is a dangerous job. **Those who are shot, stabbed or beaten, do not get their medical bills paid for, nor any compensation.** Drivers, despite purchasing their cars, can be deactivated with no reason, nor explanation. They can also be retaliated against for complaining. These are immediate needs.

WHAT THE BILL DOES.

- * It provides minimum pay levels, about the same rate as 10 years ago.
- * It provides insurance for non-automobile injuries, such as being shot, stabbed and killed, but only for injuries which are apparent within 10 days. This is much narrower than Workers' Compensation.
- * It sets a minimum pay-per-mile, near 2014 pay level (\$1.96). It does not increase the per-minute fee.
- * It requires that drivers be told why they are being deactivated and a chance to be heard by the TNC.
- * It prohibits retaliation for raising concerns or preferential treatment of some drivers.
- * It requires that all drivers, passengers and others not be discriminated against.
- * It provides the right to enforce the statute in either conciliation or district court.
- * It allows drivers to see their ride and pay data with the TNC.
- * It does not affect the independent contractor/employee status of a driver, nor whether a driver is allowed to collectively bargain.
- * **It only contains what is essential, as many portions have been removed.**

WHAT THE BILL DOES NOT DO.

- * It specifically does not create a new tier of worker and stops the abuse of existing workers.
- * It is not the highest compensation package in the country. Other states' miles/minutes are higher.
- * It allows a TNC to decide deactivation, after providing the reason/rule violated and a chance to be heard.
- * It does not provide: a Driver Resource Center; compensation to a driver for the purchase of or for wear-and-tear on their vehicle; the cost of gas; the cost of repairs; the cost of maintenance. Drivers must still pay for all this.
- * It does not require a TNC to create new software capabilities, as they simply use what they already have.
- * **Many arguments against the Bill are based on portions already removed.**

Example:

Seattle Washington currently has rates at \$1.50 per mile and .64 per minute.

For example, a typical ride would be an average of 30 MPH (lights, stop signs, traffic, speed limits) for 15 minutes thus traveling 7.5 miles.

Thus, in Seattle/Washington they would receive $\$1.50 \times 7.5 = \11.52 for Miles and $15 \times \$0.64 = \9.60 minutes total, **\$21.12** from which they would have to pay the gas, the car loan, and all other expenses of operating a vehicle.

Minnesota they would receive \$.25 per minute and \$1.85 per mile .

Thus, the same ride in Minnesota $\$.25 \times 15 = \3.75 for Miles and $\$1.85 \times 7.5 = \13.87 for minutes total **\$17.62** from which they would have to pay the gas, the car loan, and all other expenses of operating a vehicle.

Additional Information:

For business purposes, The IRS deduction amount for driving a vehicle for business is 65.5 cents per mile. This means that the current rate does not even meet the cost of operating a vehicle.