

PACKET MATERIALS

DATE: May 15, 2020

Item No. 4

LOCAL AGENCY FORMATION COMMISSION

Agenda Packet Contents List

- Staff Memorandum from Bryan Goebel, Executive Officer
- "On-demand and on-the-edge: Ride hailing and Delivery workers"
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Completed by: Alisa Somera

Date: May 8, 2020

(This list reflects the explanatory documents provided.)



San Francisco Local Agency Formation Commission

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May 15, 2020

TO: LAFCo Commissioners

FROM: Bryan Goebel, Executive Officer

SUBJECT: Item 4 – Presentation and Discussion on the Findings of the LAFCo-Commissioned Survey of On-Demand Ridehail and Delivery Workers in San Francisco

In May 2019, the LAFCo contracted with a research team, led by Professor Chris Benner of UC Santa Cruz, to conduct a representative survey and study of ridehail and food delivery workers in San Francisco, using a replicable methodology. The survey team is a unique partnership between Jobs With Justice San Francisco, the Jobs With Justice Education Fund and Driver's Seat Cooperative.

I am very pleased to announce that the survey is complete, and the complete findings and executive summary are below in the report, "On-Demand and On-the-Edge: Ride-hail and Food Delivery Workers in San Francisco." This research makes clear that rideshare and delivery workers were facing a serious crisis of financial insecurity before the virus hit and are now in an even more desperate situation.

One of LAFCo's goals in pursuing this groundbreaking representative study was to give the City a breadth of data on this very vulnerable workforce. We now have that data.

RECOMMENDATION: Accept the report and findings.

ATTACHMENTS

- Executive Summary
- Power Point Presentation

On-demand and on-the-edge: Ride hailing and Delivery workers in San Francisco

By Chris Benner, Ph.D.

Director, Institute for Social Transformation
Professor of Environmental Studies and Sociology

With

Erin Johansson, *Jobs with Justice Education Fund*

Kung Feng, *Jobs with Justice San Francisco*

Hays Witt, *Drivers Seat Cooperative*

May 5, 2020

This study was commissioned by the San Francisco Local Agency Formation Commission, with the goal of obtaining a representative labor survey of on-demand workers in the emerging mobility services sector (e.g. ride-hailing, delivery), to help the City better understand this workforce and determine whether the labor policies of emerging mobility companies align with the City's labor principle, namely that they "ensure fairness in pay and labor policies and practices". The team selected for the study, and the authors of this report, are a unique partnership between academic researchers, community organizers, and an innovative platform cooperative. Funding for the full study was provided by a range of additional partners, including the San Francisco Foundation, ReWork the Bay (formerly the Bay Area Workforce Funders Collaborative), the Ford Foundation, the Annie E. Casey Foundation, and the Chavez Family Foundation. We would like to thank and acknowledge the contributions of: Bryan Goebel, SF LAFCo Executive Officer, for his partnership, guidance, and feedback on this study at every step of the way; Three graduate students at UC Santa Cruz, Sarah Mason, Ankit Sharma and Yi-Chen Liu, for their dedicated assistance in research and data analysis; our team of 18 surveyors led by Jobs with Justice San Francisco Field Manager Andrea Prebys-Williams; and our team of 10 pilot phase surveyors and 2 focus group co-facilitators, led by Jobs with Justice San Francisco survey manager Peter Estes.

Executive Summary

The coronavirus crisis has made visible a range of essential workers—grocery store workers, cleaning staff, home health aides and others—who in normal times are often ignored or taken for granted. One category of these essential workers that has gained particular attention in this moment are on-demand meal and grocery delivery workers. Working for well-known companies like DoorDash, GrubHub and Instacart, these workers are delivering essential food and other supplies to people staying at home in the midst of the shelter-in-place orders. The jump in demand for these services in the past 6 weeks highlights how important these on-demand services are in the midst of our collective efforts to maintaining physical distancing to limit the spread of COVID-19.

Yet these on-demand food delivery workers, along with on-demand ride-hailing who fill a similar role in providing transportation services to other essential workers right now, are tremendously vulnerable. In providing these services, both before and during the shelter-in-place orders, they are vulnerable both to contracting and spreading the coronavirus. Their health vulnerability underscores their financial vulnerability, as prior to the virus outbreak, they were already struggling to make ends meet. Being classified by the on-demand platform companies as independent contractors, they are also particularly susceptible to not having health insurance, paid sick leave, or access to unemployment benefits.

In this report and the accompanying powerpoint presentation, we present the results of a unique, in-person representative survey of on-demand ride-hailing and delivery workers in San Francisco, the home of many of the most prominent companies providing platform-based services, including Uber, Lyft, DoorDash and Instacart. This study was begun before the coronavirus outbreak, but also includes a more recent survey aimed at understanding how the outbreak has impacted this critical workforce. The central findings are simple and clear—for a large portion of this workforce, despite this being full-time work, they were financially vulnerable before the outbreak, and the crisis is pushing many of them to the brink.

The detailed findings of our survey are presented in a companion powerpoint. We have chosen to release the findings in this way in order to share our findings quickly and succinctly, and make them accessible to a broad audience in this form. For people interested in the detailed methodology of this study, we will be releasing a detailed technical appendix in the coming days. One key point about this methodology, however, is that it is designed to be a representative sample of on-demand work being done in the city, not of all on-demand workers. This is important. Representative samples of all *people* who do some work for on-demand app companies show many people working for short periods of time, or earning only a small portion of their earnings from this type of work. But we wanted to develop a representative sample based on the actual work being done in the city, which we believe is a better basis for understanding labor practices and developing labor market policy. Our understanding is that this is the first study of its kind done anywhere in the United States at this scale.

The key findings emerging from this study, which are also shared in more detail in the accompanying powerpoint include the following:

Highly diverse workforce.

- At least 78% of the workforce are people of color, and 56% are immigrants, coming from dozens of different countries.

Financially struggling

- 45% of these workers, including 59% of food delivery workers, could not handle a \$400 emergency expense (compared to 40% of all Americans).
- Over one fifth do not have health insurance, and 27% would maybe or likely go to work if they woke up with a fever.
- 15% of this workforce is reliant on some form of public assistance, including Temporary Assistance for Needy Families (TANF), food stamps, housing vouchers, Supplemental Security Income or the Supplemental Nutrition Program for Women, Infants and Children (WIC). More than one fifth of food delivery workers receive some type of public benefit, including 13% receiving food stamps.

Not a gig for most people

- The majority of people work full-time for platform companies, with 71% working more than 30 hours a week, including 50% who work more than 40 hours and 30% who work more than 50 hours a week.
- The majority of people depend on platform work as their primary source of income, with 53% saying it was their only source of income last month, and another 10% saying it was 75% or more of their income.
- 52% of ride-hailing drivers said they have been working more than 2 years for their app-based company.
- 46% of survey respondents support others with their earnings, including 33% supporting children.
- 40% of ride-hailing drivers and 52% of delivery workers said they work 12 or more straight hours in app-based work at least several times a month, including 17% who do so three or four times a week.
- 32% reported sometimes or often sleeping in their cars before or after performing app-work.

Earnings from app-based work are low

- Before expenses, ride-hailing drivers earn \$900 per week, on average, and food and grocery delivery workers average \$500 per week.
- Depending on how expenses are calculated, however, this can drop to as low as \$360/week for ride-hailing drivers and \$224/week for delivery workers.
- People in this line of work often discount wear-and-tear on their vehicles, but if we calculate the true costs of operating their vehicle based on the mileage reimbursement figure from the

Internal Revenue Service (57.5 cents per mile) and the survey respondents' estimated weekly mileage, as much as 20% might be earning nothing when all expenses are accounted for.

- Even before the virus, 70% of ride-hailing drivers say they experienced a decline in earnings since they began work on the apps. Of those experiencing a decline, most of them attributed it to company practices, including a decrease in base pay as well as a decrease in incentives and bonuses.

COVID-19 has had a starkly negative impact

- In our COVID impact survey conducted April 7-21, we found that though 15% of respondents had seen an increase in jobs being offered, 76% had seen a significant reduction in jobs being offered.
- 37% of respondents had lost 100% of their income, while another 19% had lost more than 75% of their income.
- 28% said they were still accepting jobs despite fears of the virus because they needed the income.
- Survey respondents said the primary app they work for are doing little to help them. Only 19% say they were offered procedures or support for what to do if they exhibit symptoms of the virus, only 27% said their app provides financial assistance if they have been exposed to COVID-19, and only 30% were offered training on how to protect themselves through contact with customers
- 55% of respondents said their app was doing nothing or not enough to respond to the virus.
- These workers were also looking for public officials to take more action, including 65% who thought public officials should provide free sanitizer, gloves and other protective equipment, 65% who thought public officials should provide emergency financial assistance, and 63% who thought public officials should enforce laws so app-based workers who are misclassified as contractors could have access to unemployment, paid leave, and other benefits under city and state laws.

Platform companies structure job opportunities

Some of the survey findings point to platforms managing job opportunities in ways that would likely support claims that these workers are employees under the “ABC” test codified in California Assembly Bill 5.

When workers decline certain job offers:

- 49% of delivery workers and 36% of ride-hailing drivers said they were not offered work for a period of time
- 27% said they were deactivated or threatened with deactivation
- 29% received fewer bonuses or incentives

51 % of delivery workers and 36% of ride-hailing drivers thought the amount or types of jobs they were offered was affected by their worker rating.

Workers face other challenges

Parking is a challenge for ride-hailing and delivery workers.

- 38% of ride-hailing drivers and 52% of delivery worker said they had received a ticket for parking in red zones.
- 45% of ride-hailing drivers and 62% of delivery workers had received other parking violations in San Francisco

A full 18% of all delivery workers said that a bicycle was their primary mode of delivery, with half of those using an electric bike. Bicycles delivery workers face a different set of challenges:

- People using bikes have expenses that were not reimbursed by their app, including 33% who said they had to purchase protective gear for work, 25% buying a rack for carrying larger orders, and 13% purchasing an insulated box.
- 70% of people delivering by bicycle said they had felt unsafe, including 89% who said cars parked in bike lines and the poor quality of roads (e.g. potholes) are a hazard.
- 32% said they have felt physically threatened on a bike while delivering.

A potential to expand bike delivery?

One bright spot in the survey results was signs of a potential to expand bike delivery in the city. If provided with a financial incentive to purchase an ebike:

- 70% of delivery workers said they would either definitely switch or consider switching from driving to using an ebike.
- 25% of ride-hailing drivers said they would consider or definitely switch to ebike delivery.

Summary and policy implications

- On-demand ride-hailing and delivery work in San Francisco is performed predominantly by people for whom it is close to full-time work and their primary source of income.
- This is a highly diverse workforce, including at least 78% People of Color and 56% immigrants from dozens of different countries..
- This workforce struggles to make ends meet, and their circumstances have been made significantly worse by the COVID-19 crisis.
- When expenses and both unpaid and paid work time are fully accounted for, a substantial portion of this workforce are estimated to make less than the equivalent of San Francisco's minimum wage (currently \$15.59 hour).
- Many also don't receive other benefits they would be entitled to under San Francisco law if the companies were classifying them as employees.
- Many are also not currently being adequately supported during the COVID-19 crisis, either by the app-based companies they work for, or by public policies.
- These findings underscore the importance of policy makers ensuring that existing city and state employment laws are enforced for this workforce, and finding new ways to address the economic, safety and health, and public health concerns facing this critical workforce.

On-demand and On-the-edge: Ride-hailing and delivery workers in San Francisco

Chris Benner, *UC Santa Cruz*

with

Erin Johansson, *Jobs with Justice Education Fund*

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May 5, 2020



UC SANTA CRUZ

Institute for
Social Transformation

INQUIRY WITH IMPACT

Thank you to our funders:

San Francisco Foundation,
ReWork the Bay, Ford Foundation,
Annie E. Casey Foundation,
Chavez Family Foundation, SF LAFCo.

Acknowledgements

In addition to our funders, we would like to thank and acknowledge the contributions of:

- *Bryan Goebel, SF LAFCo Executive Officer, for his partnership, guidance, and feedback on this study at every step of the way*
- *Three graduate students at UC Santa Cruz, Sarah Mason, Ankit Sharma and Yi-Chen Liu, for their dedicated assistance in research and data analysis*
- *Our team of 18 surveyors led by Jobs with Justice San Francisco Field Manager Andrea Prebys-Williams*
- *Our team of 10 pilot phase surveyors and 2 focus group co-facilitators, led by Jobs with Justice San Francisco survey manager Peter Estes*

BACKGROUND

- Study was commissioned in 2019 by San Francisco Local Agency Formation Commission
- Request was for a representative labor survey of on-demand workers in the emerging mobility services sector (e.g. ride-hailing, delivery), to help the City better understand this workforce and determine whether the labor policies of emerging mobility companies align with the City's labor principle, namely that they "ensure fairness in pay and labor policies and practices"
- Funding for the full study was provided by a range of additional partners, including the San Francisco Foundation, ReWork the Bay (formerly the Bay Area Workforce Collaborative), the Ford Foundation, the Annie E. Casey Foundation, and the Chavez Family Foundation
- Team selected for the study is a unique partnership between academic researchers, community organizers, and an innovative platform cooperative:
 - Chris Benner, Professor of Environmental Studies and Sociology, and Director of the Institute for Social Transformation, at UC Santa Cruz
 - Jobs with Justice San Francisco, a diverse coalition of over 30 community, faith-based, student and labor organizations
 - Jobs with Justice Education Fund, who's research department produces original research alone and in partnership with academic partners across the country
 - Driver's Seat Cooperative, an innovative start-up designed to help on-demand workers take ownership of the full spectrum of information they generate while they work.



METHODOLOGY

- **Key goal: Representative sample of on-demand work being done in the city, not of all on-demand workers. This is important, as representative samples of all people who do some work for on-demand app companies show many people working for short periods of time, or earning only a small portion of their earnings from this type of work. But we wanted to develop a representative sample based on the actual work being done in the city, which we believe is a better basis for understanding labor practices and developing labor market policy.**
- Survey respondents were recruited through 6 different apps, with recruitment structured to get a representative sample
 - For ride-hailing, survey recruitment varied by time of day, day of the week, and location to match known pick-up location patterns from SF County Transportation Authority data
 - For delivery, survey recruitment was conducted during peak lunch and dinner meal times, spread across 11 different SF neighborhoods
- We also pilot tested Driver's Seat Cooperative technology for collection and analysis of driver generated geo-located trip and earnings data
- Data-gathered from 2/7/2020 – 3/16/2020
- Shelter-in-place order required halting data gathering about 60% through original plan
- 643 completed surveys from six apps:
 - Uber (189), Lyft (218), DoorDash (85), GrubHub (110), Instacart (24), Shipt (17)
- Supplemental online COVID-Impact survey conducted 4/6/2020-4/21/2020, with recruitment through organized networks and closed Facebook groups
 - 219 completed surveys, from total of 11 different apps (Amazon Flex, Caviar, DoorDash, Grubhub, Instacart, Lyft, Postmates, Saucey, Shipt, Uber & UberEats)



A photograph of a city street scene, likely in San Francisco, featuring multi-story brick buildings, trees, and a street with traffic. A large blue hexagonal graphic is overlaid on the left side of the image, containing the text "SURVEY FINDINGS" in bold, orange, sans-serif capital letters. The background image shows a street with a red traffic light, a "BUSH" street sign, and a blurred white car in the foreground. The overall scene is bright and sunny.

SURVEY FINDINGS

Diverse Workforce

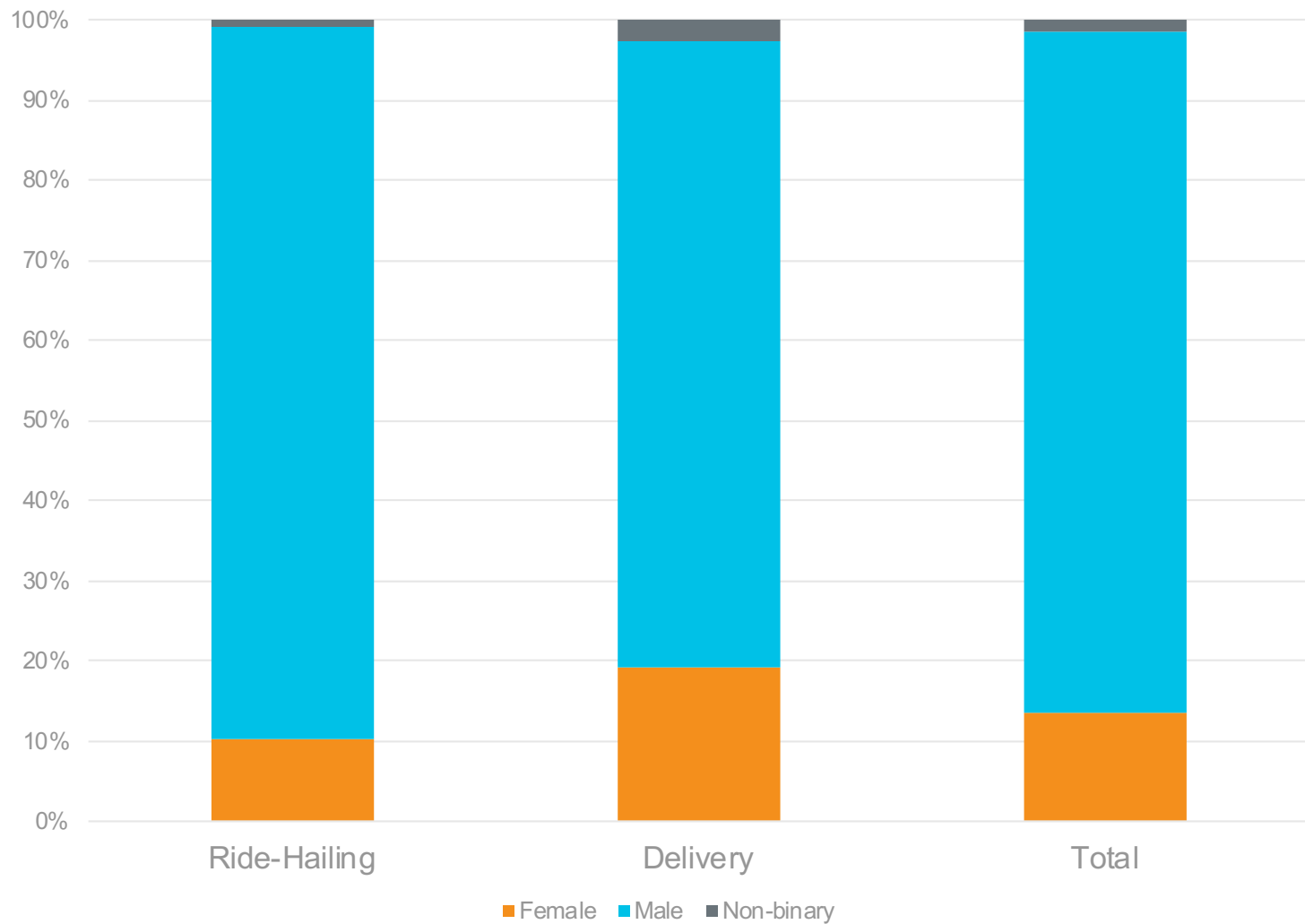
- Predominantly male (86%)
- Diverse race/ethnicities:
 - 29% Asian, 23% Hispanic, 22% White, 12% Black, 13% multi-racial or other
- Majority (56%) foreign-born
- Median age is 40 in ride-hailing and 31 in delivery work



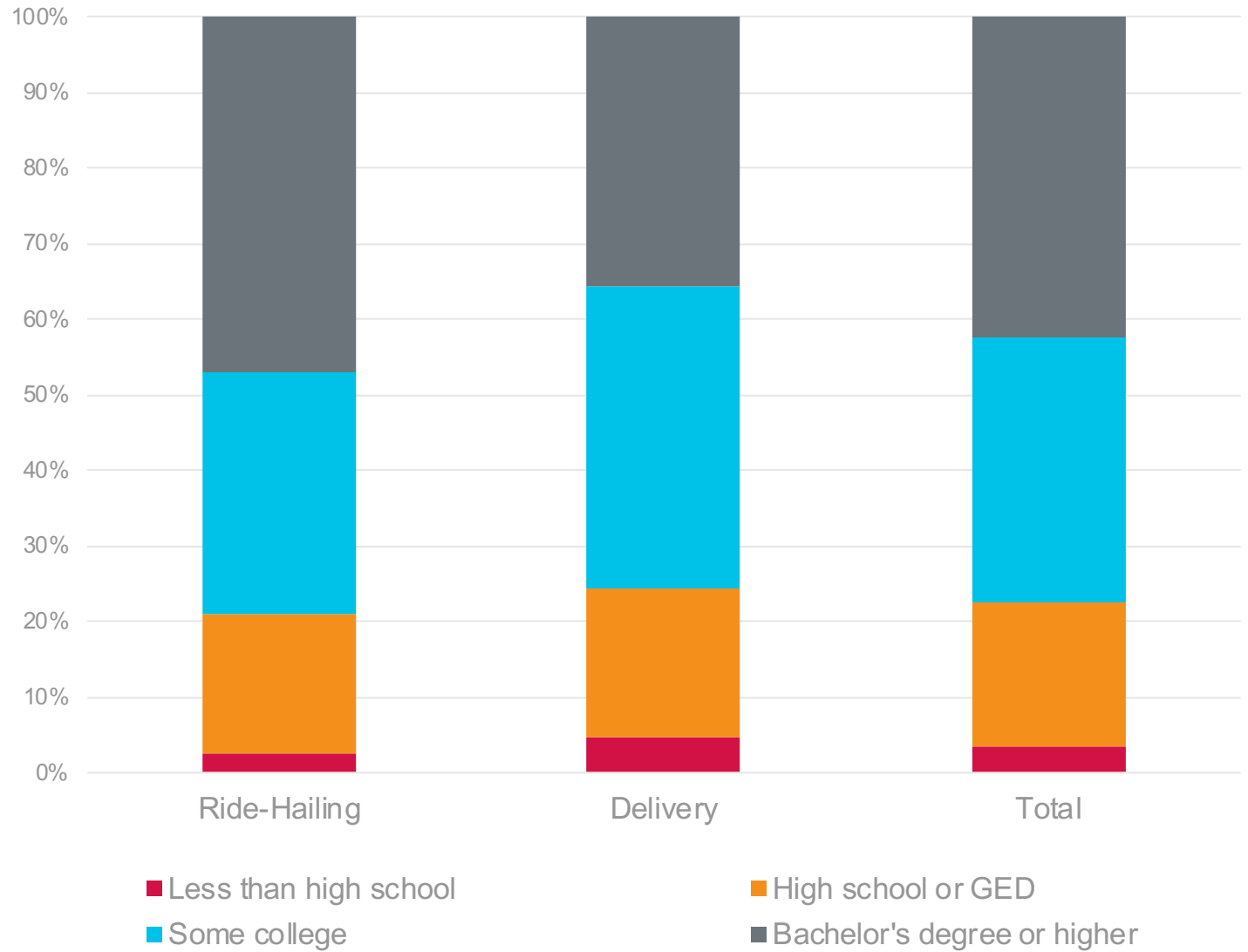
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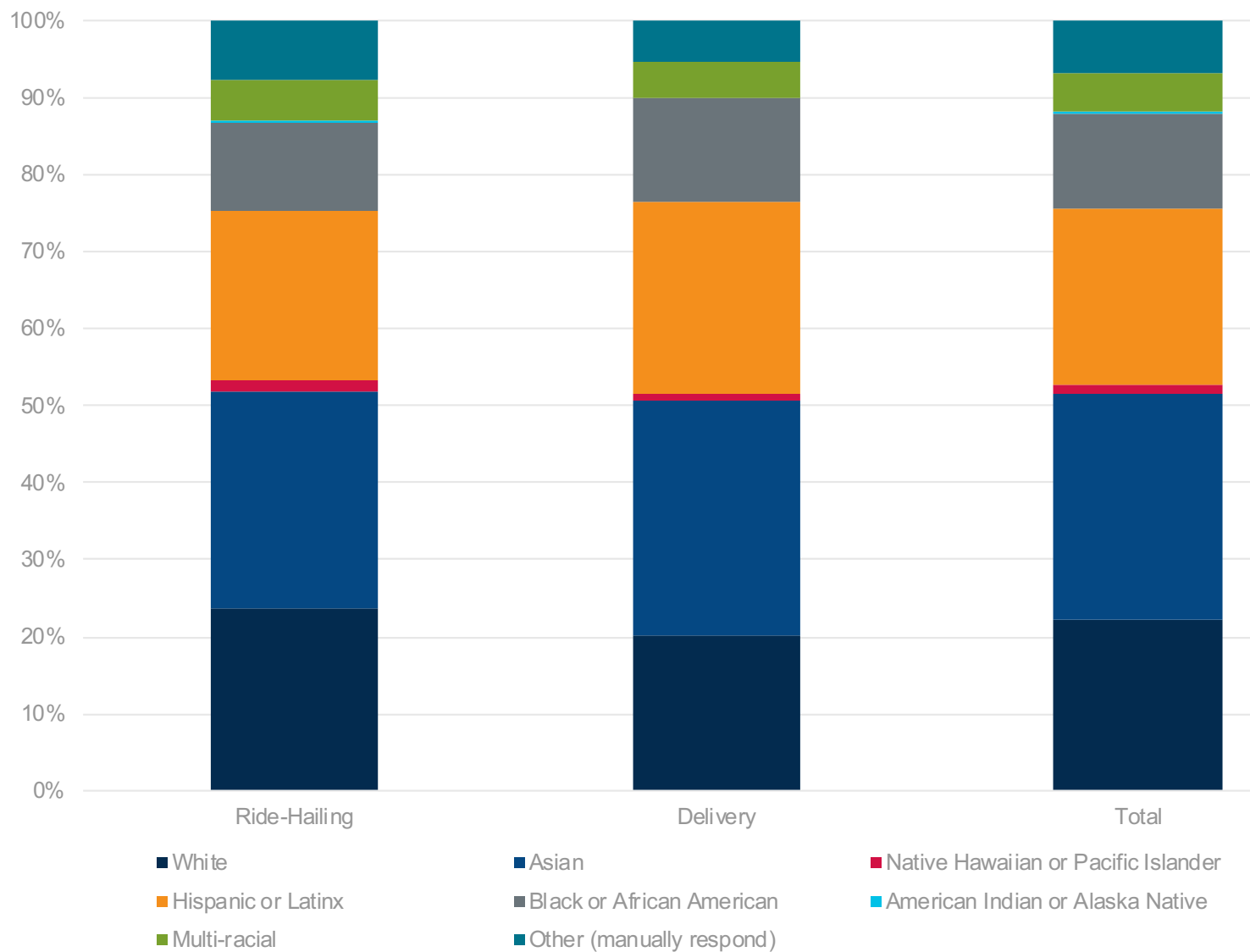
What is your gender?



