



Rideshare Drivers United

www.drivers-united.org

Recommended Principles for TNC Fleet Conversion to EVs

Introduction: TNC drivers support the goal of lowering greenhouse gas emissions to meet state climate goals and to protect the health and well-being of our planet and our families. The success of the Clean Miles Standard depends on the implementation of the program by TNCs, and the participation of TNC drivers. The passage of Prop. 22 legalized the practice of TNC companies passing on the cost of operations, and implementing the CMS, onto drivers. Drivers, often low-wage and part-time, cannot afford the cost of transitioning to EVs. Funds must be made available to drivers to purchase, rent, and charge new vehicles in order to incentivize and make possible the conversion to electric vehicles by platform drivers.

Principle Number One: But because of the high cost of vehicles and the low pay of drivers, we believe that a Driver Assistance Fund must be set up to incentivize and pay for conversion, and that this fund must be independently controlled by a government agency. We believe this is the only way to hold accountable how the money is dispersed and that it benefits the people who pay for the fleet.

Since the inception of the TNCs in our state, these companies have never paid for the cost or operation of the vehicles used to transport people by TNC drivers - the full cost of ownership, maintenance, and fuel have been paid by drivers. In addition, the companies have proven themselves to be unworthy caretakers of their responsibilities to drivers, having violated tax laws, labor laws, health and safety laws since the beginning. If the money were administered by the companies, we have no doubt that drivers would not benefit from the incentives to move to EVs.

In addition to the government controlled and administered Drivers Assistance Fund, we believe the following principles will support drivers and ensure EV transition:

- 2) Drivers need support for both the purchase of and/or the rental of electric vehicles to drive for TNCs.
- 3) For drivers purchasing vehicles, if their gas or hybrid vehicle is still in use, the PUC should incentivize an upgrade before a driver would normally purchase a new car.
- 4) Any subsidy should prioritize full-time drivers but all regular drivers should have access to assistance with EV purchases or rentals.

- 5) To ensure TNCs meet the CMS, eligibility for purchase assistance would be drivers who have worked for at least 6 solid months on a regular basis.
- 6) Financial help should be given for drivers who would need support with neighborhood or home rapid charging stations.
- 7) Companies should not be allowed to rent electric vehicles to drivers for more money than is charged for other gas or hybrid cars. The incentives provided by PUC for car rentals would then essentially be subsidizing the companies and would undermine the intent of the policies.
- 8) As policies are developed to implement these principles, an open process that includes drivers and our organizations is needed to have the best policies for quick and impactful implementation of EV conversion.

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