HB 1129

(3) Wage transparency to driver

- (11)(a) Pre-acceptance information shown
    - (11)(a)(V) - workers must be shown the estimated or actual time to be spent on task
        - **[Comment]** Clarity is needed on how estimations will be calculated. Many drivers report that time estimates are inaccurate because they end up waiting for long periods at the order pick-up location. Time estimations should include estimations of wait-time at the order pick-up location, not just estimated driving time between order pick-up location(s) and drop-off location(s)
- (11)(d) How information will be made available to drivers after a delivery is completed
    - **[Comment]:** "The other mechanism that remains available to the driver for at least one year in a clearly legible format" should (1) be available in a human-readable form (e.g., PDF) and (2) in a machine-readable format (.csv).

        Deriving insights from payment data requires the data to be structured. Many drivers report spending hours engaged in pain-staking data work to extract relevant information from screenshots and PDF earning statements to derive data-driven insights about work strategies they should implement as well as to calculate expected earnings and costs that help them manage their finances.

        Drivers should be able to download an up-to-date .csv file containing all the information for each trip that occurred between the day the legislation of HB24-1129 is enacted and the date of their download request by accessing a "download data" button in their driver app. Specifically, the tasks should be rows, and data points (I) - (V) under (11)(b) should be columns. Moreover, the company should indicate if the task was part of a batch order, and if so, how many orders were in the batch and the order placement of the task at hand (e.g., if a driver accepted a request where they would go to two different stores and make two different deliveries, then the company should report that the batch size was 2 and identify which two tasks in the CSV belonged to the overarching order).

        The CSV should be emailed to the driver within 48 hours of the download request. The CSV file should be accompanied by a CSV/Excel/PDF containing a data dictionary that lists out, for each variable (e.g., column) in the CSV, the definition, possible values, attributes, and data type (e.g., DateTime, Int, Float, etc.,). A data dictionary is necessary to ensure that drivers and their advocates understand the nature of the data they are downloading and thus the types of analyses that are appropriate for the data.

- (11)(e)(I) Monthly/Quarterly disclosures to drivers regarding the total number of miles traveled to complete each delivery task and IRS mileage rate applicable
    - **[Comment]:** This data, like the task data disclosures covered in (11)(d) should similarly be made available in machine readable format in addition to PDF. When drivers calculate their expenses for tax deductions, they need to be able to easily extract the mileage data. DNCs should made this process of accurate tax filing as easy as possible by providing the mileage data for (11)(e)(II) - (11)(e)(C) available in a .csv file

SB 075

(11) Transparency for drivers and consumers
- (11)(d) information transparency for consumers states that they are to be shown the pre-tip amount a consumer paid for a task and the amount the driver will receive
    - (11)(e) information disclosed as part of (11)(d) should be displayed on the screen or via email
        - **[Comment]** Information should be available in perpetuity (e.g., not just available after a ride concludes). Consumers should be able to see this information on their receipts/ride history page.

            Consumers can already see information about past rides in applications like Uber & Lyft (e.g., trip price breakdowns). The information about how much a driver is being paid for the transaction vs how much the consumer paid should be displayed per transaction in the same location within the application where the platform provides information to consumers about their previous transactions.

(13) Enforcement by the CDLE - how to write that the CDLE should have API access to a database that the company hosts where they can query data, as per (11)(a) and (11)(b)

[Comment]: (11)(c) WITHIN TWENTY-FOUR HOURS AFTER DISCLOSING THE INFORMATION REQUIRED TO BE DISCLOSED IN ACCORDANCE WITH SUBSECTION (1 1)(b) OF THIS SECTION, THE TNC SHALL PROVIDE A COPY OF THE INFORMATION TO THE DRIVER BY E-MAIL OR OTHER MECHANISM THAT REMAINS ACCESSIBLE TO THE DRIVER FOR AT LEAST ONE YEAR.

Transportation Network Companies (TNCs) must maintain a comprehensive digital record retention system that ensures all trip-related information specified in Section (11)(b) remains readily accessible to drivers through multiple channels. TNCs shall provide this information through both a web-based driver portal and the driver's mobile application, with both interfaces featuring clear, prominent navigation paths to access this data. The information must be displayed in an easily readable format without the use of any design elements that obscure or complicate access (e.g., hidden menus, misleading labels, or excessive click-through requirements). Within the web portal, TNCs must provide functionality allowing drivers to export their historical trip data in CSV format for any user-specified date range within the mandatory

one-year retention period. This export capability must include all data elements specified in Section (11)(b), including total consumer payment, driver payment (excluding pass-throughs), and tip amounts for each transportation task.

Bill Text

9 (d) (I) FOR A SAMPLE SIZE OF ONE THOUSANDTH OF THE TRANSPORTATION TASKS FOR WHICH A TNC DISPATCHES A DRIVER, OR AN AMOUNT LESS AS AUTHORIZED BY THE DIRECTOR BY RULE, AND PURSUANT TO A REPRESENTATIVE AND REPRODUCIBLE SAMPLING METHODOLOGY DETERMINED AND DESIGNED BY THE DIRECTOR AND IN CONSULTATION WITH THE TNCS

[Comment]: Transportation tasks shall be divided into groups based on five characteristics: (1) Geographic location, by grouping ZIP codes into urban, suburban, and rural zones based on population density from the most recent U.S. Census data; (2) Time of day: Peak (7am-10am, 4pm-7pm), Off-Peak Daytime (10am-4pm), Evening (7pm-12am), and Late Night (12am-7am); (3) Day type (Weekday/Weekend); (4) Vehicle type (Standard, Premium, XL); and (5) Driver demographics (Primary Language: English, Spanish, Other, Gender: Male, Female, Other) as selected in the TNC's platform. From each resulting group of rides, select one-thousandth (1/1000) of the rides rounded to the nearest whole number using simple random sampling with a random number generator. TNCs must maintain documentation of: total rides per stratum and unique identifiers of selected rides. The Division shall verify the sampling process through audit of these records. TNCs shall submit their proposed ZIP code groupings to the Division for approval prior to implementing the sampling methodology.