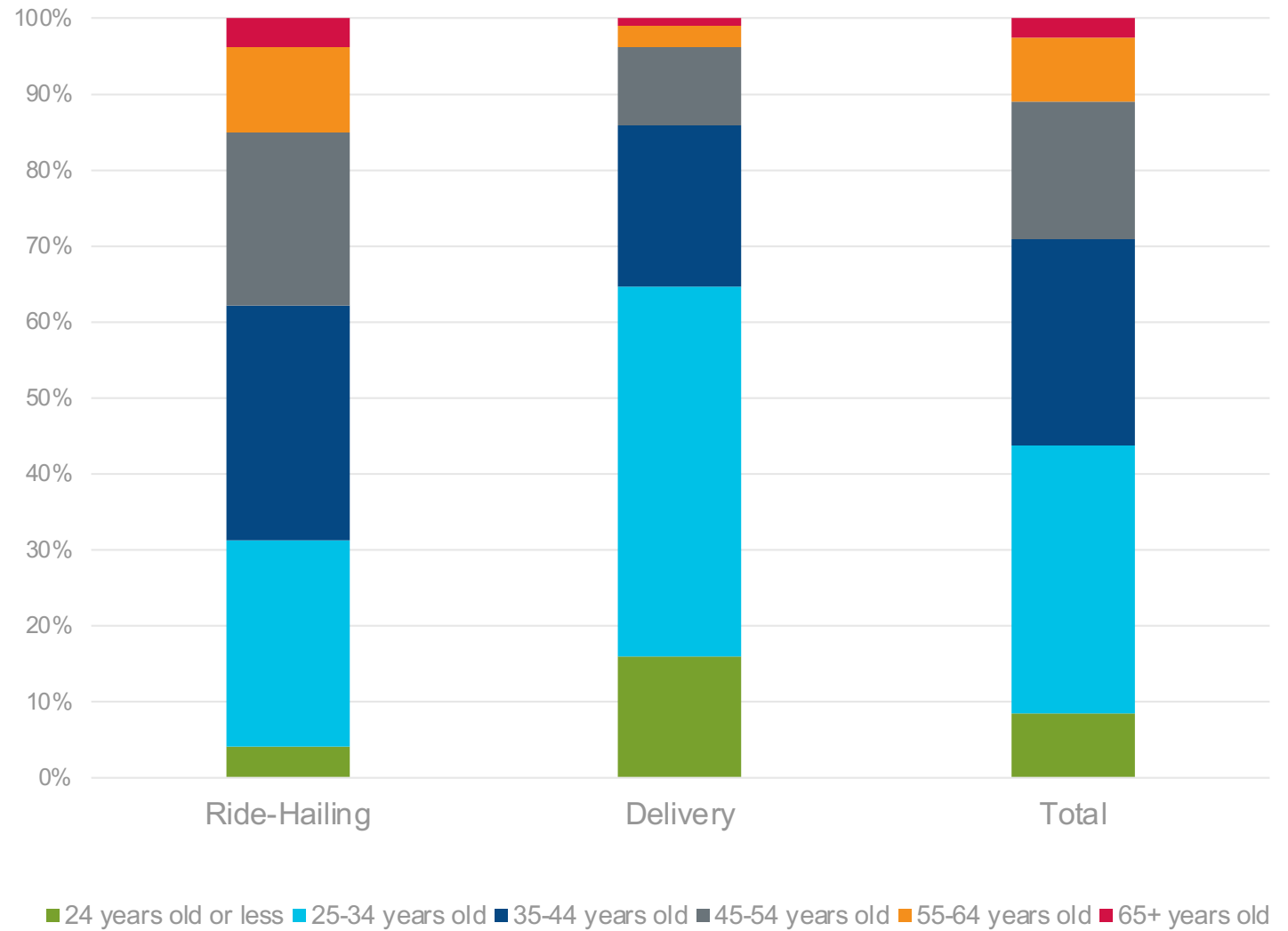
What is your highest level of education attainment:



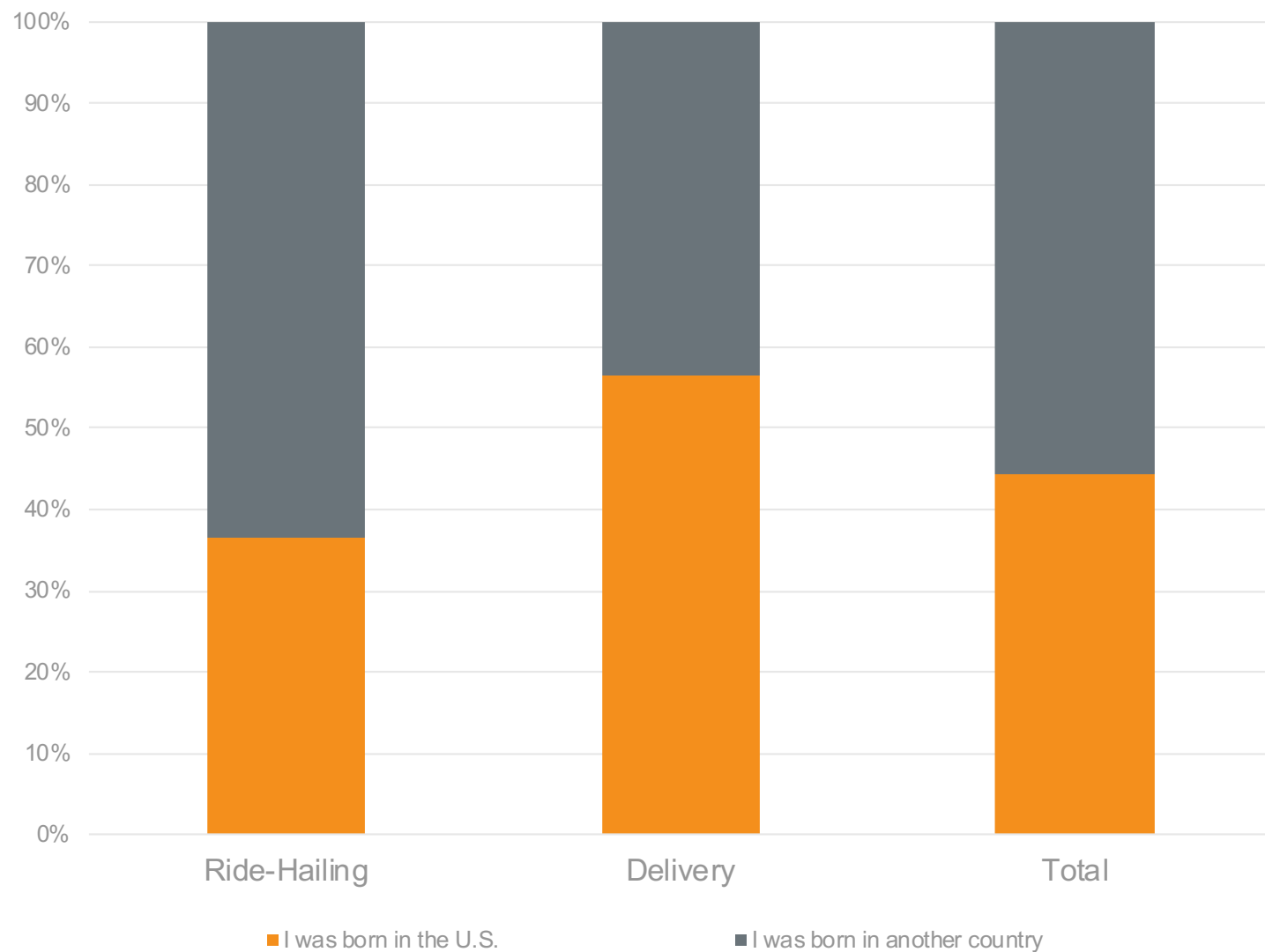
Which of the following best describes your race/ethnicity?



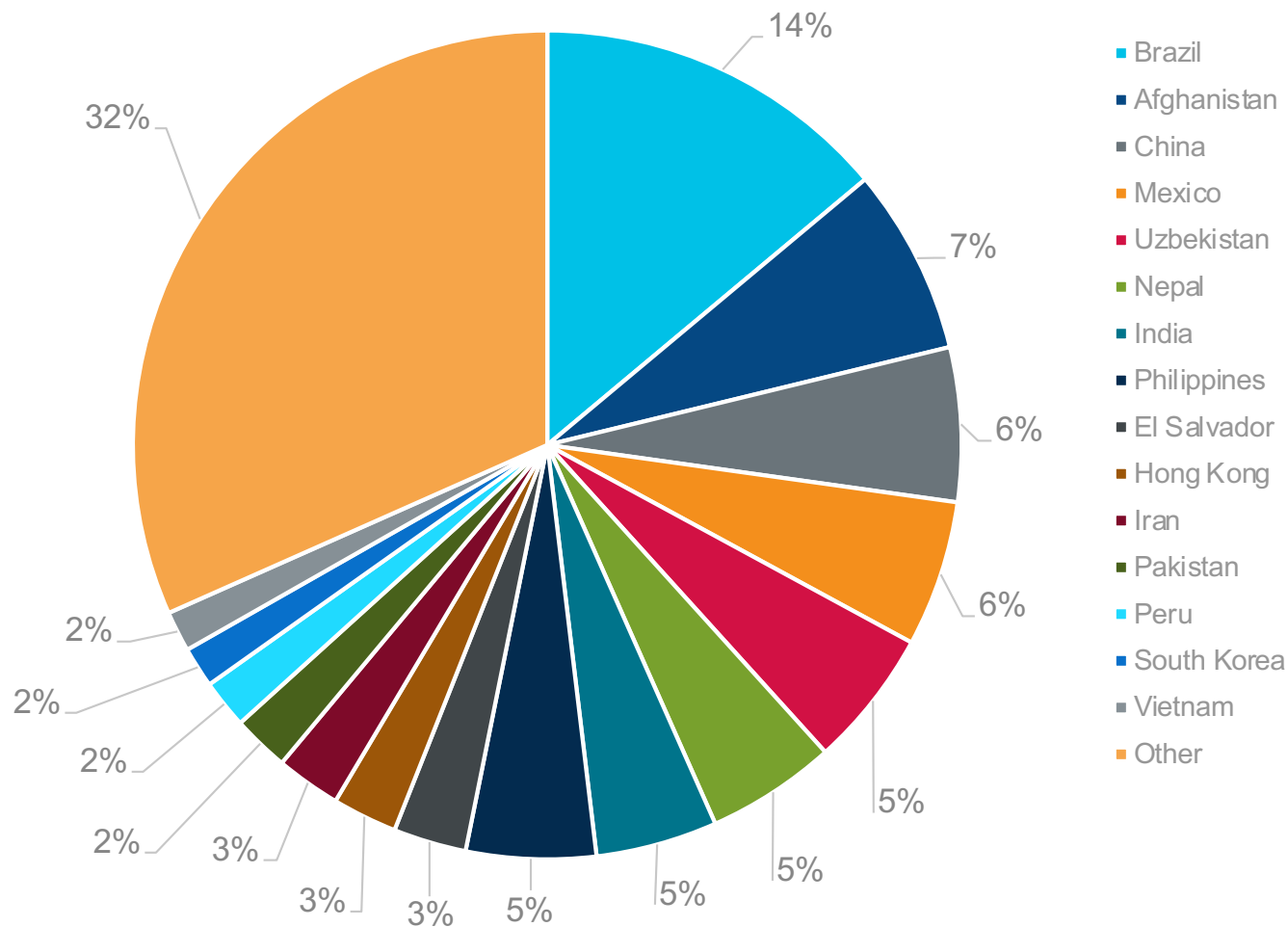
Age Category



Where you born in the U.S. or another country?



What is your country of origin (for foreign-born)?

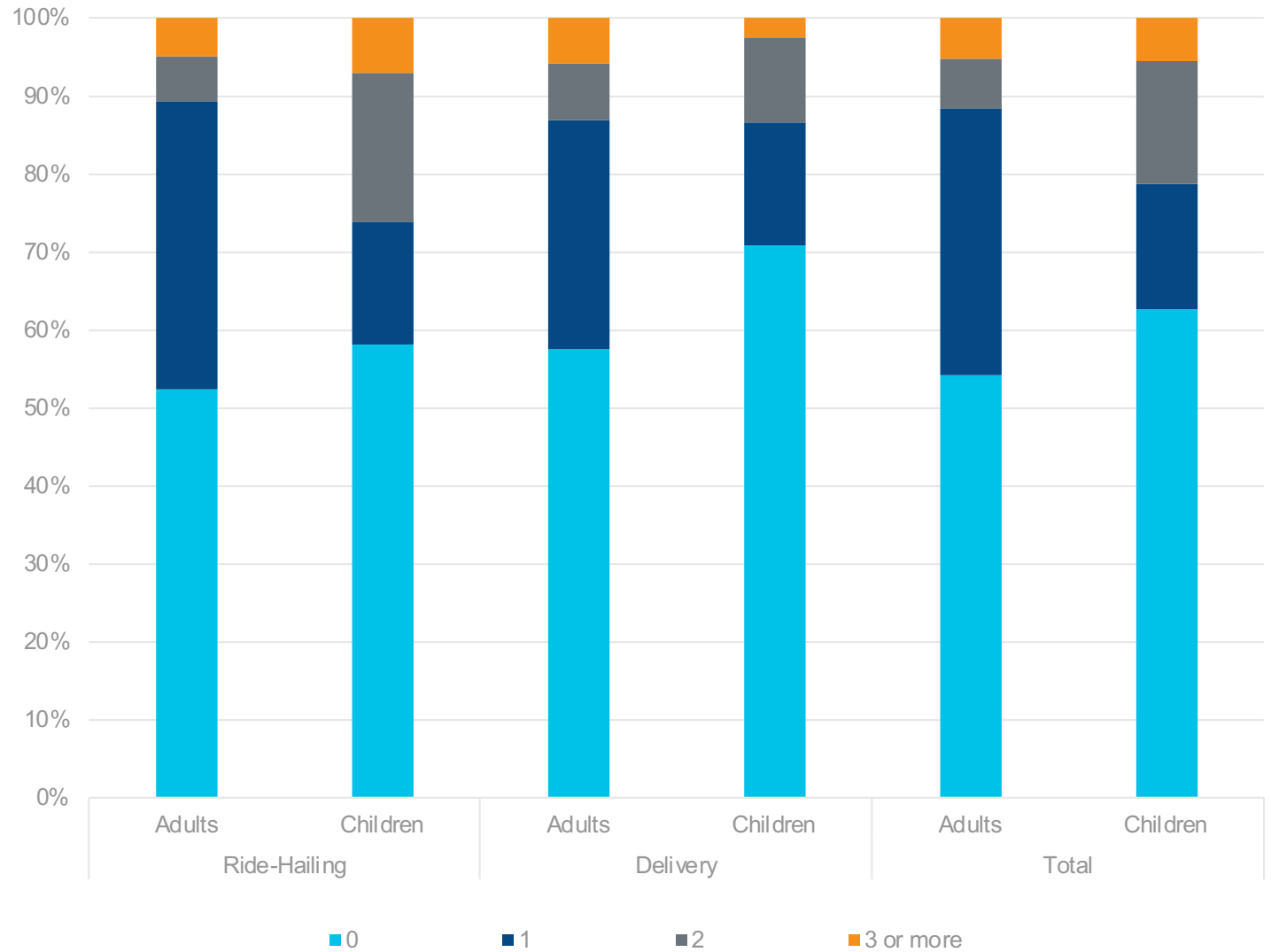




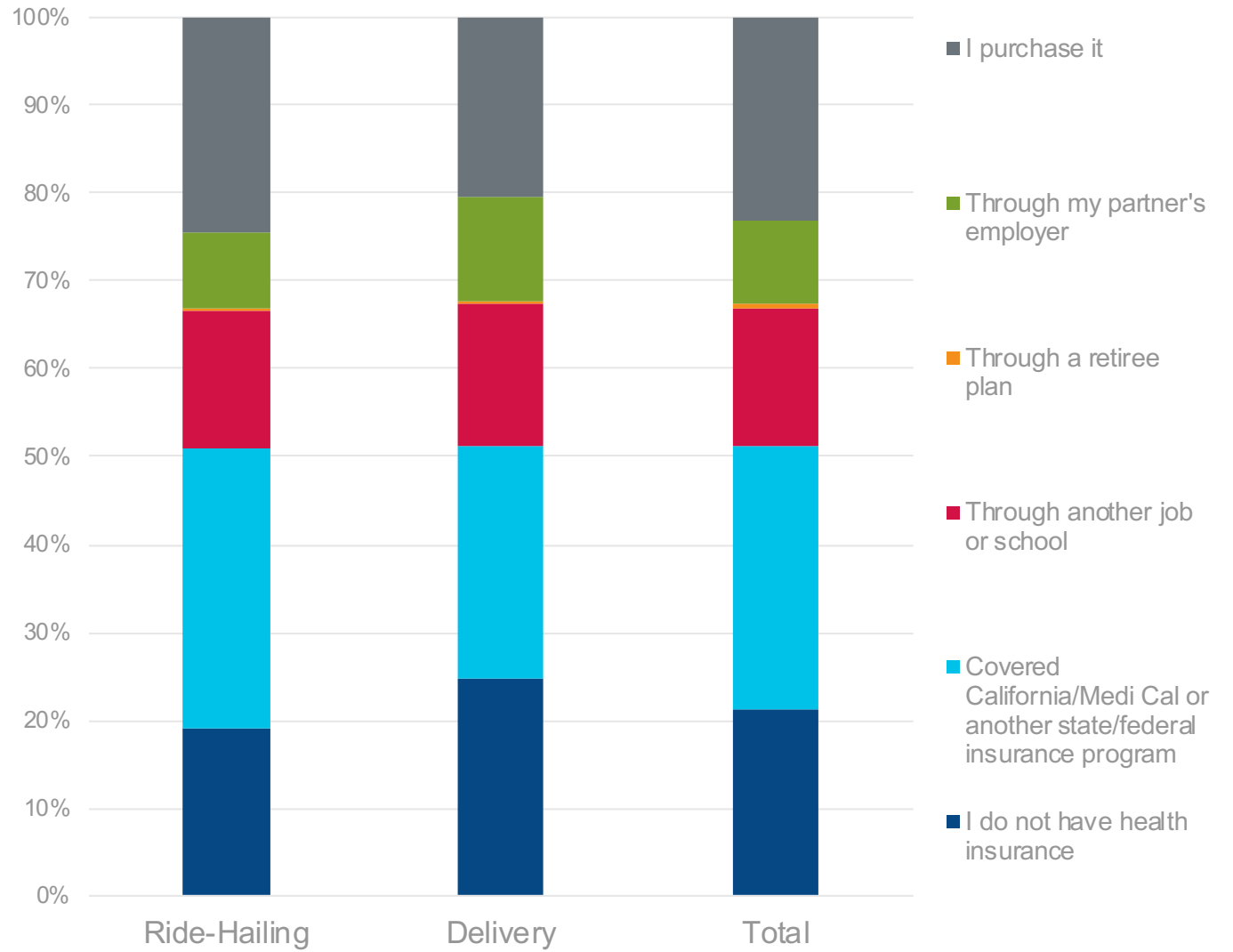
Difficult Economic Circumstances

- 46% support others with their earnings, including 33% supporting children
- 21% have no health insurance, and another 30% use public or public-access health insurance (e.g. Medi-cal, Covered CA)
- 45% couldn't handle a \$400 emergency payment without borrowing
- 15% receive some form of public support (e.g. food stamps, housing assistance)

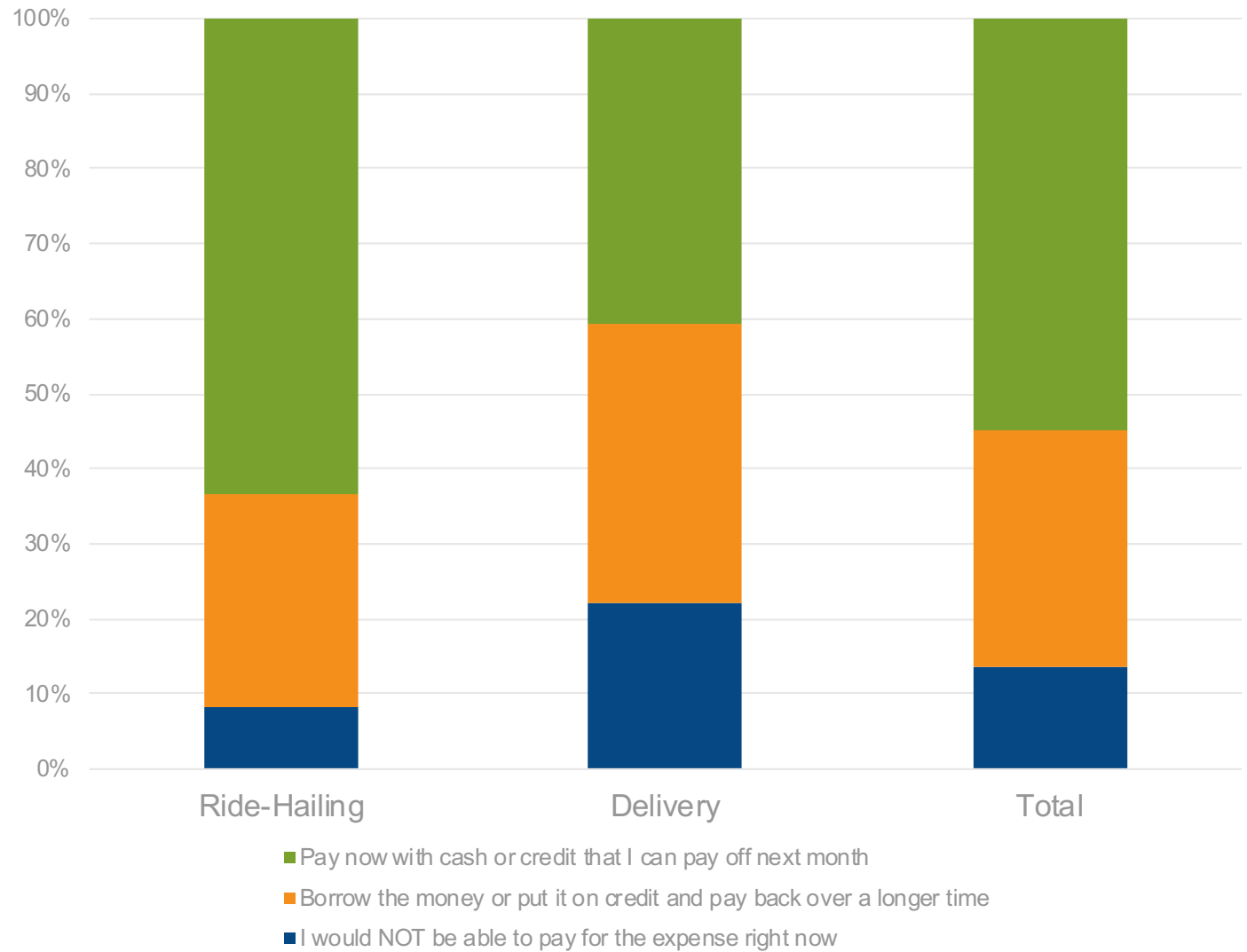
How many other people do you help support with your earnings?



