My name is Jerome Gage. I’ve been a Lyft driver for five years. I like the flexibility. Before COVID-19, I drove 40 hours a week. I drive less now but understand why.

What I don’t understand is why Uber and Lyft refuse to treat me as an employee since that’s California law.

Right now, they don’t pay minimum wage or overtime. They don’t give us paid sick time. They shift the cost of doing business onto us. That’s wrong.

Vote NO on 22.

They also don’t think I deserve healthcare or protections of an “essential” employee. When COVID-19 hit, they wouldn’t even cover my unemployment benefits.

But they paid $5,000,000 to put 22 on the ballot. And they say they’ll spend another ONE HUNDRED MILLION to pass it.
HISTORIC NEW BENEFITS

PROP. 22 REQUIRES COMPANIES TO PROVIDE DRIVERS
that improves mobility and keeps drunk drivers off our roads. They rely on for safe access to food and groceries and rideshare contractors. Prop. 22 preserves delivery services that millions of people in need of extra income, families caring for sick or aging loved ones, and students earning around classes. Parents who need flexible work around kids' schedules, and over 70 percent of drivers for Uber and Lyft work 30 or more hours per week. With your vote, you can help make them stop! Vote NO on Prop. 22. Why vote NO on Proposition 22?

• Prop. 22 creates a special exemption that eliminates basic workplace benefits and replaces them with a new LOWER “earnings guarantee” and “healthcare subsidy” payments designed to save the companies money.
• Prop. 22 contains deceptive wording to cynically try to convince us they are strengthening driver protections. The truth is, Uber and Lyft are ALREADY required to perform background checks, and the new provisions would ELIMINATE required sexual harassment training and the obligations on Uber and Lyft to investigate customers’ and drivers’ sexual harassment claims.
• The bottom line: Prop. 22 is all about money. It’s not about helping the drivers you meet if you use these apps.

The outbreak of COVID-19 further exposed these companies’ refusal to treat their drivers fairly. The New York Times editorial board recently wrote that these companies “have failed to enforce consistent safety measures during the pandemic, including providing sufficient numbers of masks or guidance on social distancing, while pushing workers to fulfill an ever greater number of orders to keep up with the rising demand for food deliveries.” These drivers, 78% of whom are people of color, are ESSENTIAL. They’ve helped California through the pandemic, and they deserve better.

We believe app drivers, many Latino, Black, or from other communities of color, SHOULD have sick leave, healthcare, unemployment benefits, AND flexibility in their scheduling. So don’t let Uber, Lyft, and DoorDash confuse the issue. They claim this is about “flexibility” for “part-time” drivers. However, current law in no way limits driver flexibility.

In fact, a University of California study found that a majority of drivers are not part-time, and over 70 percent of drivers for Uber and Lyft work 30 or more hours per week. Don’t take our word. Read for yourself at transform.ucsc.edu/on-demand-and-on-the-edge.

Prop. 22 was written by Uber, Lyft, and DoorDash for Uber, Lyft, and DoorDash, NOT their drivers. That’s why tens of thousands of drivers have joined us to urge a NO vote. Don’t let Uber, Lyft, and DoorDash write their own special law.

Vote No on Proposition 22.

NOonCAProp22.com

ALVARO BOLAINEZ, Uber Driver
NOURBESE FLINT, Executive Director
Black Women for Wellness Action Project
ART PULASKI, Executive Secretary-Treasurer
California Labor Federation

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