

Moore-Love, Karla

From: Alma Raya <alma@oraflcio.org>
Sent: Wednesday, May 23, 2018 12:49 PM
To: Council Clerk – Testimony
Subject: TNC code update testimonies
Attachments: Enrique Kindermann Transportation Fairness Portland.pdf; Lori Hules Transportation Fairness Portland.pdf; Norman Cooley Transportation Fairness Portland.pdf; Ann Salvon.pdf; Shannon M..pdf

Hi!

Attached are a few testimonies from TNC drivers in support for a driver wage board as there is a hearing today. Please share these with city commissioners and the Mayor, let us know if we need to submit them else where as well.

Thank you,

Alma Raya

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Enrique Kindermann

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May 23, 2018

Dear Mayor Ted Wheeler and City Council,

My name is Enrique Kindermann and although I am a Washington resident I drive for Lyft 5 days a week in Portland Oregon. I have been driving for over a year and have completed 4400 rides to date. I specifically only drive for Lyft as I am in the rental program so I have no option to drive for their competitor Uber. When I first started the rides were plentiful and the paychecks were surprisingly good. I was putting in about 30 to 35 hours a week and receiving compensation that felt like 40 hours or more.

I understand this is a new business and it is a changing landscape. My concerns are that Lyft has not been honorable about its business practices. Specifically with their advertising and giving people the impression that they can work full-time and earn X amount of dollars per week. As a driver, I have no specific tools, I have no control to make sure that I can stay busy. I can only drive around and hope to be in an area where I'm not competing with too many other drivers. Either way Lyft wins because they always get their cut.

Right now I'm one person and I have no voice, but this can change with a driver board. No huge company is going to handle an individual complaint the way they will handle it coming from a group.

Thank you very much for your time.

Sincerely,

Enrique Kindermann

Lyft driver & LMT

Portland City Council
Portland, Oregon
May 23, 2018

Lori Hules
Driver for Uber and Lyft
1500 SW Park Ave, Unit 331
Portland, Oregon 97201
(503) 442-6830
Transportation Fairness PDX
Portland, Oregon

Ladies and Gentlemen of City Council,

I am writing today to address my concerns as a Private for Hire Driver of Uber and Lyft. I have been driving for these companies for 2.5 years, since Uber was granted a 90 trial period. During this time I have come to realize that these companies, while offering me a unique employment opportunity, fail to represent my employment rights. I make less than minimum wage as a Portland, Oregon resident; my employment status while indicated as independent contractor is actually more like an employee of Lyft and Uber; and these companies redefine the employment benefits I get as a working American.

I have been laid off 3 times in the past 6 years, once for a company hiring from out of country and sending my job out of state, another for a business closing, and finally because the business I worked for took several high risk loans and needed to show a profit. During all of these I was paid to leave. In my current job, I will not be paid should the business leave, nor do I have any parting benefits, which means I must earn the extra income to cover this loss. My concern is that being paid less than minimum wage already, will not allow me to save enough for an illness, injury, or business loss. I am classified as independent contractor, however I have no say in my income. For instance, gas has increased \$0.40 since January. Uber announced they were raising their booking fee to cover their regulatory/tax fees, well what about my gas increase? I wrote to them with no response, and no increase in pay. In fact, since starting 2.5 years ago my income has decreased. Finally, interference with state and local governments, Uber and Lyft do not represent my needs, they have represented their own. If they had represented my driver needs they would have advocated for parking spaces on every downtown city block with the funds they've sent to the city for each ride given. If they represented me, they would withhold city, state and federal taxes to ensure all my tax obligations are met. If they represented me they would have made tipping in the app clear to customers, that this is a service, not a city bus, train, streetcar.

I chose to take care of a little girl whose parents are heroine addicts. I have taken on this responsibility whole heartedly. I changed job types to fit her needs, my availability changed for working hours. I don't know when her parents will show up to drop her off or pick her up, this is a side affect of heroine use, so my schedule must be flexible. I also wanted to ensure she gets to preschool on time, so I made my working schedule around hers. I further wanted to ensure her medical needs are met, and food is consistent. I don't receive any reimbursement or funds for these services. However, I qualified for Medicaid. My income after business expenses dropped my income to below \$13,000 with a child, even as her guardian. If I am giving of my time, and efforts, and working full time, why would city, state, and county allow a business to pay me less than minimum wage and qualify me to state funds of Medicaid?

The state of Oregon is going to reap what they have sown, even if it is in another form costing the tax payers.

Please review the impact of these companies, and consider my plight with my colleagues. We need this type of employment, but do we need this type of pay, impact, and disruption?

Thank you for hearing my case,
Lori Hules

Dear City Council and Mayor Wheeler,

My name is Norman Cooley. I have been driving for Uber/Lyft for almost two years. I do airport runs and sometimes work early mornings as a shuttle to the airport. In recent months I have stopped driving for Lyft because they seem to be a master at deception in surge pricing "Misleading". Knowing that Lyft and Uber are basically the same company I've decided to only work with Uber.