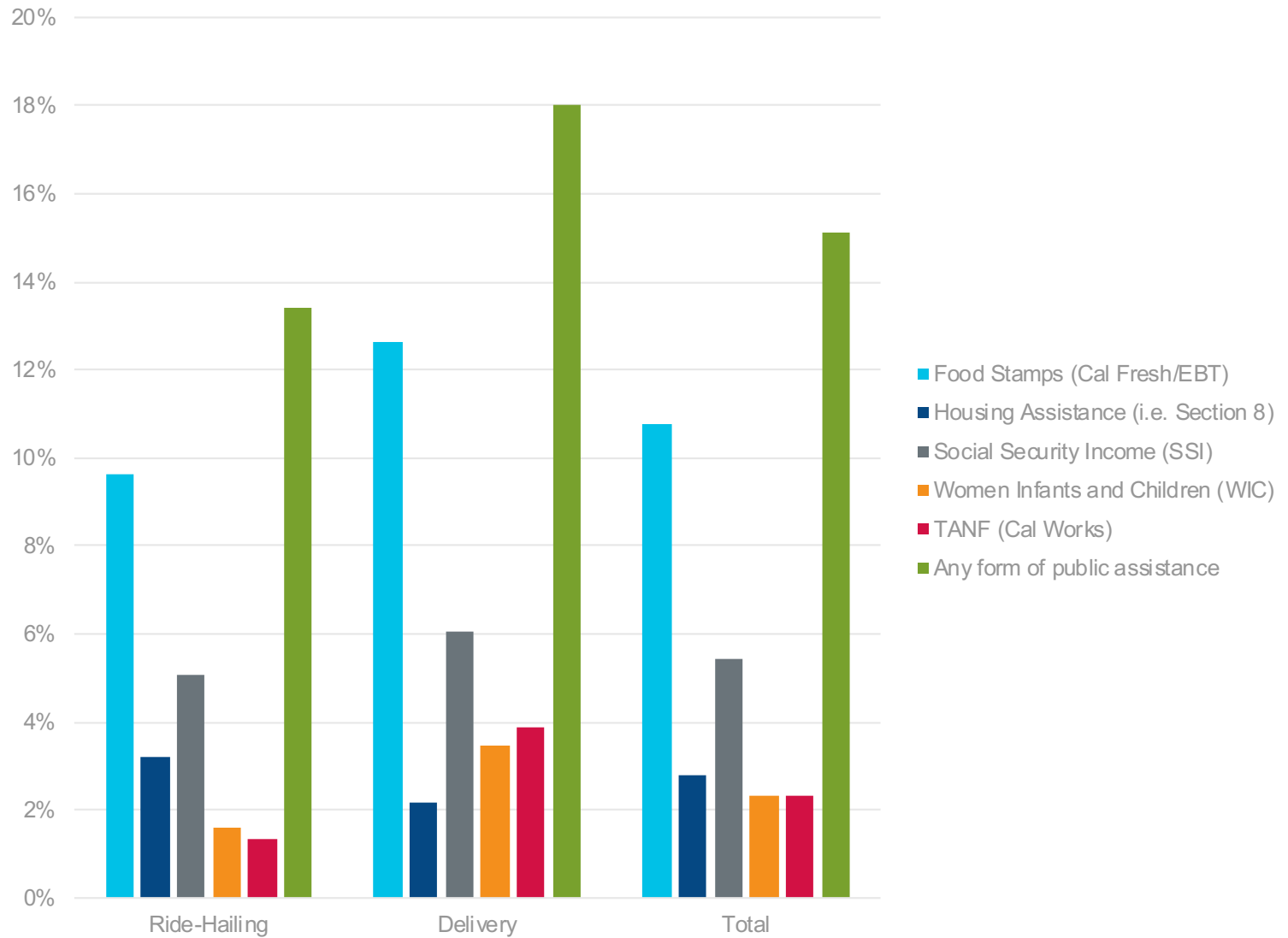
How do you access health insurance?



Suppose that you have an emergency expense that cost \$400. Based on your current financial situation, how would you pay for this expense?



Percentage of survey respondents who receive different types of public assistance



Not a gig for most

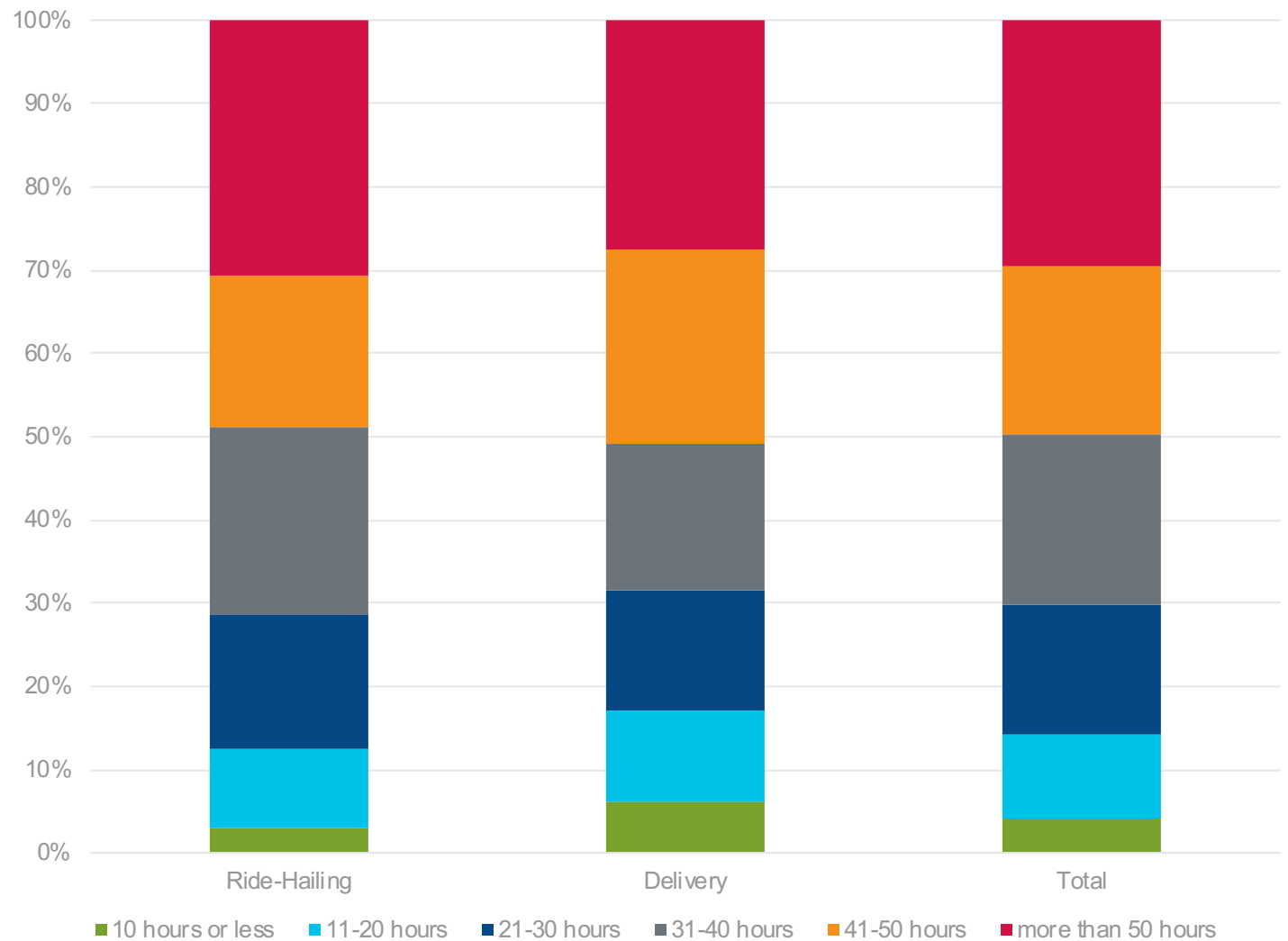
- The majority of survey respondents work full-time for platform companies
 - 71% work more than 30 hours a week, including 50% who work more than 40 hours, and 30% who work more than 50 hours
- The majority of survey respondents depend on platform work as their primary source of income
 - 53% said it was their entire income last month, another 10% said it was 75% or more of their income
- People value the flexible schedule, but also rate fair pay and predictable pay high as important job qualities they want



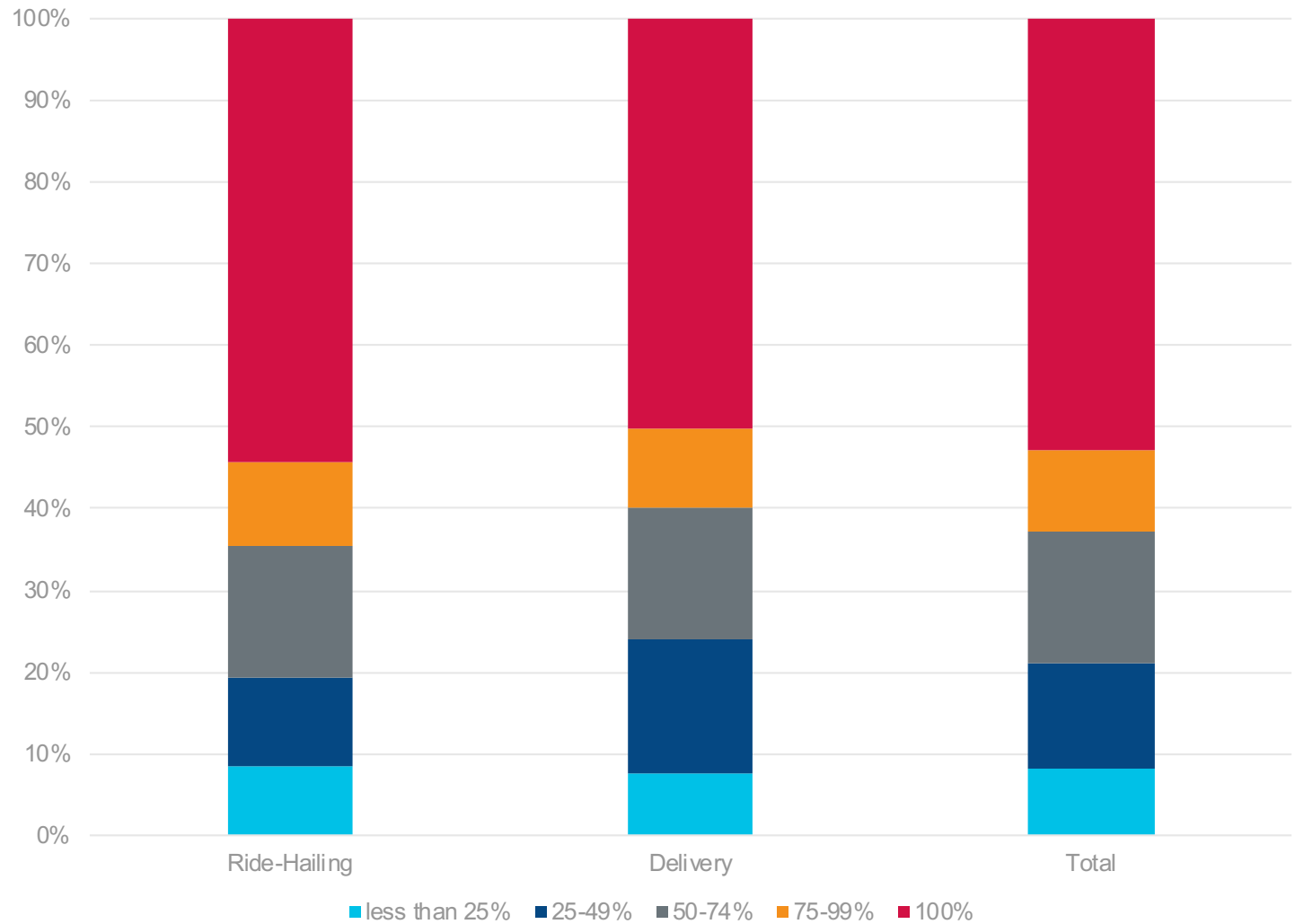
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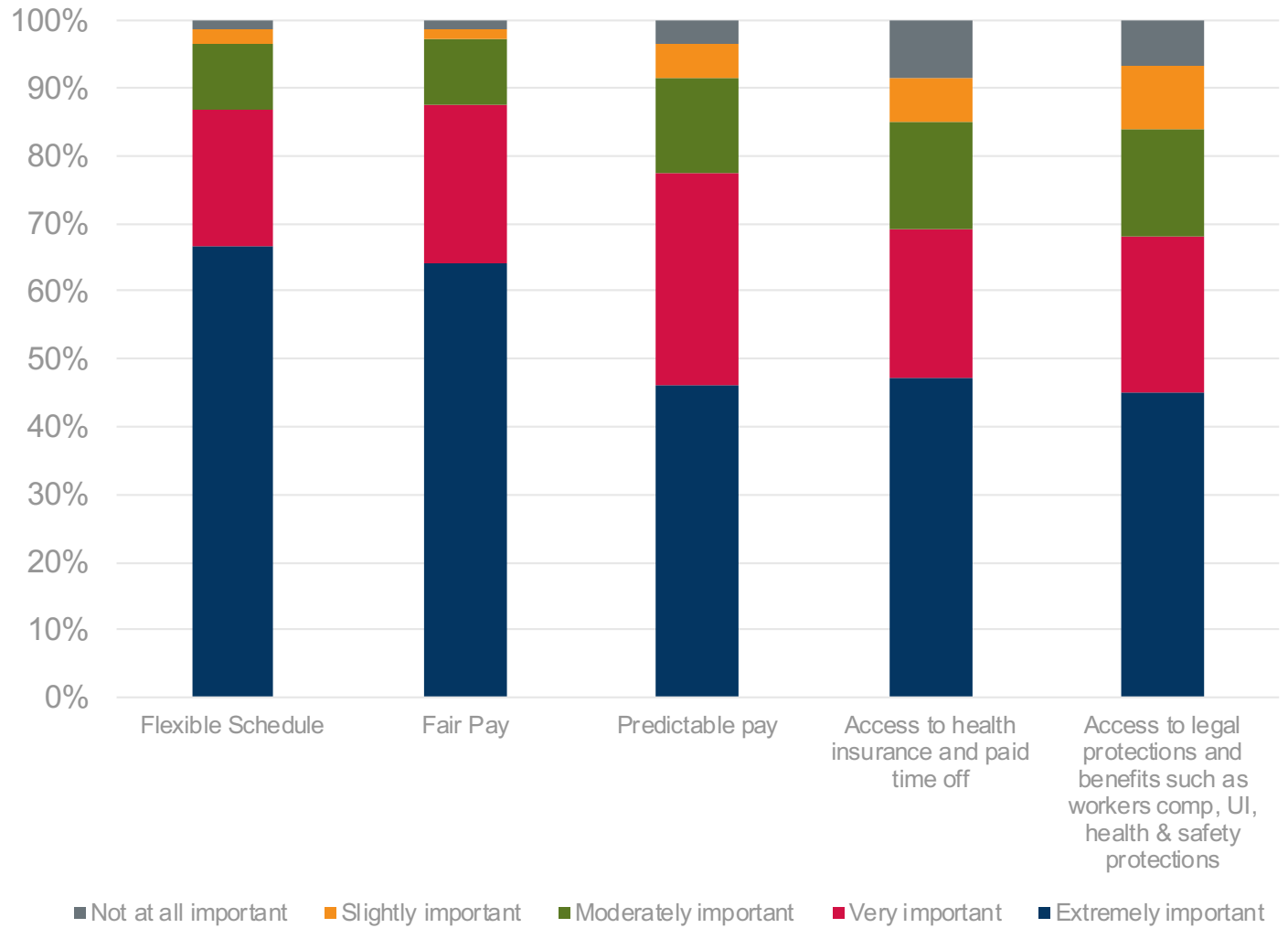
How many hours per week do you work on average for all of these apps?



What percentage of last month's total income was from platform work?



How would you rate the following job qualities in terms of their importance to you?

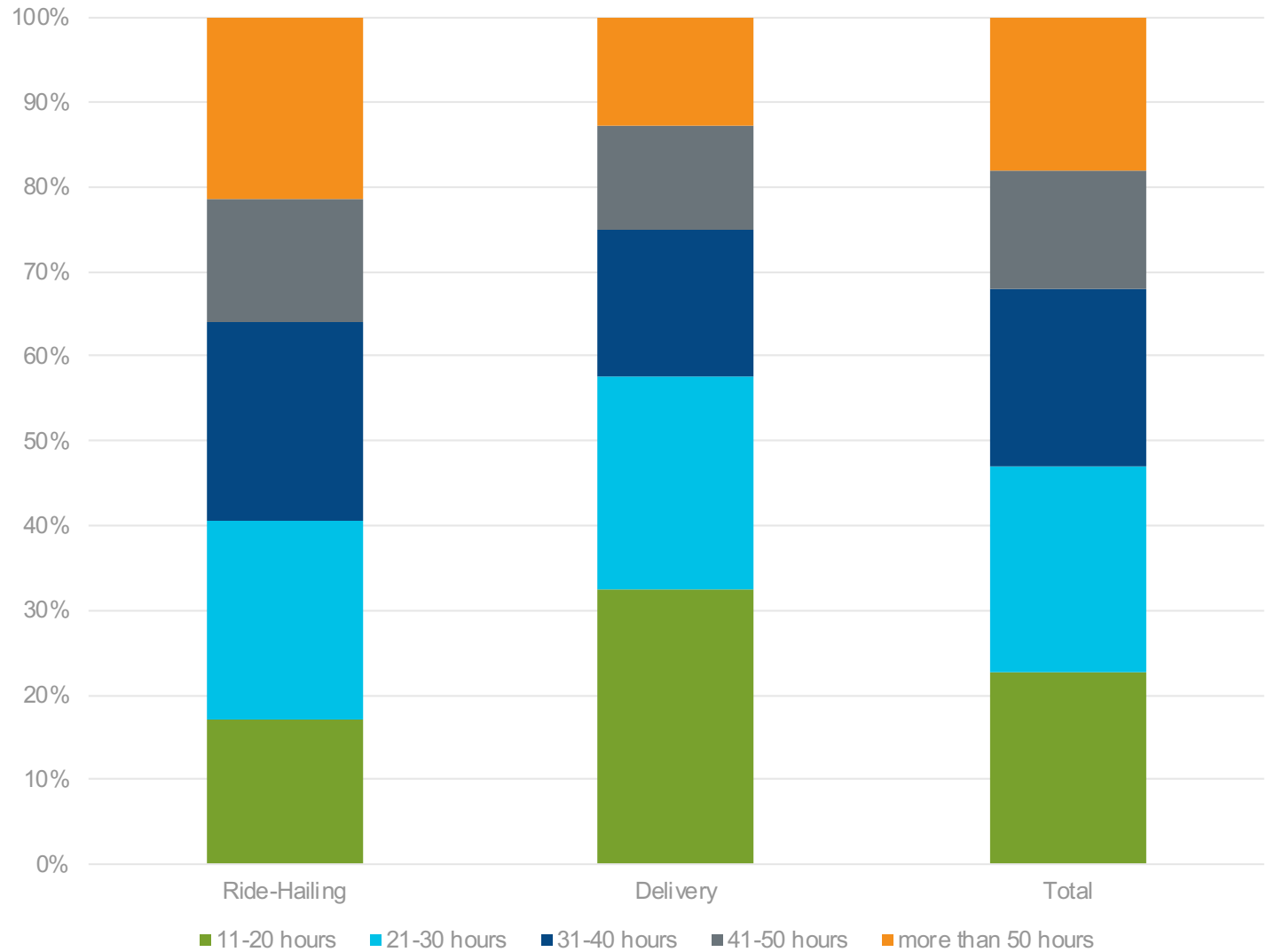




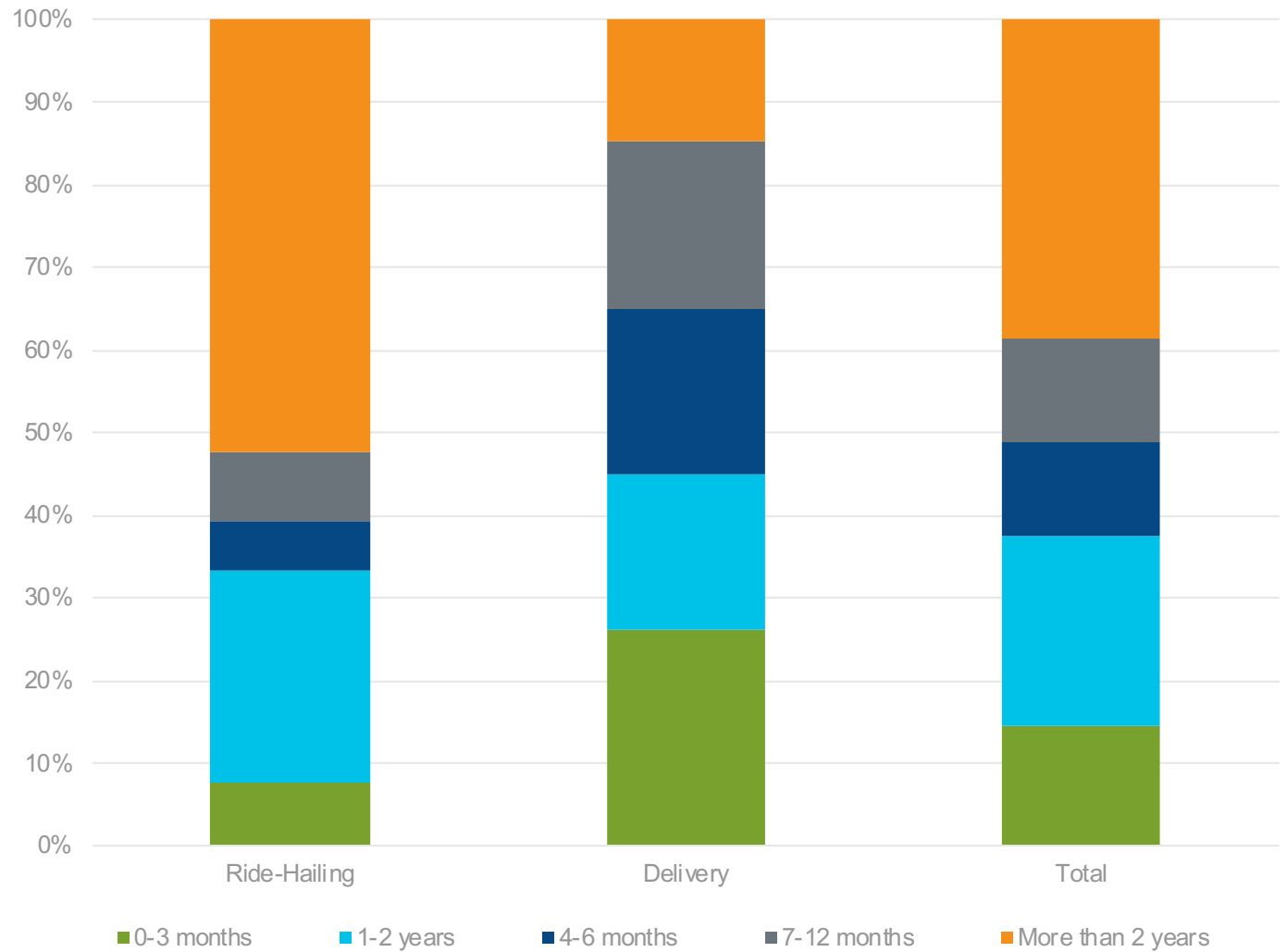
Ride-hailing drivers more established than delivery

- Of the survey respondents, ride-hailing drivers work more hours a week (38 hours) than delivery workers (32 hours)
- Ride-hailing drivers have been working for their primary app for longer than delivery drivers
 - 52% of ride-hailing drivers have been more than 2 years for their primary app, compared to 15% of delivery workers

How many hours per week do you work on average for your current app?



