

Submitter: moss Moss
On Behalf Of:
Committee: Senate Committee On Rules
Measure, Appointment or Topic: SB1166

Chair Jama, Vice-Chair Bonham, and members of the committee,

Let me tell you what it's like to drive rideshare. I have recently graduated with a masters degree and am starting a new business. I began my Uber/Lyft relationship originally as a 3-4 month venture, until I got my new business up and running and that's taken longer than expected. I'm in month 9.

In the beginning, I was able to generate ~\$200/day, still nowhere near enough for me to live on, pay down the debt I incurred during grad school, and do anything to start my business. Since early December, I've been hard-pressed to make even \$140 average through a week.

When I drive in Vancouver, where they are unionized, the income is DRAMATICALLY higher. I tried to drive in Vancouver exclusively, but there is not enough business to keep me busy, the word definitely got out.

Riders, some of them at least, dismiss drivers as dispensable. That's hard, especially when they are travelling to their own minimum wage jobs. Side hustles are not meant to make anyone rich. But Uber/Lyft's business model is to drive transactions, which forces prices for riders lower, which buys them a bigger market share and that matters. They do this by having far too many drivers. Now, a McDonald's employee can get what amounts to an on-demand limo ride 2 miles to work after Uber forces their drivers to travel 9 miles to pick them up. Fare for the driver at the end of the ride? \$4.38. Know how much my car cost to purchase? \$52,000. Know how much the short trips tip, on average? \$0.00.

I have driven (or been logged in online ready) for up to 7 hours and made < \$15.00 an hour. This is criminal, and Uber/Lyft must put some effort into calibrating how many drivers can be on the platform, or use some other mechanism to ensure drivers have enough business. If this was a taxi business, Uber/Lyft KNOW they'd be disincentivized to have drivers out in the car's the company is depreciating sitting around and not making money. They staff based on volume of forecasted rides.

Something has to change, it's inhumane to give drivers the middle finger and say "Well, you don't have to drive... you are choosing to do it!" Which, by the way, I've been told to my face at the Uber Greenlight office in Portland. Really. Did they just say that?

Time to unionize! And time to pass SB 1166!

Sincerely,

Moss

Lyft and Uber driver