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Council President Jenkins, Council Vice-President Palmisano, and Council Members:

We've heard loud and clear that rideshare services offer a low-barrier employment opportunity for people who need the flexibility to earn a living while being able to spend time with their families, both in the city and abroad. At the same time, all those who live, work, and visit the City depend on rideshare as a safe, reliable, and efficient transportation option.

As I have said before, I strongly support higher wages and improved working conditions for rideshare drivers, and they deserve to be paid a fair wage immediately. After dozens of conversations with drivers, riders, advocates, business associations, labor unions, and rideshare companies, I am pleased to share that I have secured a commitment from Uber to guarantee drivers en route to pick up a passenger in Minneapolis, or actively transporting a passenger within Minneapolis City limits, at least the Minneapolis minimum wage, calculated on a bi-weekly basis. Uber has also committed that no driver will make less than \$5 for any trip in the Minneapolis metro area, no matter how short the trip. Both commitments are to take effect immediately.

This is good news, and something we can all support – drivers, riders, Council Members, alike. At the same time, the ordinance passed last council cycle needs more work. I cannot support the legislation as passed and have vetoed Ordinance Number 2023-052 contained within Legislative File No. 2023-00044.

I outlined my concerns to the Council on August 16 (attached here), prior to your vote. I said we need more time to deliberate and review essential data before we enact an ordinance with far-reaching, unknown effects on fair driver pay, safety for all, and the future of rideshare in Minneapolis. That remains true.

I am disheartened that a majority of Council Members did not take the opportunity to address these concerns prior to the vote. Before we set an ordinance like this in motion, we need to have more conversations with all stakeholders. We also need to figure out what we can and cannot do at the City level. The ordinance that passed requires somebody to adjudicate disputes, to train drivers, and proposes a new driver's resource center. The driver's resource center, for example, may be a good idea, but it would be best done by the State given these issues go beyond the borders of Minneapolis when drivers are traveling across the metro area – not just in our city.

In the coming weeks, we propose starting a process for creating a new ordinance – a process that will include input from a broad set of stakeholders, including drivers, labor unions, business associations, disability advocates, City staff, Council representation, Mayor's staff, and representatives from Uber and Lyft. This will be a partnership; we will get this right.

I am grateful to the dozens of drivers who lent their voices to this conversation, including organizers and workers from Minneapolis' East African Community. Working cooperatively on improving the safety and wellbeing of drivers will only fuel the resolve to come to a comprehensive solution statewide. I believe we can set the bar for the respectful and dignified treatment our rideshare drivers deserve while providing a critical transportation option for those who rely on it.

Yours Truly,

Mayor Jacob Frey, City of Minneapolis