How long have you worked for your current app?

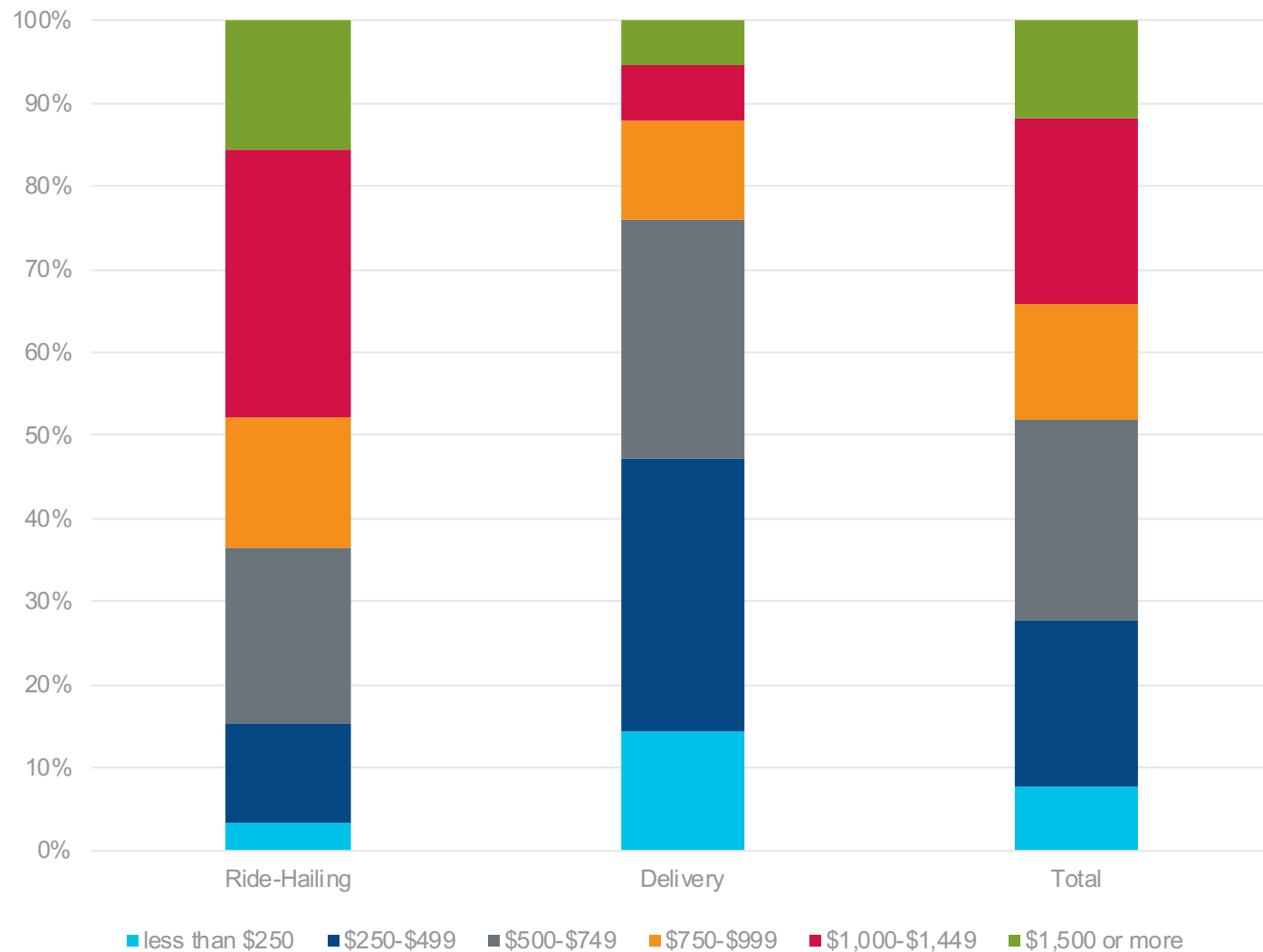


Low Earnings

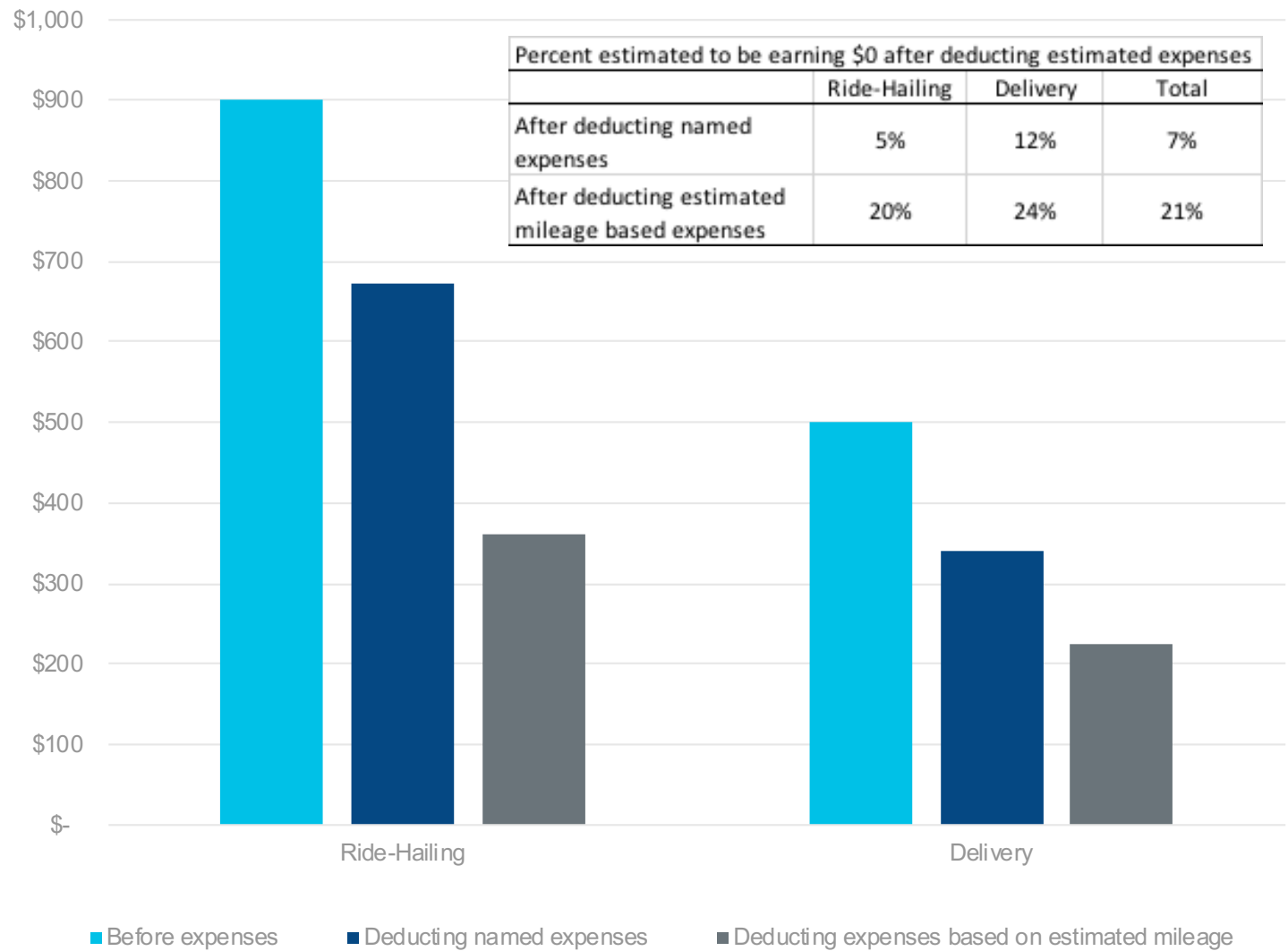
- Before expenses, median earnings is \$900/week for ride-hailing workers and \$500 for delivery workers who responded to the survey
- Depending on how expenses are calculated, this can drop to as low as \$360/week for ride-hailing workers and \$224/week for delivery workers
- We estimate as much as 20% might be earning nothing when all expenses are accounted for
- Delivery workers are particularly dependent on tips, which account for 30% of their estimated earnings
- Workers also have significant amount of unpaid time, waiting for orders or driving to a pick-up location
- Workers also experience unpredictable earnings, often for reasons beyond their control, in part because some portion of their pay is due to incentives or bonuses



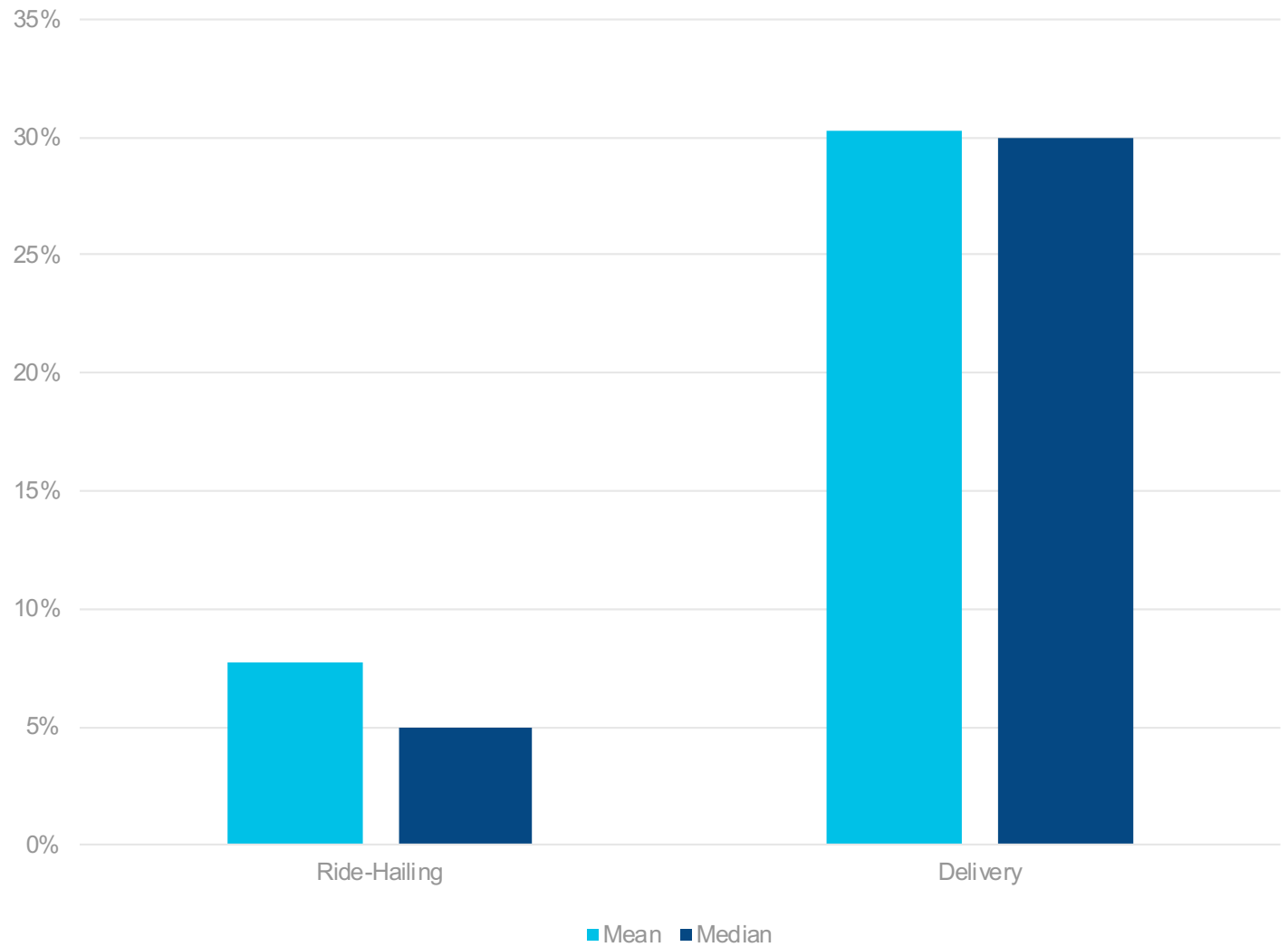
How much do you earn per week in your work for your current app, on average, including base pay, tips, bonuses, etc.? (before expenses)



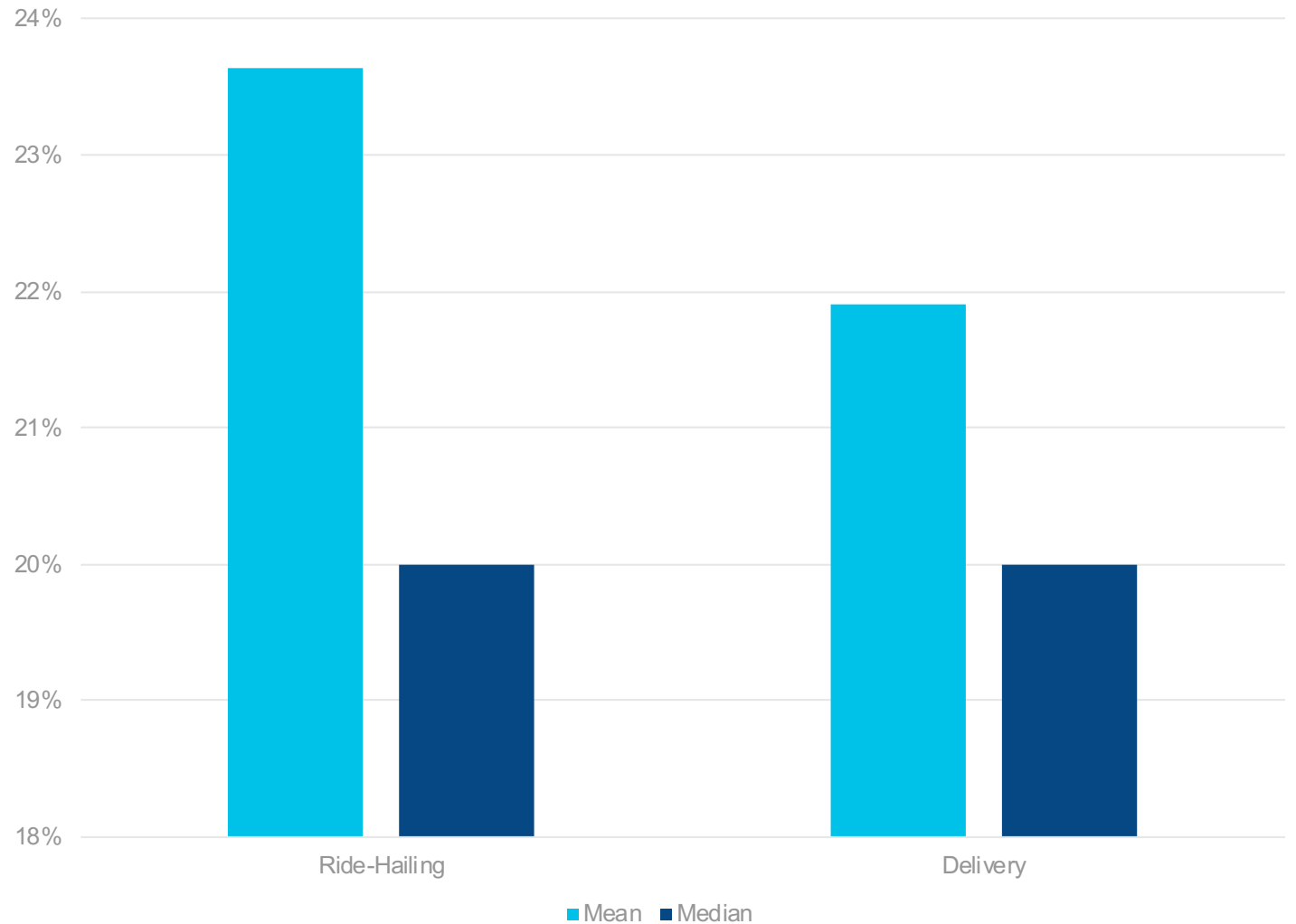
Median weekly earnings, before/after expenses (using two different methods for calculating expenses)



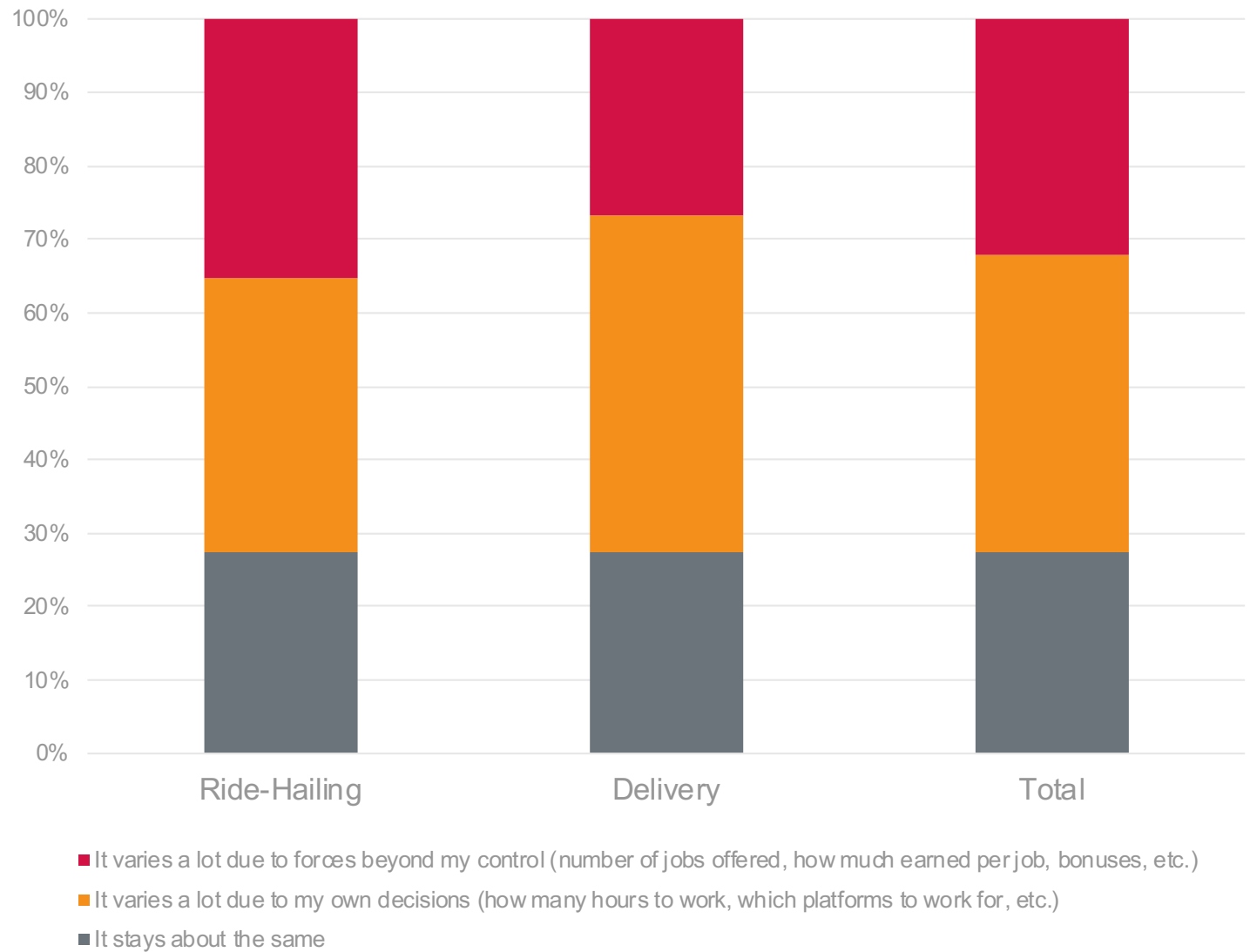
What percent of your earnings working for your current app are tips?



