



Committee on Transportation and Infrastructure  
U.S. House of Representatives

Peter A. DeFazio  
Chairman

Washington, DC 20515

Sam Graves, MO  
Ranking Member

Katherine W. Dedrick, Staff Director

Paul J. Sass, Republican Staff Director

October 17, 2019

Logan Green  
Chief Executive Officer  
Lyft  
185 Berry Street, Suite 5000  
San Francisco, CA 94107

Dear Mr. Green:

On October 16, the Subcommittee on Highways and Transit held a hearing titled "Examining the Future of Transportation Network Companies: Challenges and Opportunities." Because you declined the invitation to participate in this hearing, some of the Subcommittee's questions went unaddressed.

Please find attached a list of questions to answer for the hearing record. The Subcommittee requests your written response to the questions no later than Friday, November 1 so that they may be made a part of the record. Failure to respond to these questions could result in a more substantive document request from the Committee.

If you or your staff have any questions or need further information, please contact [REDACTED] of the Subcommittee on Highways and Transit at [REDACTED] or [REDACTED]

Sincerely,

  
PETER A. DeFAZIO  
Chair

  
ELEANOR HOLMES NORTON  
Chair  
Subcommittee on Highways & Transit

SUBCOMMITTEE ON HIGHWAYS AND TRANSIT  
HEARING ON “EXAMINING THE FUTURE OF TRANSPORTATION NETWORK COMPANIES:  
CHALLENGES AND OPPORTUNITIES”  
QUESTIONS FOR THE RECORD

*October 17, 2019*

*\*Please indicate whether any of the policies or protocols described in response to the questions below vary by State.*

**Government Regulation:** Your company has been cited as supporting preemption of local TNC regulations. At the hearing, Mayor Freeman-Wilson, President of the National League of Cities, provided the opposite view, arguing for more flexibility for cities.

1. Do you oppose TNC regulation at the local level, and if so, why? Please provide specific examples of the types of local regulations Lyft opposes.
2. Do you support State level regulation, and if so, why?
3. How much money has Lyft expended to date, in total, opposing regulation of your company at the local, State, and Federal level?

**Public Safety:** The hearing highlighted the growing number of news reports of alleged assaults on passengers who utilize TNCs. At the hearing, Paul Miller, Legislative Counsel with the Transportation Alliance, noted that when a taxi driver is involved in an accident or alleged assault against a passenger, not only are local police on-site but the taxi commission conducts oversight as well. For TNCs, alleged assaults or crimes are not documented as TNC-related, even if reported to local authorities. The only comprehensive data source of passenger-reported assaults and other incidents against Lyft drivers resides with your company.

4. Do you support making the number of reported crimes perpetrated by drivers against passengers you have received publicly available?
5. Do you support local authorities tracking incidents that occur on hailed rides in order to provide law enforcement with better data to inform their public safety strategies?
6. Do you track the type and frequency of passenger-reported crimes perpetrated by drivers you receive? If not, please explain why.
7. Please provide data on the total number of incidents involving alleged crimes against riders by drivers you have received, to date, broken down by type.
8. What is your specific process for reviewing alleged incidents of violence, assault, or harassment reported by Lyft passengers? What is your specific process for reviewing complaints and alleged incidents by Lyft drivers? What is your specific protocol for when and how to refer incidents to law enforcement?

9. What is your specific protocol to follow up with drivers who have been accused of harassment, assault, or violence? What is your specific protocol to deactivate a driver?

**Driver and Passenger Verification:** During his testimony, Congressman Smith informed the Subcommittee that anyone can go online and purchase Lyft signage to place in their cars in order to appear as drivers. A quick search on Amazon revealed several options of Lyft signage and lighting for under \$10.

10. Does your company trademark the Lyft signage and lighting features drivers use in their cars when working?
11. If so, have you sought to enforce your trademark to control who can sell or use these signs? If not trademarked, please explain why.
12. Do you require drivers to display signage in their vehicles when providing rides? If so, what are the exact requirements, where do drivers procure the signage from, and what oversight do you conduct to ensure drivers are displaying the required signage correctly?
13. Additionally, do you require drivers to verify that the correct passenger has entered the car? If so, what is the process required? If not, please explain why.
14. How will you verify passengers when your vehicles are autonomous and there is no driver? Is the proposed solution when you utilize autonomous vehicles applicable to today's vehicles?

**Background Checks:** During his testimony, Mr. Miller urged Congress to require industry standardized fingerprint-based background checks as part of any Federal contract awarded to TNCs. Lyft has actively opposed the use of fingerprint-based vetting.

15. Why do you oppose fingerprint-based background checks for Lyft drivers?
16. How much has your company spent on lobbying activities to oppose local initiatives to require fingerprint-based background checks by police, such as in Austin, TX?
17. How much do the third-party background checks you currently utilize cost?
18. How much does a comprehensive fingerprint-based background check cost?
19. Would the cost of fingerprint-based background checks for every Lyft driver currently operating in Austin be greater or less than the amount you paid for lobbying activities in Austin to oppose the regulation?
20. What specifically do the third-party background checks you utilize cover, and what specifically is not included that is covered in a fingerprint-based check?

**Driver Wages:** Several Members raised the issue of employee classification and driver wages at the hearing. In his testimony, AFL-CIO Transportation Trades Department President Larry Willis stated that many drivers who work for ride hailing companies make less than the minimum wage of the city they are operating in. Your company's own estimates claim that Lyft drivers make an average of closer to \$21 per hour.

21. Are your average reported wages of \$21 per hour net of any expenses a driver is responsible for under your business model? Please provide a list to the Committee of all expenses, such as vehicle maintenance and fuel, for which Lyft drivers are responsible, as well as an itemized list of fees your company collects from driver fares.

**Classification:** In the lawsuit *Jessica Harris v Uber*, Uber's defense argued that they are not a transportation company, but rather a technology company with independent contractors.

22. Does Lyft consider itself a transportation or technology company?
23. If every driver on your platform quit tomorrow, how would you continue to provide service for your customers?
24. If your business model is dependent on drivers generating a profit from ride hailing services, how do you justify classifying drivers as independent from your company?

**Transit Partnerships:** At the hearing, Mr. Willis noted that according to Uber's public filings, they are seeking new revenue streams, including partnerships with public transportation agencies.

25. Is Lyft pursuing partnerships with public transportation agencies as a new revenue stream?
26. What specific types of partnerships does the company envision with public transit agencies? Does this go beyond providing first mile/last mile service, paratransit, or late-night service? Are you seeking Federal transit funds to provide these services?