



New York Taxi Workers Alliance

AFL-CIO, Intel. Transport Workers' Federation

31-10 37th Avenue, Suite 300 LIC, New York 11101

Phone: 718-70-NYTWA (718-706-9892) E-mail: MEDIA@NYTWA.ORG / www.nytwa.org

CALLING ALL UBER, LYFT, VIA DRIVERS!!!

Uber, Lyft and the puppet company union they pay are trying to **kill unemployment** and **stop paying for wait time** – drivers would be left starting at \$9/hour (from current \$17.44 under TLC rules) – and **bring in a phony union with no right to strike**.

Join the action and MAKE SOME NOISE!!!

THURSDAY, MAY 27TH

1PM at 633 Third Avenue

Park your car so we can stand & speak together with the media.

The state legislature in Albany is in session for only two more weeks. They are trying to sneak this in in the final hours. ***Under this bill, the fake union makes \$27M, Uber makes billions, drivers lose everything. WE CAN STOP IT!!!***

These are some of the things they are trying to get passed in law in Albany:

- **No longer require Uber and Lyft to pay for driver wait time.** The TLC Driver Pay Rules would be eliminated. Drivers would be left with as little as \$8.70/hour and an unknown per-mile reimbursement rate that only pay for drivers for distance and time when a trip has been dispatched to you. After Uber's Prop 22 passed in California, drivers were left with **only \$0.30/mile for expenses**.
- Drivers would not have a right to bring and control their own case in court.
- **End Unemployment for drivers in almost all cases.** The bill would set up a separate unemployment fund for drivers that is so limited that you can only get Unemployment if you've been deactivated, and you can't be eligible for Unemployment if the company already decided through its own company-run appeal process that you should have been deactivated. **Uber & Lyft would have the final decision about whether or not drivers get unemployment.**
- **Install a 'union' with no election or right to strike, protest or boycott during negotiations;** the company gets to decide which union gets to communicate with drivers, and the "selection process" ends with only 10% of drivers supporting the union.
- **Then the so-called union gets paid through customer surcharges -- 10c for every trip.** If we look at just 2019 trips, that would mean \$27 Million for the year. The 'union' can still collect dues from the drivers. The dues amount can go up with inflation, but there is no requirement that minimum driver payment has to go up with inflation. So the 'union' looked out for themselves, but not the drivers!
- **Eliminate ALL other state law protections** drivers have, if companies and a union play along with this process.
- In fact, **the city could never pass any new rules** on the companies again.