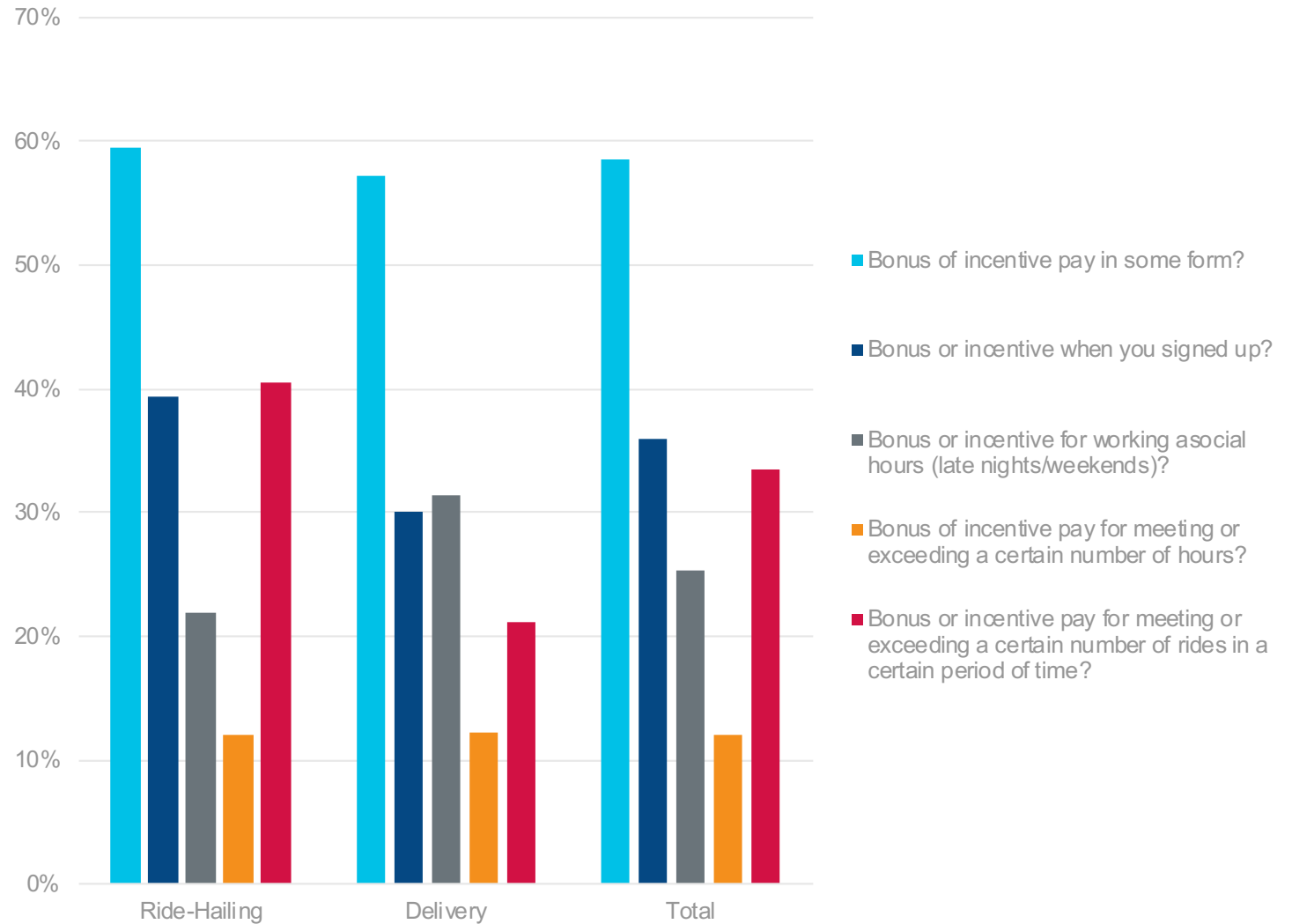
What percent of your time working is unpaid time (e.g. waiting for orders, driving to pick-up location)?



Please describe your weekly income for the platform work:



Bonuses offered by the app you primarily work for

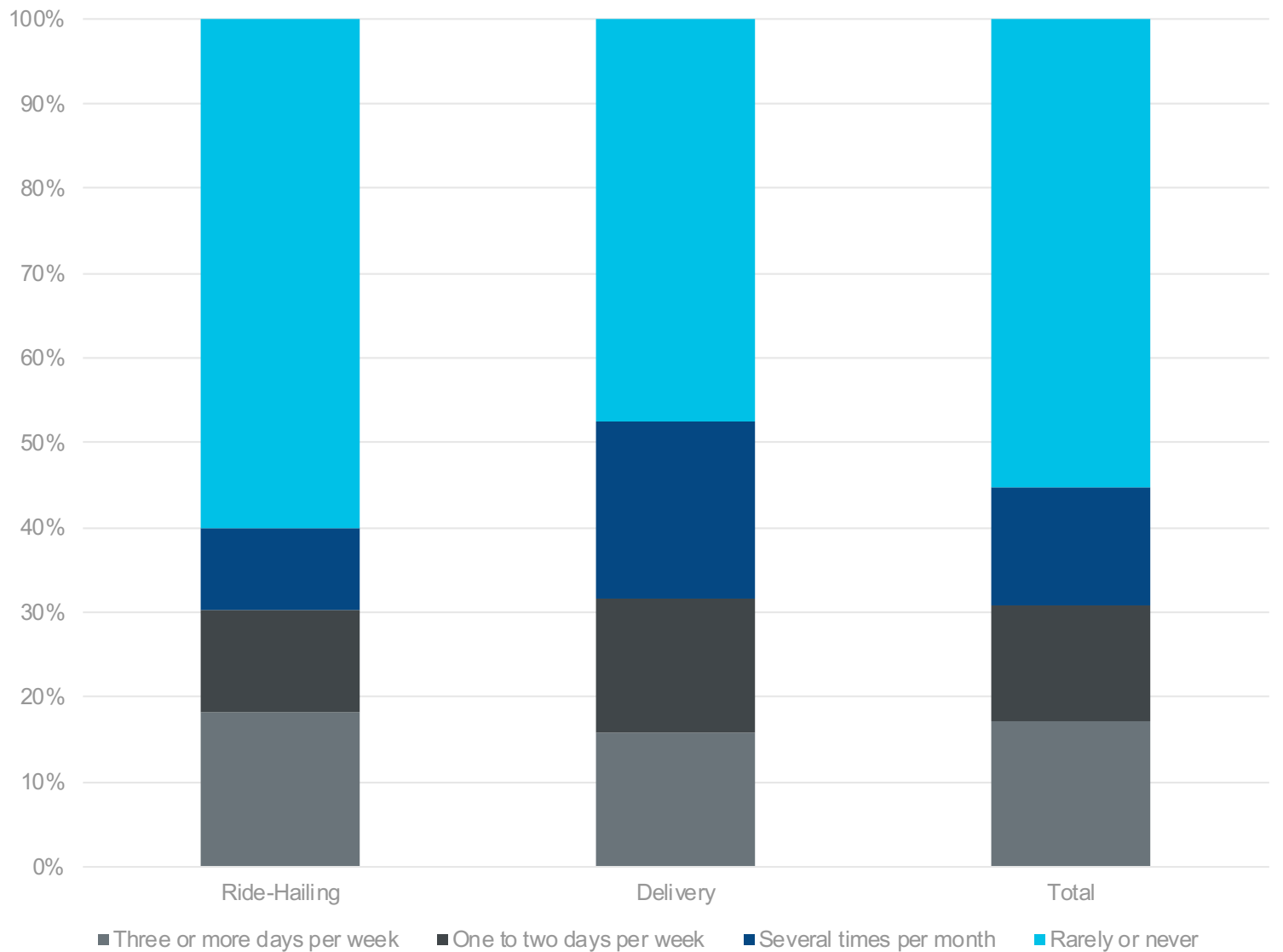




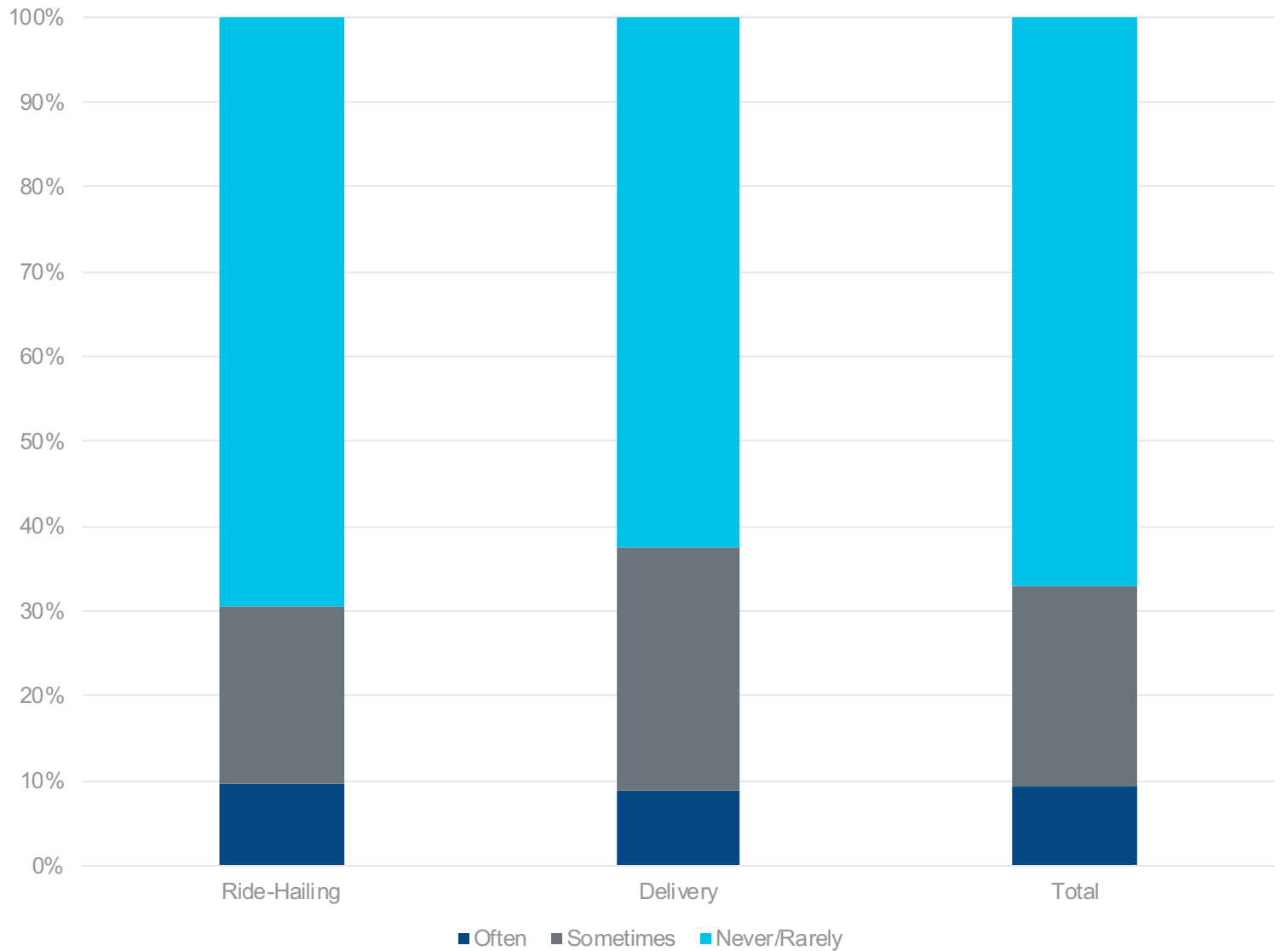
Other work challenges

- Survey respondents faced a number of other work-related challenges:
 - 40% of ride-hailing drivers and 52% of delivery workers said they work 12 or more straight hours in app-based work at least several times a month
 - 31% of ride-hailing drivers and 38% of delivery workers say they often or sometimes sleep in their car, before, during or after doing app-based work
 - 77% of ride-hailing drivers and 86% of delivery workers say they have often or sometimes had to use the bathroom but had no nearby access to a facility
 - 43% of ride-hailing drivers and 24% of delivery workers say they have felt harassed or made to feel unsafe by a customer

How often do you work 12 or more straight hours for one or more apps?

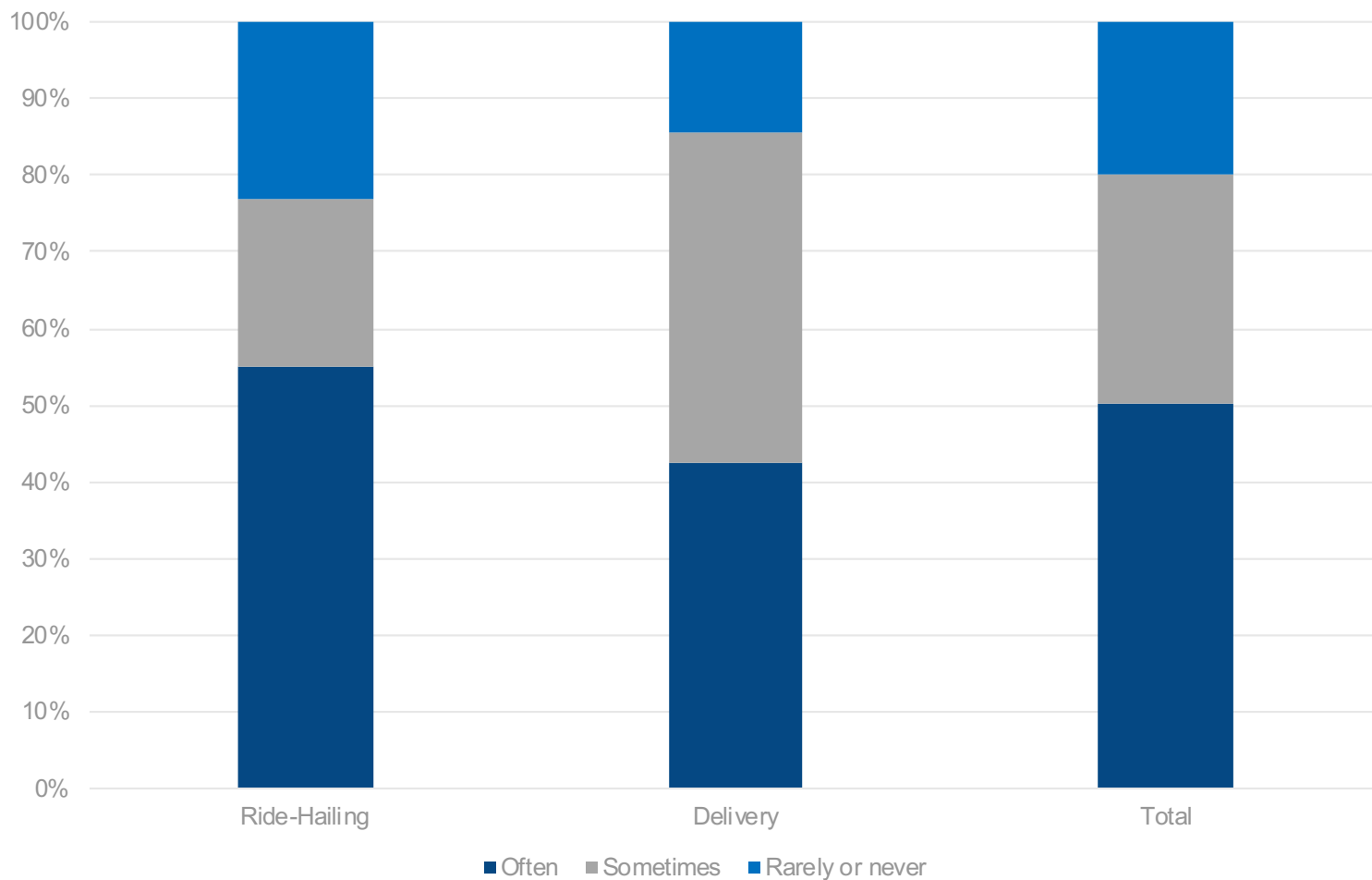


How often do you sleep in your car before, during or after you do this app-based work?

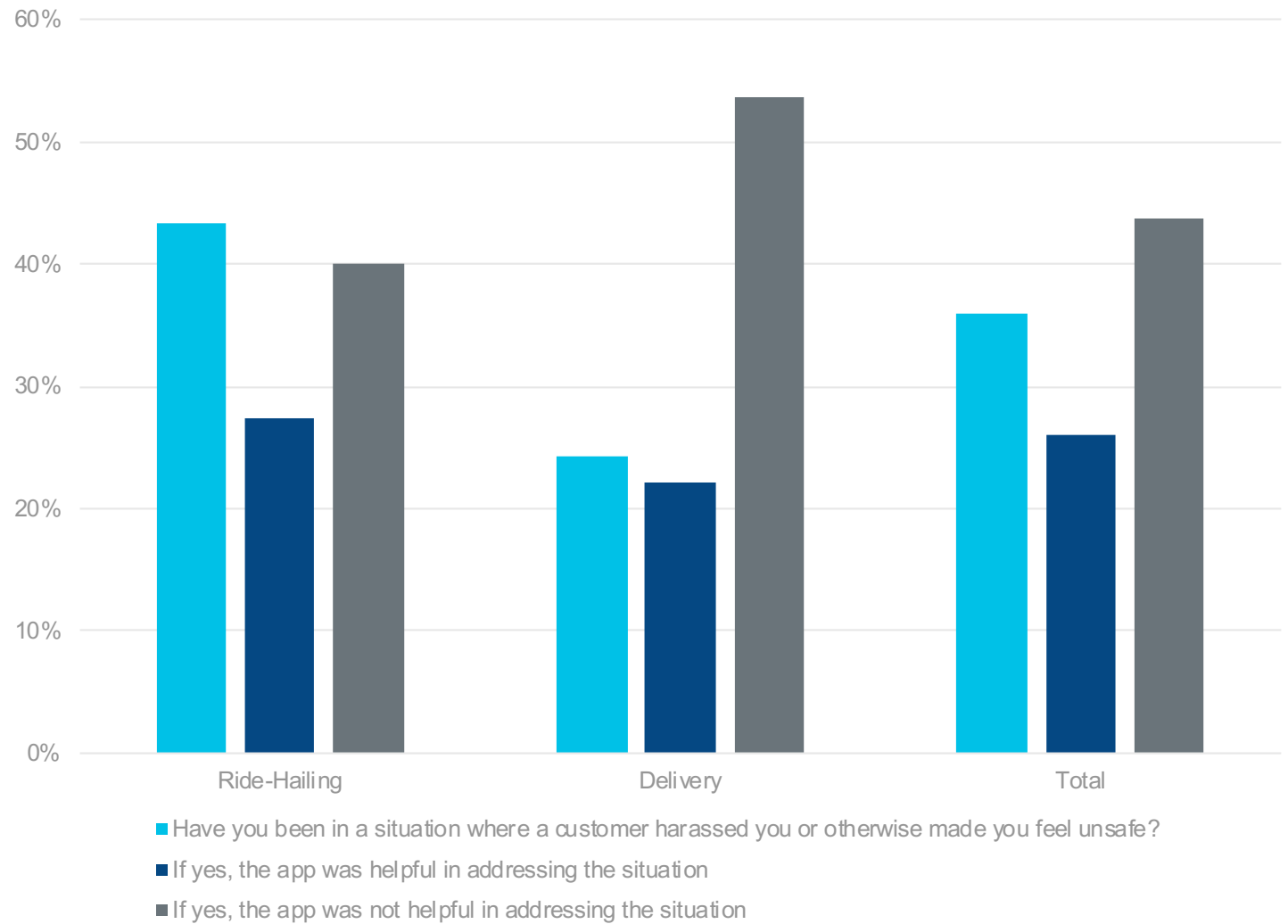


How often have you had to use the bathroom while working in San Francisco but had no nearby access to a facility?

How often have you had to use the bathroom while working in San Francisco but had no nearby access to a facility?



Experience with customer harassment

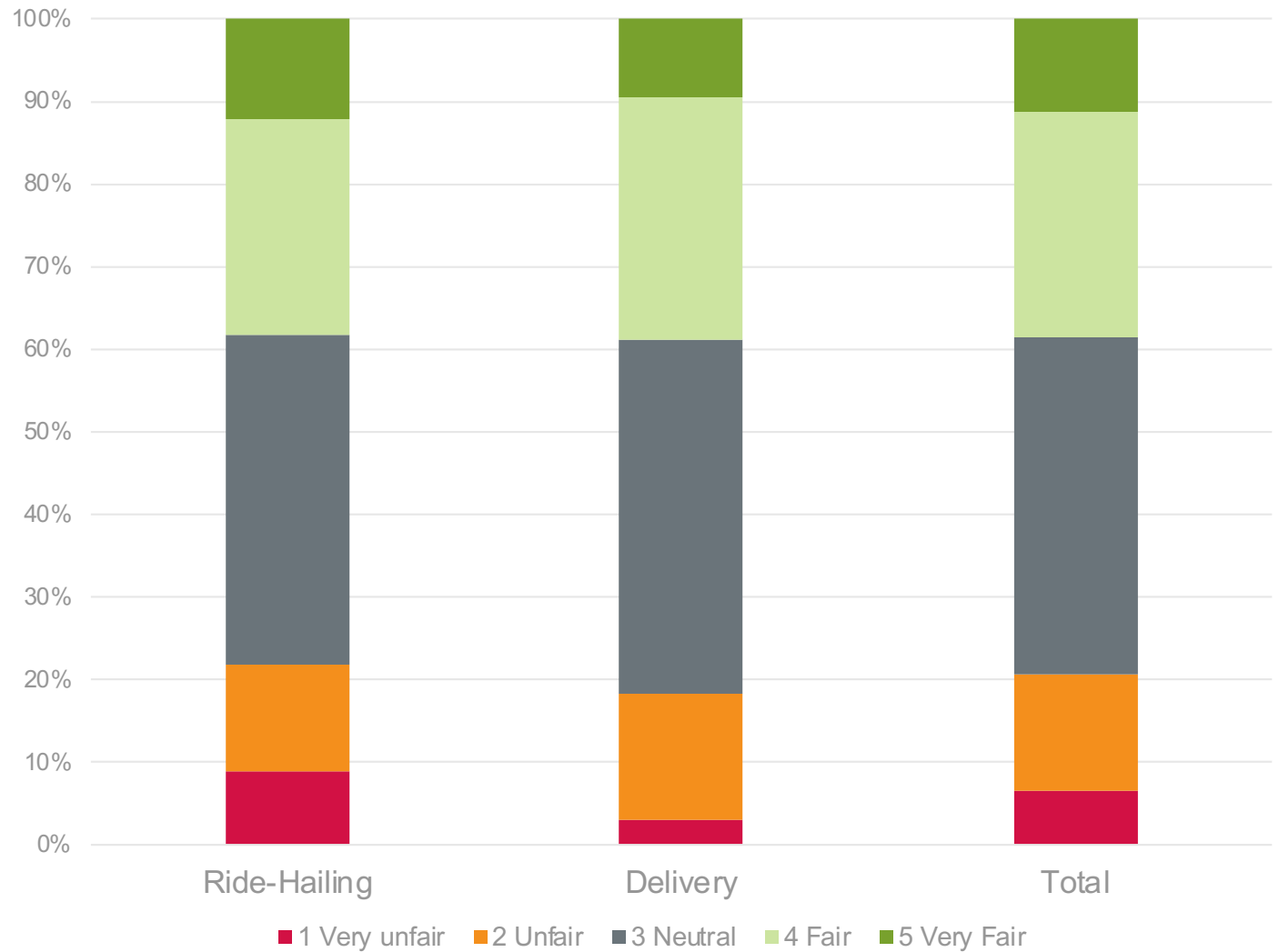


Apps manage job opportunities

- Many, though not all, respondents felt penalized for declining certain job offers:
 - 49% of delivery workers and 36% of ride-hailing drivers said they were not offered work for a period of time
 - 29% of all survey respondents thought they were offered fewer bonuses or incentives
 - 27% of survey respondents said they were deactivated or threatened with deactivation. Of those actually deactivated, less than half thought the app handled it fairly
- 51% of delivery workers and 36% of ride-hailing drivers thought the amount or types of jobs they were offered was affected by their worker rating



On a scale of 1-5, to what extent do you feel the app you primarily work for is fair to you?