However, with that when I started doing the ride share program it was only meant to be temporary while I achieved my insurance license. I did acquire a license in Oregon and Washington license but had to keep driving while I build my book of business. Unfortunately, it seems I'm making less money now than when I started Uber adding more, and more and more people without any concerns of overloading the market place.

In fact Uber on New year's eve promised drivers a substantial amount of money if they drove and because of these false claims I only picked up 2 ppl the entire night and I can drive Uber x, Uber XL, Uber Select. I understand it's a risk but it's not helpful when the people that hire you undermine you at the same time and that seems to be the platform in which Uber works from. There are plenty more issues like rates that are so low that most drivers aren't making even minimum wages but are fooled into believing they can make a fortune. Uber initially was advertising that you could make 1500.00 a week to recruit more drivers.....as they recruited more, the less we started making.

Here's another issue that is troublesome. The CEO wouldn't allow passengers to tip us claiming they feared we would get robbed. The truth of the matter is, Uber gets a percentage like the city of Portland off our runs which is cut throat by design. Ubers only focus is to get that 2 bucks per ride no matter what...The city of Portland gets the 50cents no matter what, so Uber is empowered to penalize us for not accepting rides and they do and the city of Portland turns a blind eye because they are also making a small fortune. I seen Oregon regulate many things throughout my life but never have they been so slow to regulate this cash cow. These drivers work long hours to make a small buck which they do it gladly and for the daily pay. There are a lot people living from day to day, week to week and given the right speech they will allow you to take advantage of them just like a gambler, a addict. Uber uses those same tactics to draw people in....then when they can't fix their cars or they get in an accident Uber pushes them out. There are a lot of neglected issues with Uber/lyft. Safety being one of them...they don't have anyone to cover the holding lot at PDX. Nor do they have anyone to help and direct drivers a pick zones which is a big safety issue because airport staff aren't allowed to say anything to drivers that do stupid things putting all of us including passengers are risk. I know this meeting isn't about drivers being contracts or not but that is a serious issue that needs to be addressed. There are a collage of issues that Uber turns a blind eye to like direct contact. Try to contact them....it's impossible....they have you email them and what you get back is some stupid automated comment that doesn't address the problem yet as I'm writing this uber has just raked in several more million dollars while politicians turn a blind eye Uber now is sneaking in another concept which is called uber pool....they are essentially robbing from uber drivers and the taxi's with this new scheme...they get paid twice but the drivers only get paid once it's a scheme to help them not the drivers which again is the platform they from. We need to regulate them and make sure drivers are taken care of. That they get paid enough to manage their vehicles. A typical fee from airport to downtown Portland is about 12 to 14 dollars but it takes almost 2 hours to get that run, Taxi fee's are about 60 to 70 dollars....so this isn't a ride share it's more like Uber way of cashing in on the hunger of others. It's time to regulate them

37355

Dear City Councilors and Mayor Ted Wheeler,

My name is Ann Salvon, I have been driving for Lyft and Uber for 9 months in Portland. I started driving to make extra money, but I also like meeting new people, setting my own hours and being able to turn the app off and on when I wanted to drive.

However, I now feel that I'm not being compensated enough in wages as the as TNC's have increased banking fees, the gas prices have gone up and the wear and tear of my vehicle is major. I feel like I make less than minimum wage.

I would like my voice to be heard. I believe that if we don't have a voice in decisions, we can't say we are independent contractors. Having a board at the city level would give drivers a voice in what happens with our working conditions. Please consider supporting drivers.

Transportation Fairness Portland,

Ann Salvon

503-201-2185

May 22, 2018

Dear Mayor Wheeler and Portland City Commissioners,

I am writing to state my support for the adoption of a driver regulatory board that includes Transportation Network Company (TNC) driver representatives. The creation of a board that can resolve disputes, provide guidance and offer pragmatic solutions that foster success within the TNC service industry in Portland will aid in getting ahead of a myriad of problems that are emerging from this growing service industry.

I have been a part-time (approximately 25-30 hrs a week) driver for Uber and Lyft for over 1.5 years now, logging 4000+ rides throughout the Portland metro area. I started as a driver due to the flexible schedule it offered me. This flexibility has allowed me the opportunity to have more family time and focus on my small art business. Time that would otherwise not be afforded with other traditional employment schedules.

Due to this flexibility, I have continued as a driver despite a host of questionable issues related to shady wage cuts, withholding wages, lack of transparency and driver safety. For example a week ago I was physically assaulted after refusing to give an under age passenger a ride (per Uber policy). Uber has continued to ignore my communications regarding this matter despite a police report filed and repeated outreach attempts on my part.. Does the passenger still have an active Uber account? Will I be asked to do a pick-up at that address again?

The TNC's make many assertions regarding how they impact in the local community (# of drivers, traffic congestion, safety, etc), however only some of these assertions can be confirmed due to lack of actual data. I hope the proposed study/workgroup focusing on liability and insurance can clear the air on some of the actual facts on TNC's and set the stage for the creation of a driver regulatory board.

As much as I have valued being a driver in this disrupting industry that holds a lot of promise, it is going downhill fast and is in need of some disruption itself. Please act swiftly to create a driver regulatory board.

Regards,

Shannon Mayorga
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Portland, OR 97266

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