Questions related to apps job practices

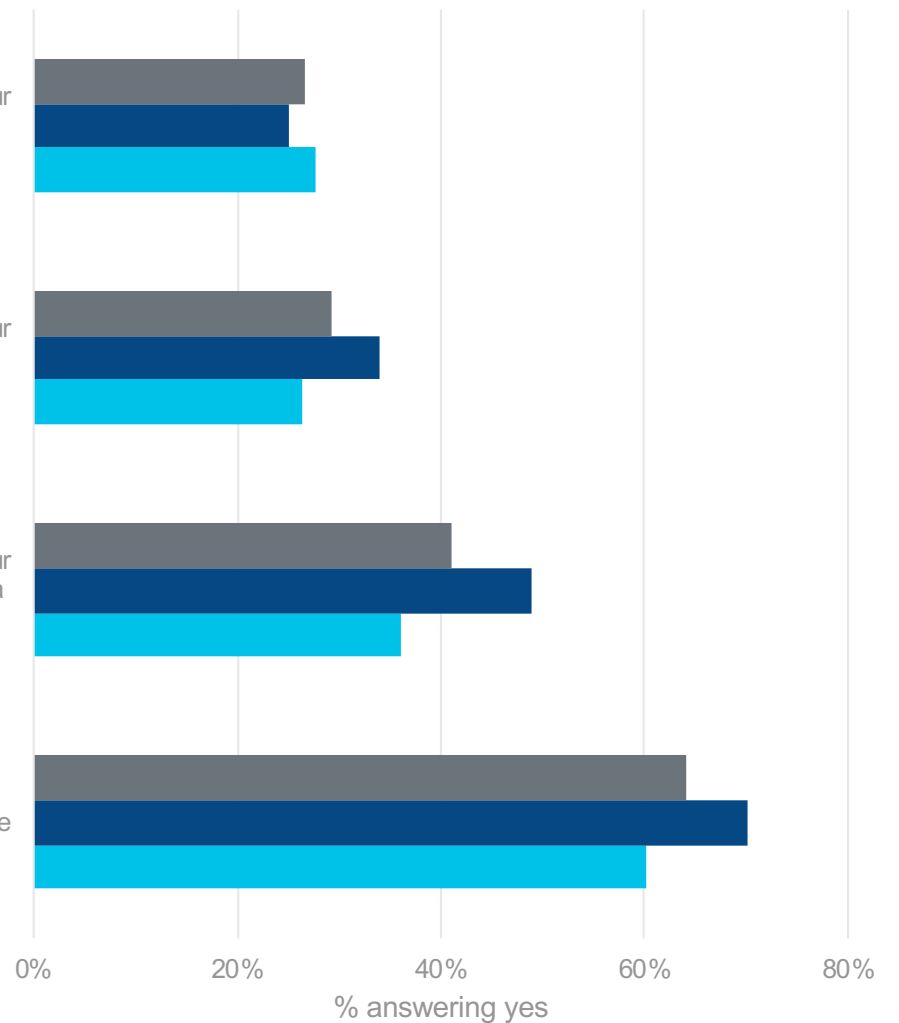
When you decline offers while working for your current app, does the app deactivate you or threaten you with deactivation?

When you decline offers while working for your current app, does the app offer fewer bonuses/incentives?

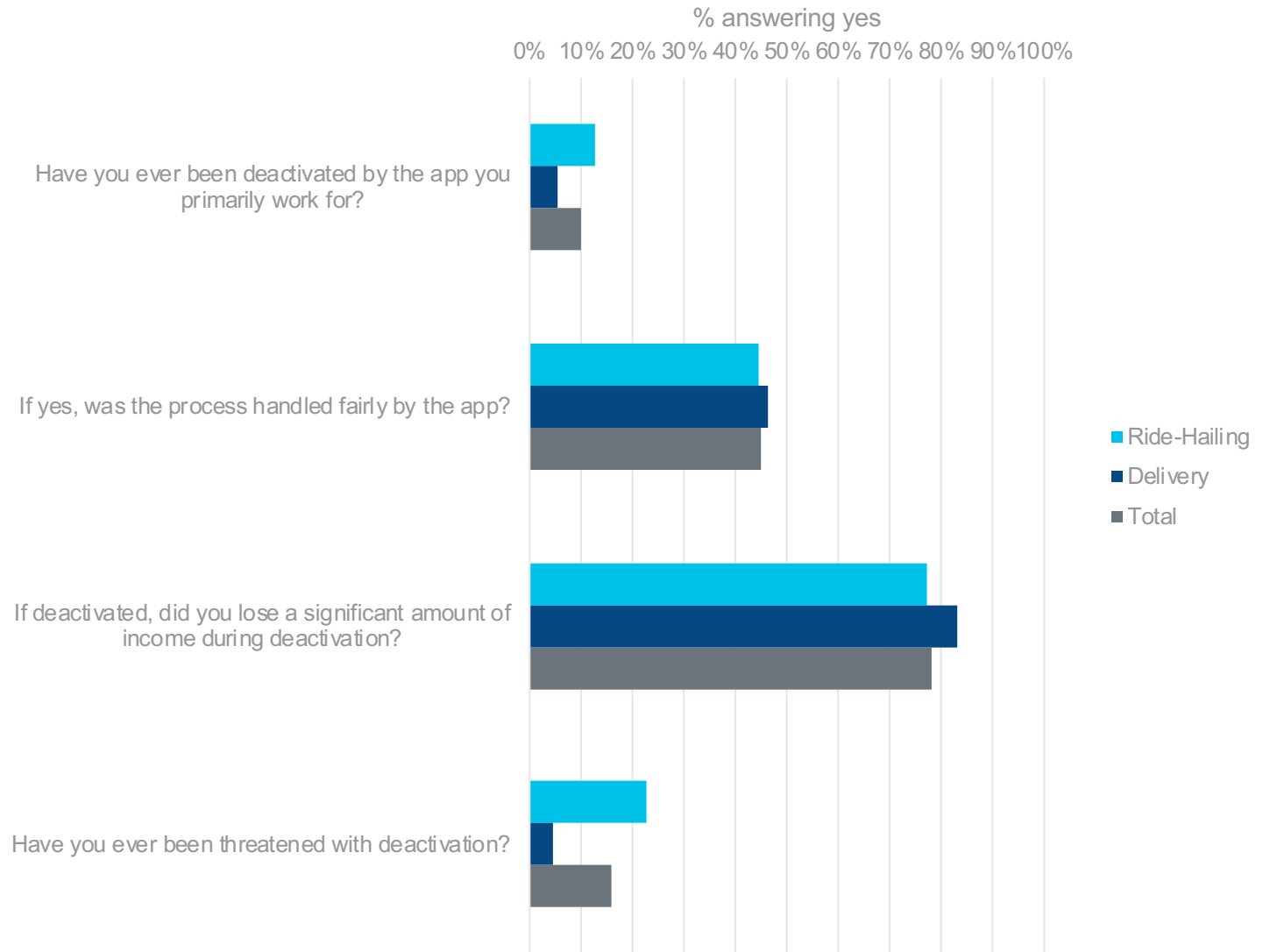
When you decline offers while working for your current app, does the app not offer work for a period of time?

Does your current app offer you enough information about a specific ride to determine whether or not it's worth accepting?

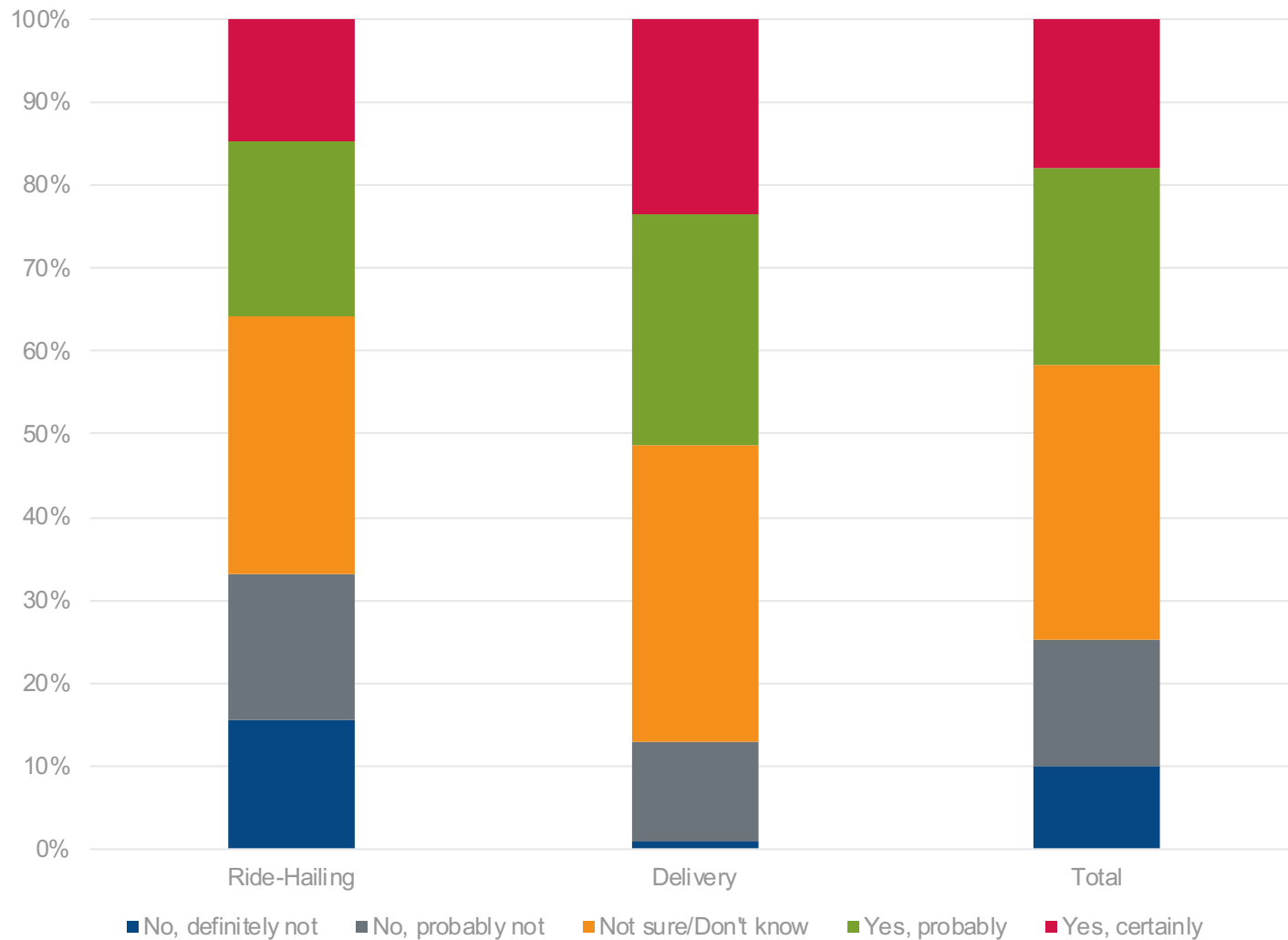
- Total
- Delivery
- Ride-Hailing



Questions related to deactivation



Does your worker rating have an impact on the amount or types of jobs you receive?

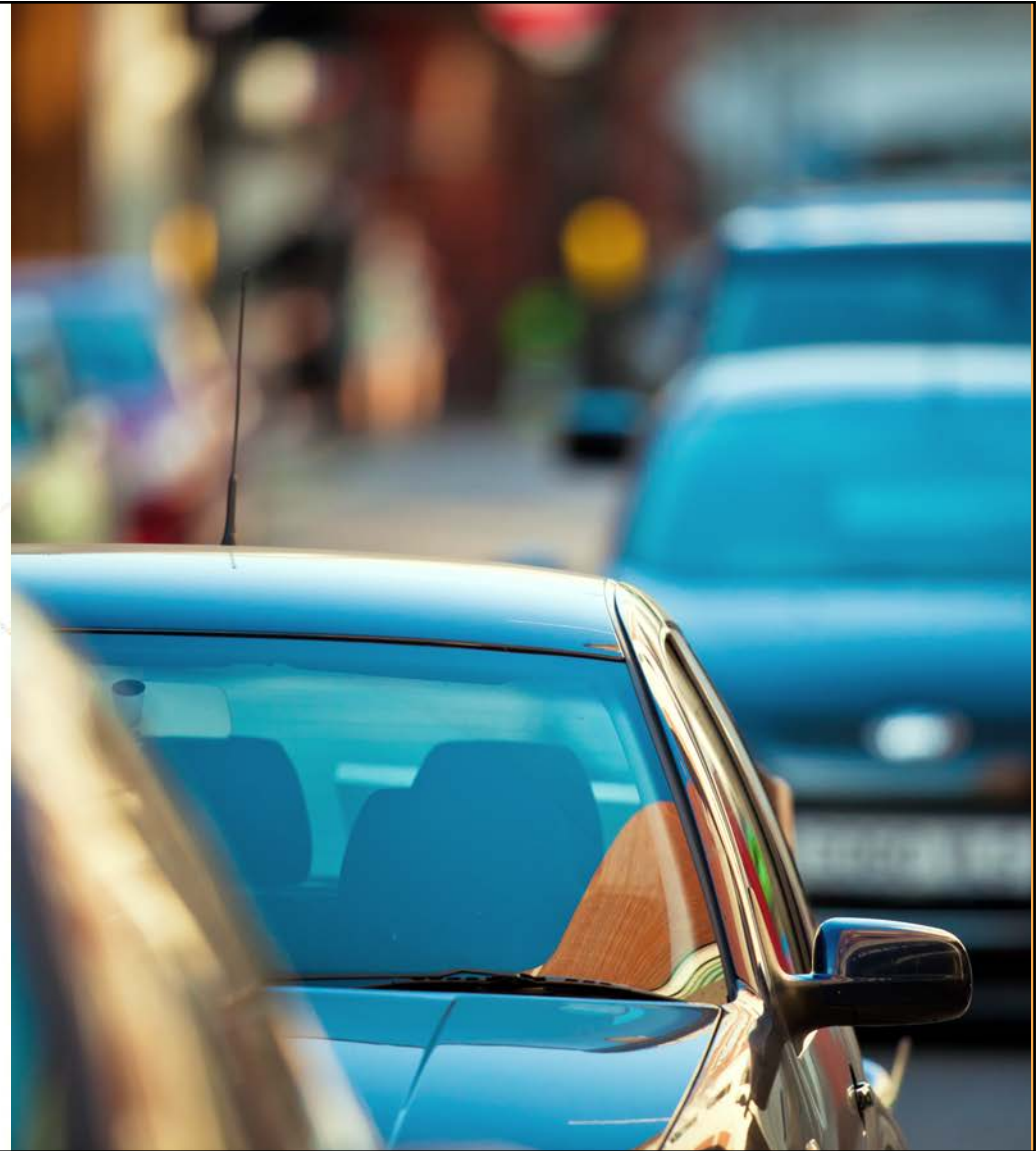


Parking is a challenge

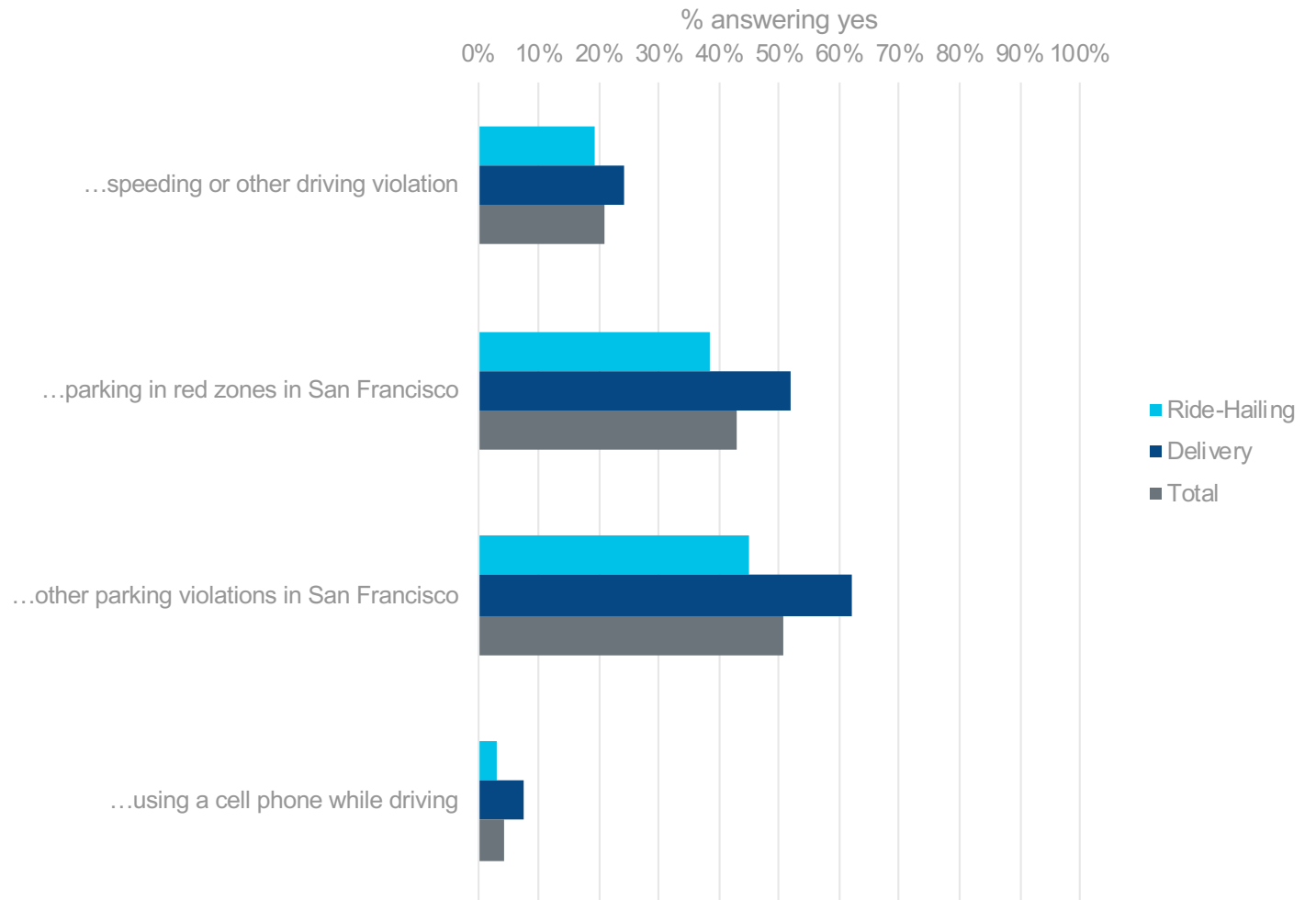
- 38% of ride-hailing drivers and 52% of delivery workers completely the survey said they had received a ticket for parking in red zones in San Francisco
- 45% of ride-hailing drivers and 62% of delivery workers said they had received other parking violations in San Francisco



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While driving for the apps, have you received a ticket for ...

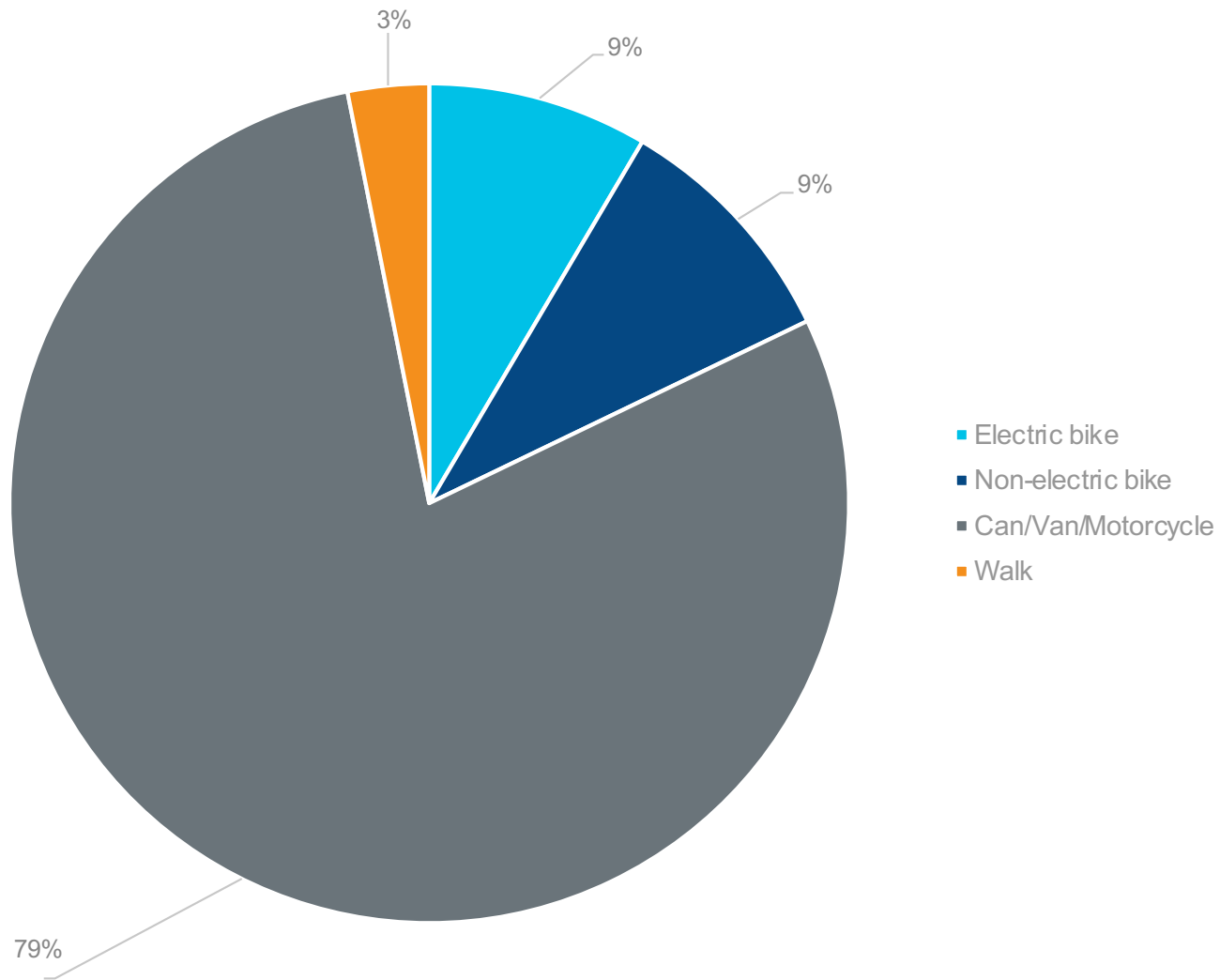




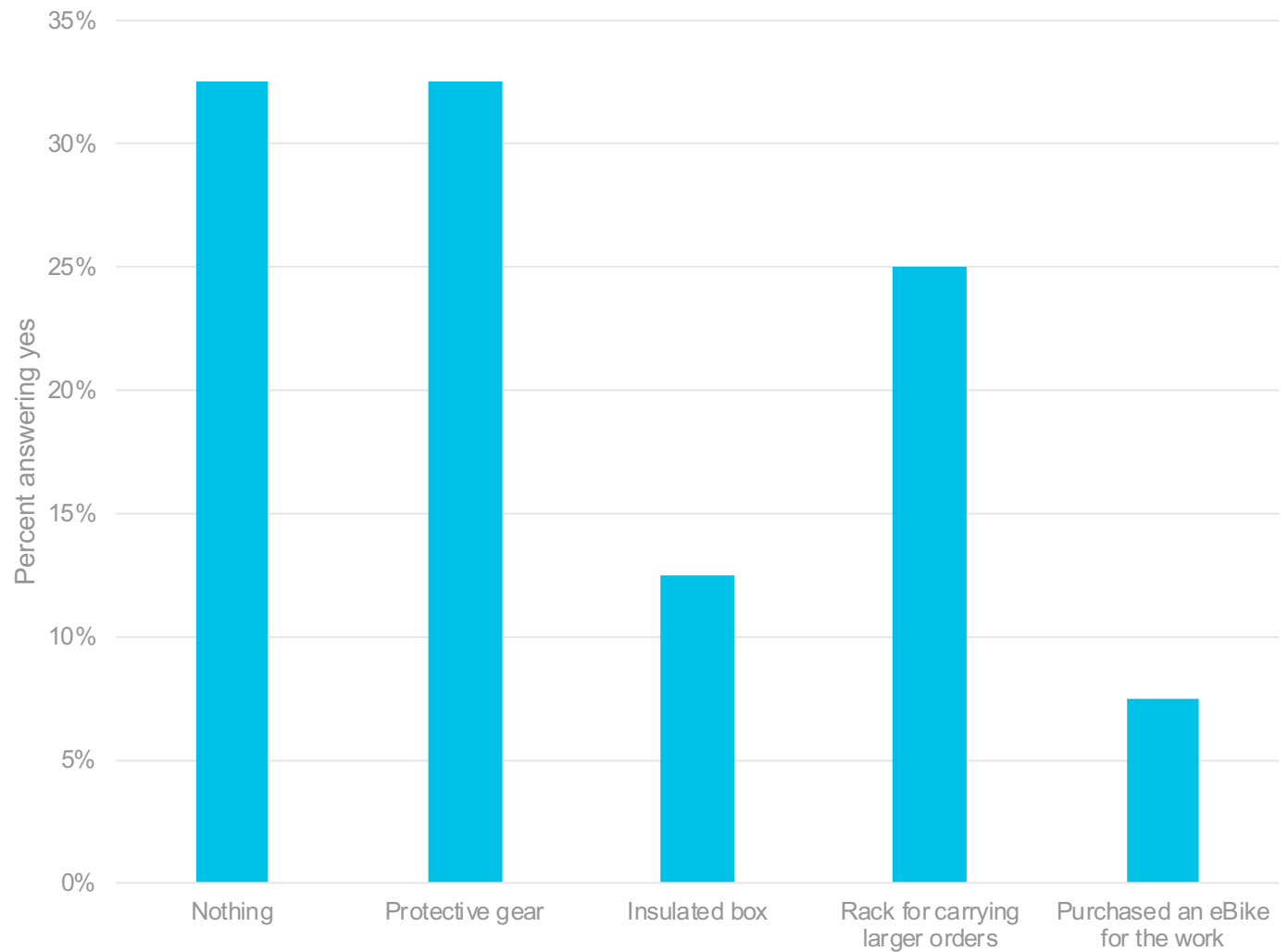
Bicyclists have challenges too

- 18% of all delivery workers said that a bicycle was their primary mode of delivery—half of those using an electric bike
- People using bikes have expenses that are rarely reimbursed by their app
 - Only 33% said they had no purchases
 - 33% said they had to purchase protective gear
 - 25% said they had to purchase a rack for carrying larger orders
 - 13% said they had to purchase an insulated box
 - 8% purchased an electric bike for work

What is your primary mode of transportation for your app-based delivery work



What did you need to purchase to get your bike ready for app-based work that was not offered or reimbursed by the app?



Bike safety is a concern

- 70% of people delivering by bicycle said they had felt unsafe
- Of those who felt unsafe
 - 89% said cars parked in bike lanes are a safety hazard
 - 89% said the poor quality of roads (potholes) are a hazard
 - 57% said they were delivering on roads not meant for bikes in order to deliver more quickly
- 32% said they have felt physically threatened on a bike while delivering



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Bike Delivery Safety Issues

Percent answering yes
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

Have you ever felt unsafe delivering food by bike in San Francisco?



If yes, are you delivering on roads that are not meant for bikes in order to deliver more quickly?



If yes, are cars parked in bike lanes a safety hazard?



If yes, are the poor quality of roads (potholes) as hazard?



Have you ever felt physically threatened on bike while delivering?

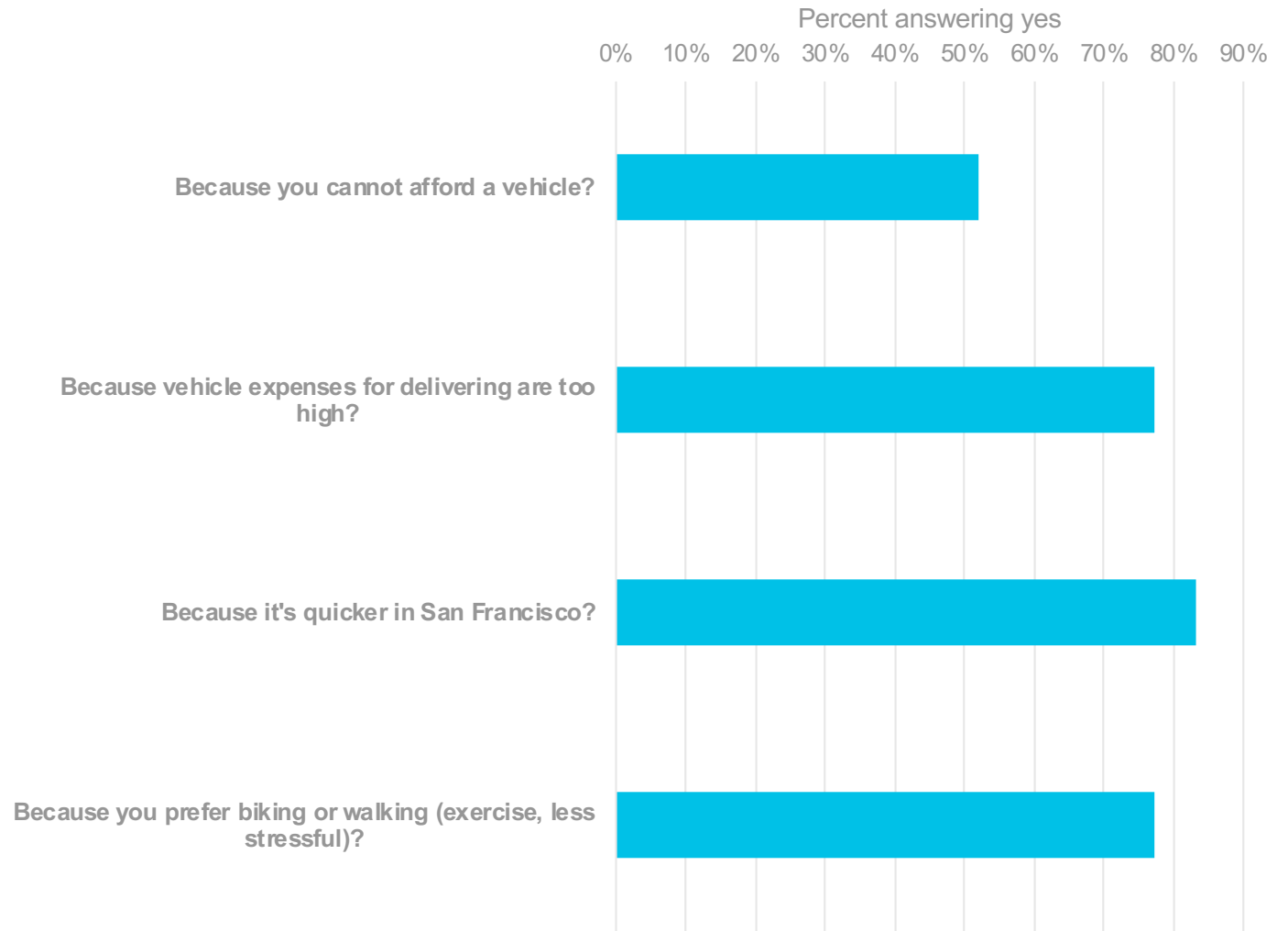




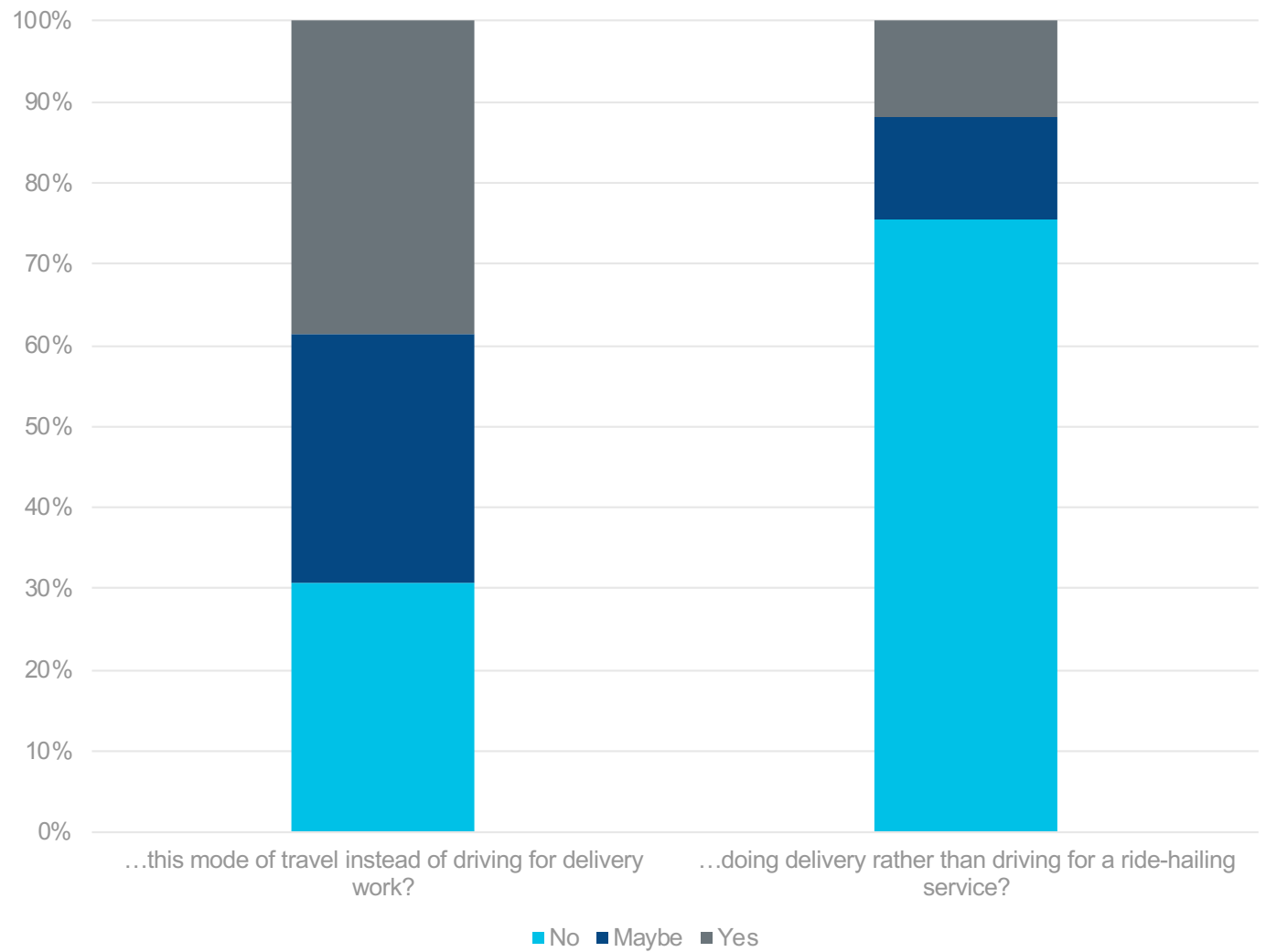
Potential to expand bike delivery?

- There are some economic reasons why people choose to deliver by bike: 52% said they couldn't afford a vehicle, and 77% cited too high vehicle expenses
- Yet 77% also said they preferred delivering by bike or walking (exercise, less stressful)
- 83% also said it was quicker to deliver using a bike in San Francisco
- If provided with a financial incentive to purchase an ebike:
 - 39% percent of delivery workers said they would switch from driving, and 31% said they might
 - 25% of ride-hailing drivers said they would consider or definitely switch to ebike delivery

Reason for not driving for app-based delivery work



If you were provided with a financial incentive to purchase an ebike, would you prefer...



Driver-collected trip data important for policy development, implementation, enforcement.

The Driver's Seat Cooperative technology pilot validated that work hours and earnings data collected directly from drivers via mobile app yields unique and relevant information for policymaking. Pilot data was collected on the following information points.

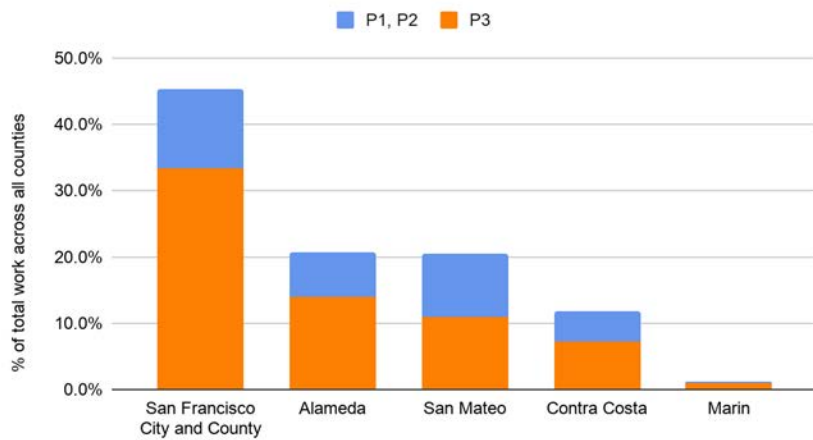
- 1) Ratio of paid to unpaid work time
- 2) Driver total and average number of hours worked
- 3) Driver gross earnings
- 4) Driver mileage-based expenses
- 5) Geographic and temporal distribution of where the work happens, including how much work is performed with in SF City/County limits

This data can be segmented by time of day, day of week, or geography at any level, and analyzed by distance as well as time. The data can also be segmented by P3 (paid) and combined P1/P2 (unpaid) time. Effective hourly wage estimates can be calculated from earnings, expenses, and hours worked.



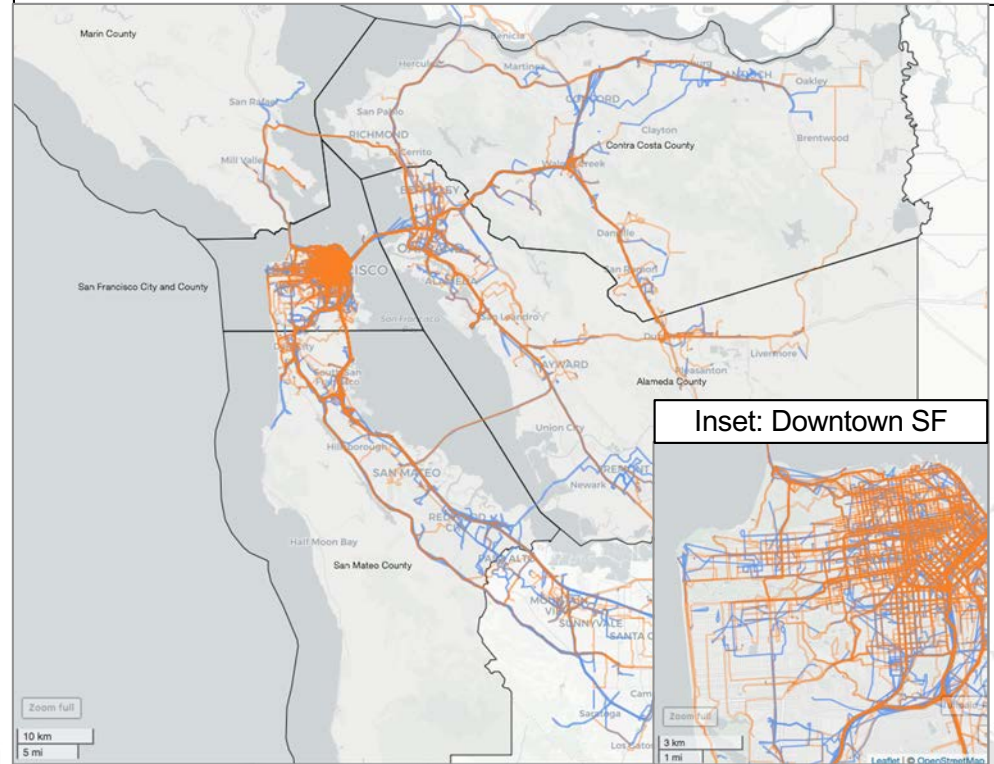
Driver collected data shows ratio and distribution of **paid** and **unpaid** work*

Distribution of driver work observations



*Demonstration data collected during study pilot phase

Driver work across the 5-county San Francisco metro area



Paid work (P3)

Unpaid work (P1 and P2)



Impact of COVID-19 On App-Based Delivery & Ride-hailing Workers

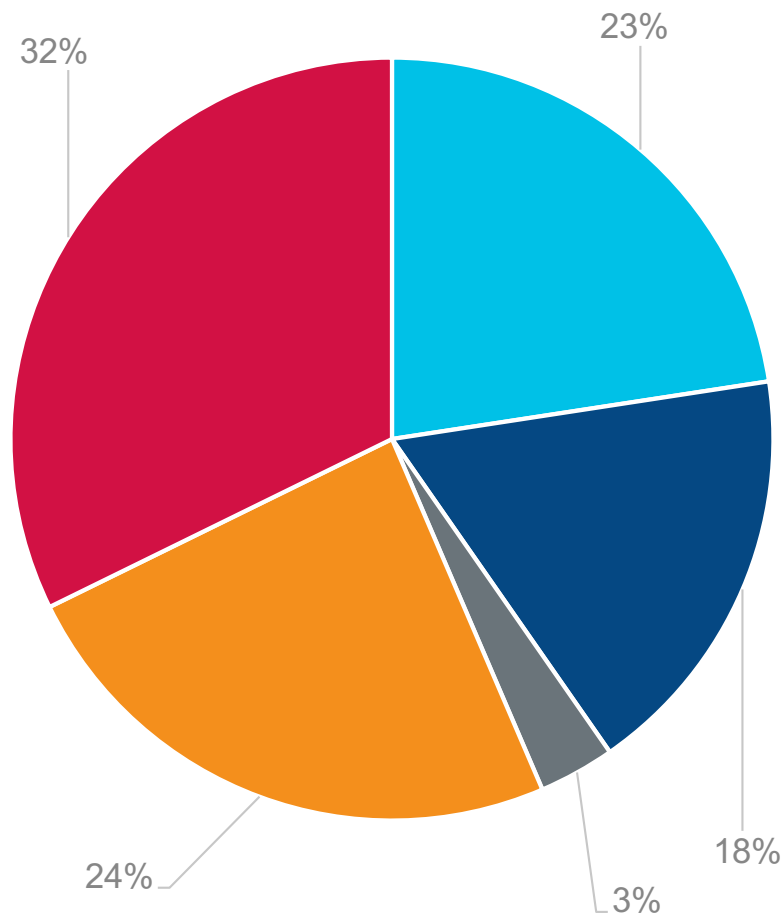
Survey Results, April 2020

Impact of COVID-19

- 41% of those surveyed working on delivery, with nearly half making switch from ridehailing apps due to coronavirus
- 24% stopped working on the apps when the virus hit
- Workers struggling financially
 - 54% had lost more than \$500/week in earnings
 - 37% had lost 100% of their income
 - Another 19% had lost more than 75% of their income
- Though 15% had seen an increase in jobs being offered, 76% had seen a significant reduction in jobs being offered
- 28% said they were still accepting jobs despite fears of the virus because they needed the income

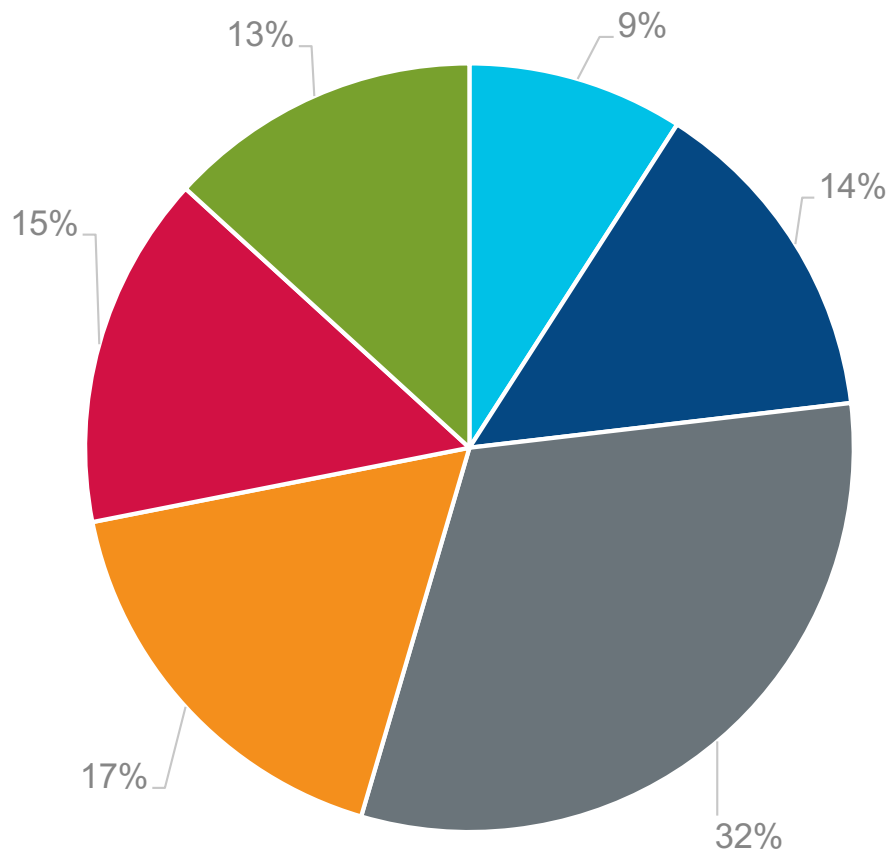


Please choose the option that best describes your work on ride hailing and/or food delivery apps since the coronavirus outbreak hit the Bay Area



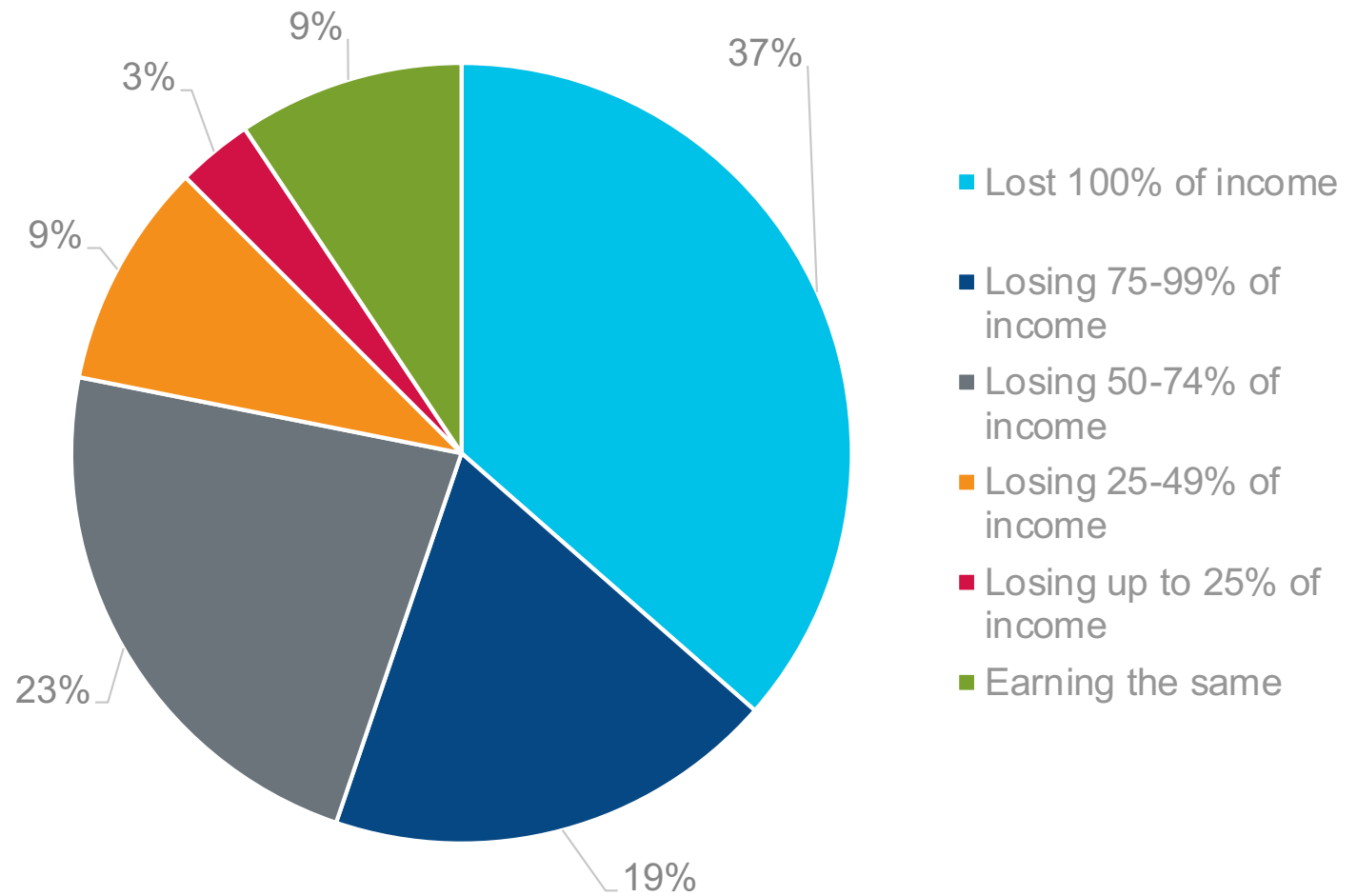
- I continue to work primarily on food and/or grocery delivery apps
- I shifted from primarily ridehailing to mostly food and/or grocery delivery apps
- I shifted from food and/or grocery delivery to mostly ridehailing apps
- Other (manually respond)
- I continue to work primarily on ridehailing apps

Percent Change in Weekly Earnings Since February

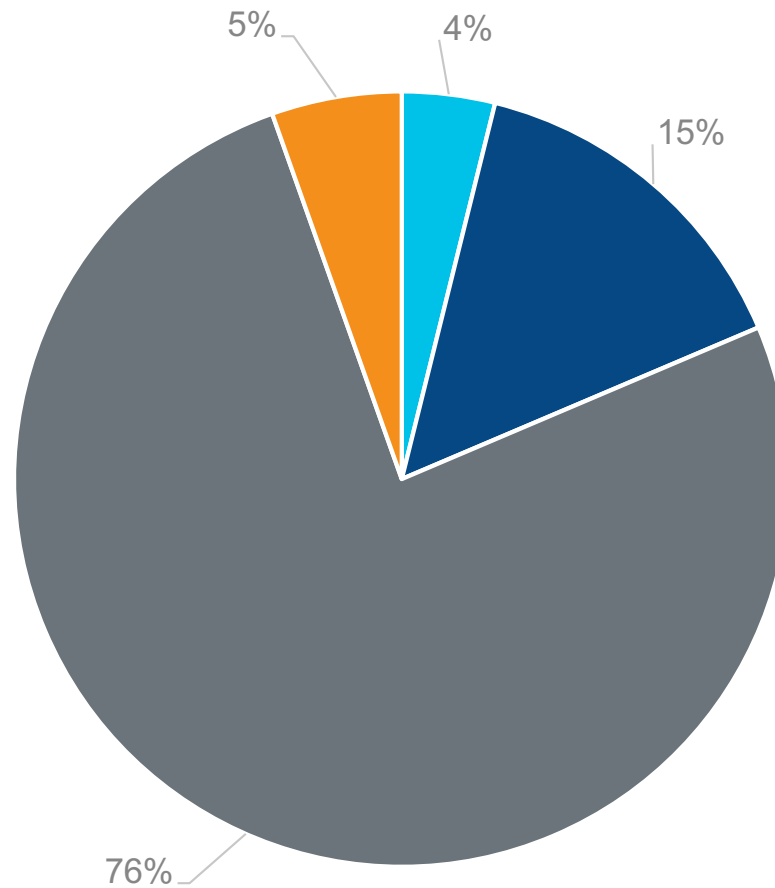


- Earning loss of more than \$1,500 a week
- Earning loss of \$1,001 to \$1,500 a week
- Earning loss of \$501 to \$1,000 a week
- Earning loss of \$1 to \$500 a week
- Earning the same
- Earning gain of \$1 to \$500 a week

Weekly Earn Change Percentage by Category

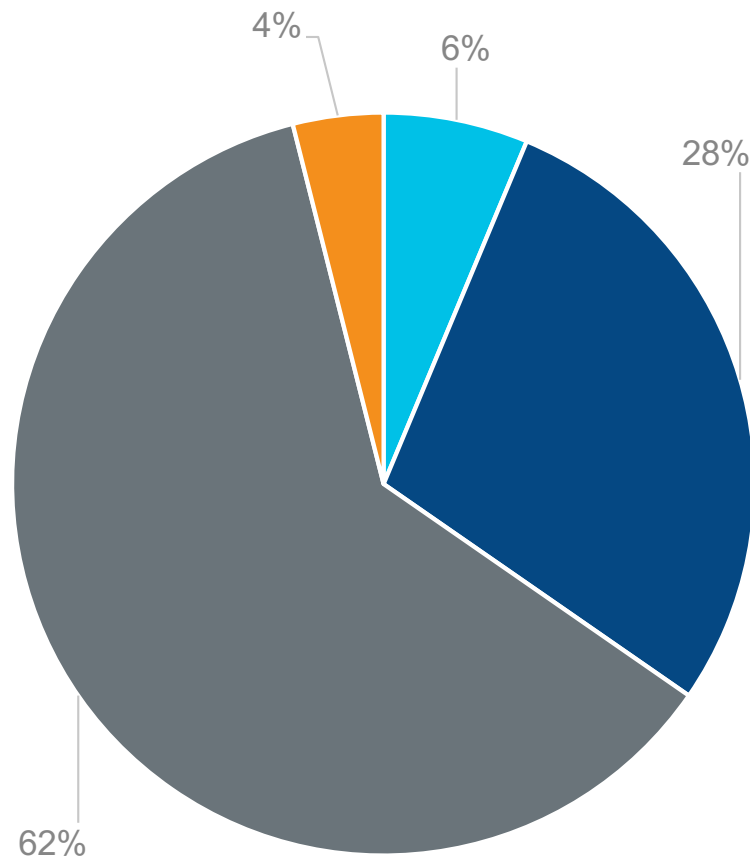


How has COVID-19 (coronavirus) impacted how many jobs you are offered?



- Depends on the app or other (please describe below)
- Significantly increased
- Significantly reduced
- Stayed about the same

Has the virus impacted your decision to accept jobs?



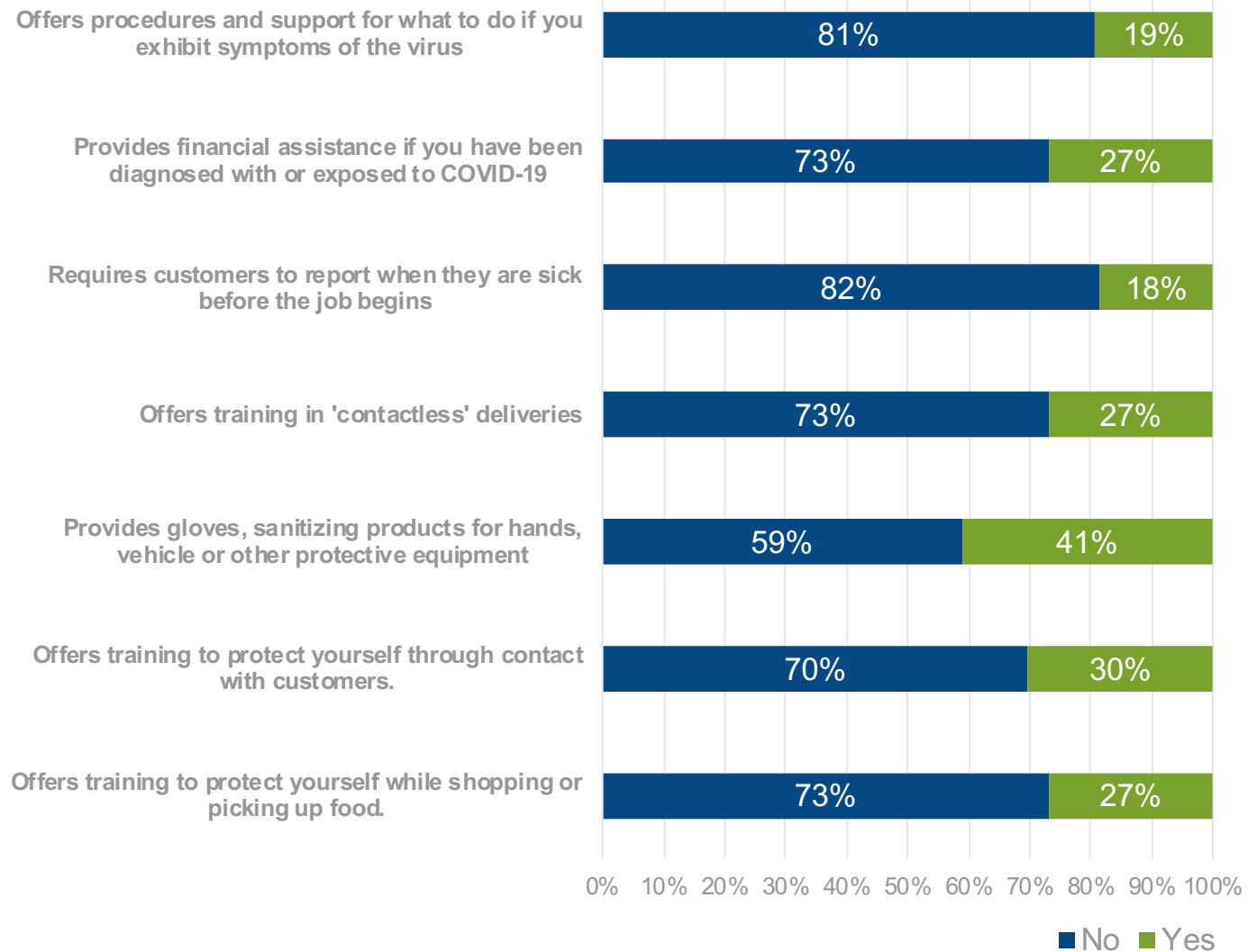
- I am accepting jobs normally and am not concerned about contracting or sharing the virus
- I am accepting jobs despite my fears of sharing and contracting the virus because I need the income
- I am working less, out of fear of contracting or sharing the virus with customers I'm in contact with
- I am working less, because I am sick or need to care for a sick person



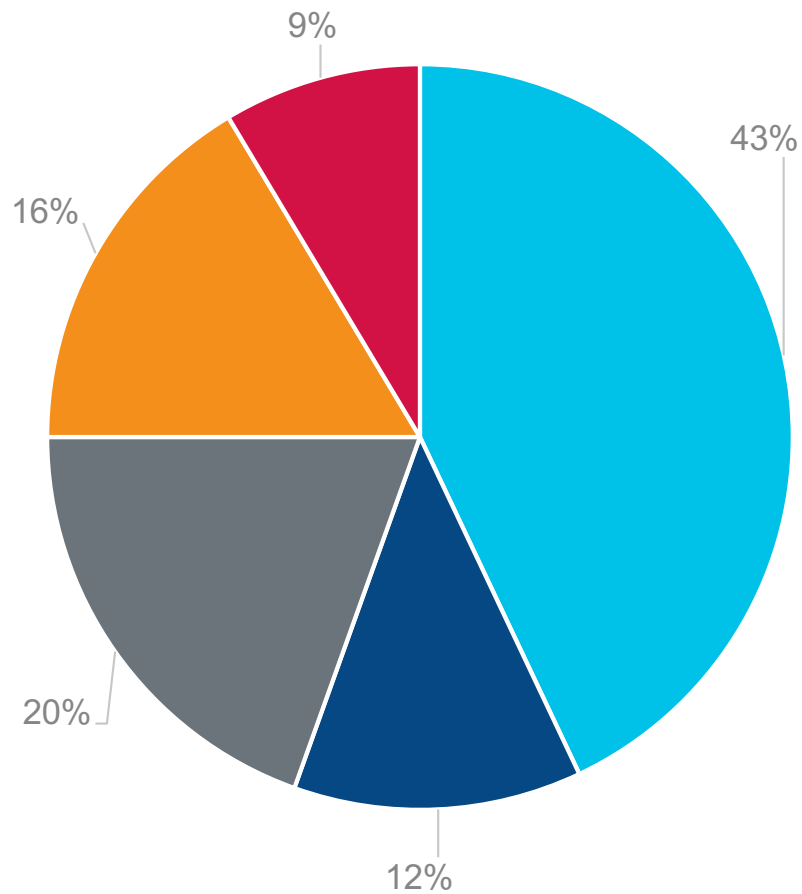
Workers getting little help

- Survey respondents said the primary app they work for is doing little to help them
 - Only 19% were offered procedures or support for what to do if they exhibit symptoms of the virus
 - Only 27% said their app provides financial assistance if they have been exposed to COVID-19
 - Only 30% were offered training on how to protect themselves through contact with customers
 - Only 41% were being provided gloves, hand sanitizer, or other protective equipment
- 55% said their app was doing nothing or not enough to respond to the virus

Which actions are the app you most work for taking related to COVID-19



On a scale of 1-5, what extent do you feel the platforms are doing enough to protect you from exposure to COVID-19?



- 1 Doing nothing to adequately protect me
- 2 Doing not enough to respond to the virus
- 3 Neutral
- 4 Offering reasonable protections from the virus
- 5 Very responsive to the virus and doing everything they can to protect me

Calls for Government Action

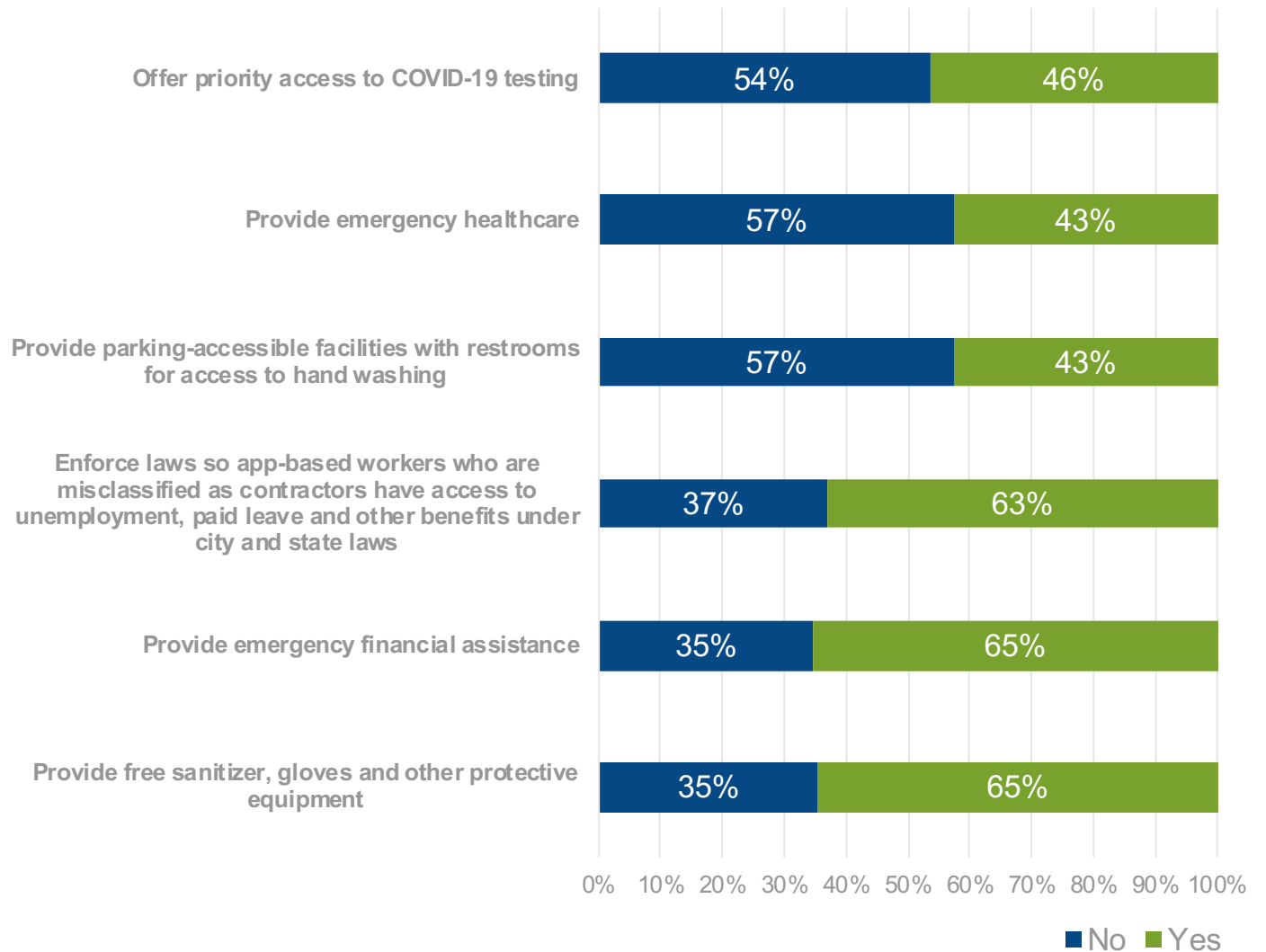
- A substantial number of survey respondents were looking for public officials to take more action
 - 65% thought public officials should provide free sanitizer, gloves and other protective equipment
 - 65% thought public officials should provide emergency financial assistance
 - 63% thought public officials should enforce laws so app-based workers who are misclassified as contractors could have access to unemployment, paid leave and other benefits under city and state laws
- Substantial numbers said they were in urgent need of help in relation to health and economic security



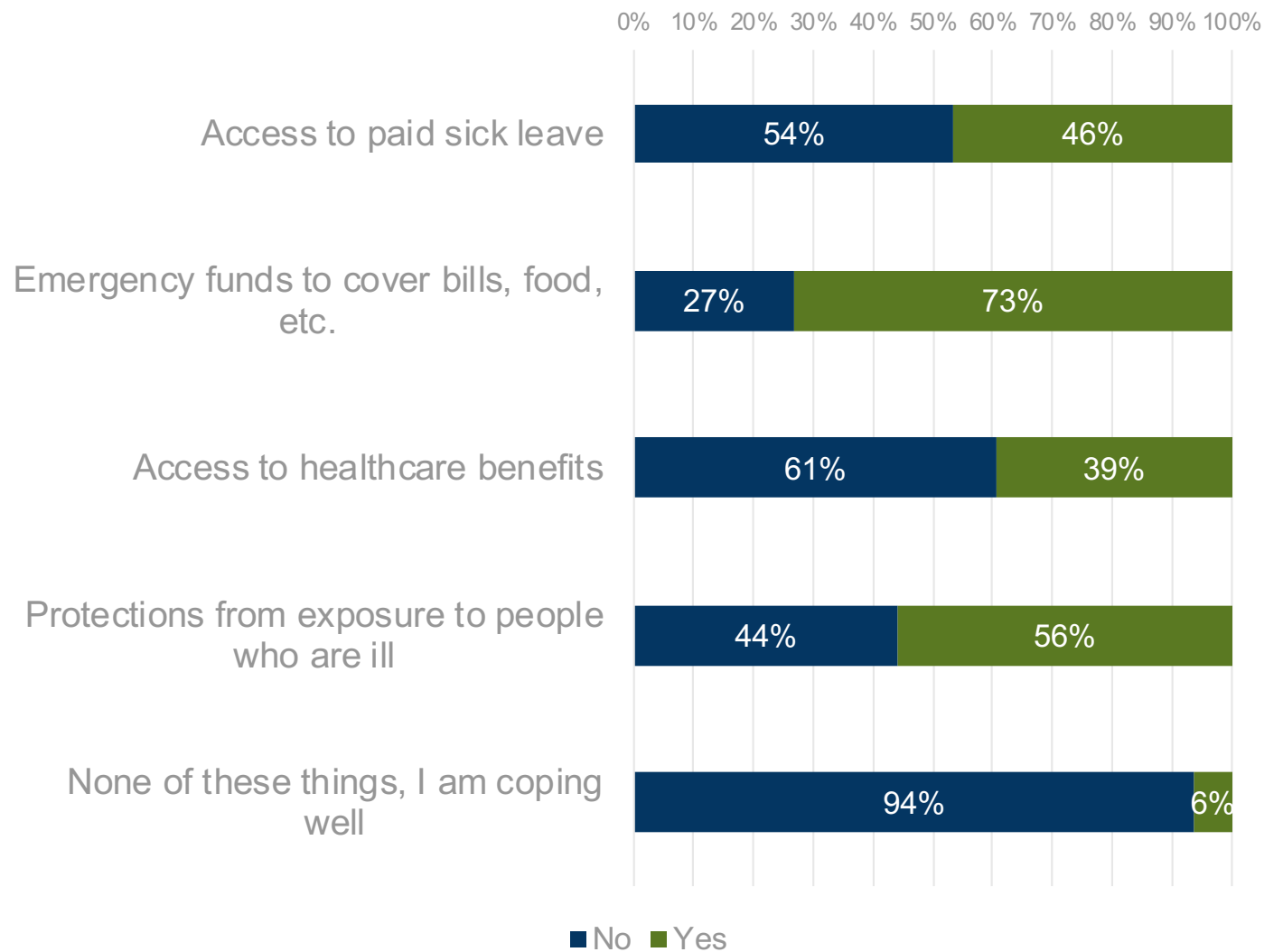
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Which actions should public officials take now in response to COVID-19?



What do you most urgently need right now?



SUMMARY AND POLICY IMPLICATIONS

- On-demand ride-hailing and delivery work in San Francisco is performed predominantly by people for whom it is close to full-time work and their primary source of income
- This is an incredibly diverse workforce, including nearly 80% People of Color and 56% immigrants from dozens of different countries.
- This workforce struggles to make ends meet, and their circumstances have been made significantly worse by the COVID-19 crisis
- When expenses and both unpaid and paid work time are fully accounted for, a substantial portion of this workforce are estimated to make less than the equivalent of San Francisco's minimum wage (currently \$15.59 hour)
- Many also don't receive other benefits they would be entitled to under San Francisco law if the companies were classifying them as employees
- Many are also not currently being adequately supported during the COVID-19 crisis, either by the app-based companies they work for, or by public policies
- These findings underscore the importance of policy makers ensuring that existing city and state employment laws are enforced for this workforce, and finding new ways to address the economic, safety and health, and public health concerns facing this critical workforce



The background is a solid blue color with a pattern of lighter blue hexagons scattered across it. The hexagons vary in opacity and are arranged in a non-uniform, honeycomb-like pattern.

Thank you.

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