

JUNO

What to expect

Starting today at 5 PM, we will run every trip through the formula set forth by the TLC. It will determine if a ride requires additional payment to meet the minimum pay requirements. If it does, you will see the additional payment in your earnings breakdown.

If you completed a ride today before 5 PM, and it's eligible for additional payment, Juno will add your earnings to your next weekly payment.

Learn more about the minimum per-trip formula [here](#).



Updating Rates in New York City

We know some of you may be confused by the TLC's new plan and our rollout of increased rates. We want to simplify things for you while we work with the TLC to improve the rules. Starting today, we're updating your rates in New York City to more simply reflect the new TLC rate card. Here's what to expect.

- **When does this go into effect?**

Today at 4 PM EST. You'll be paid a one-time bonus for all rides between Feb. 1 at 12:01 AM and today at 3:59 PM for any rides that didn't meet these rates. You'll see this bonus on Friday, Feb. 8.

- **Where can I find the new rates?**

Open your Driver Dashboard to see updated rate cards and your earnings.

Standard Ride rates:

Per minute: \$0.495

Per mile: \$1.095

- **Is this for all types of rides?**

We're updating rate cards for Lyft Classic, Shared, XL, Lux Black, and Lux Black XL. We'll pay you a bonus on Tuesday each week for any out-of-town and Wheelchair Accessible Vehicle (WAV) rides that don't meet the TLC's standard from the previous week.

We stand strong in our belief that the TLC's plan puts your long-term earnings at risk by forcing us to move away from weekly incentives, raising prices for riders, and reducing fair competition in the market.

Thanks for your patience while we work on a better solution for the New York driver and rider community.

Contact

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Fighting For Better Solutions In New York

Lyft is committed to doing our part to improve the quality of life in American cities. We're proud of the impact we've had to date, especially for New York riders underserved by traditional taxi services and people looking for access to meaningful work. Our goal is to both do well and do good.

Last week, we took an important step to protect our community and preserve rideshare competition. We filed a lawsuit to forestall implementation of a new New York City Taxi and Limousine Commission (TLC) regulation that we believe is bad for drivers, bad for

and agrees with. But the specific implementation from the TLC will achieve the exact opposite. Here's why:

1. **The TLC's approach hands Uber a massive advantage at the expense of smaller players.** The plan undermines smaller players like Lyft and Juno by allowing Uber, the market leader, to charge lower prices and undercut its competitors. Lyft argues for industry-wide standards that ensure a level playing field for all companies, so we can compete fairly for drivers and riders.
2. **The TLC's approach will reduce driver earnings.** We believe in a weekly pay standard to keep prices steady, preserve demand for rides, and protect long-term driver earnings. The TLC's approach to payment does not properly account for drivers using multiple apps, demand fluctuating in different parts of the city, or the drop in rides drivers will see over time as rider prices increase.
3. **The TLC's complicated formula actually exacerbates congestion.** The way the TLC structured the pay formula pays drivers more for shorter, slower rides than for longer rides. This means drivers are incentivized to drive in areas with the most congestion, like Manhattan's Central Business District.

The judge in our case agreed with us that the TLC's method of calculating pay could cause us irreparable harm and as a result, allowed us to pay drivers using our recommended plan. In this interim period, there were questions around how it would work.

To remove any doubts as the legal case proceeds, we're updating driver rates in New York City to more simply reflect the new TLC rate card. We stand by our arguments that the TLC's specific implementation of the rules will be detrimental, and we'll continue to defend them for New York's riders and drivers.



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UberX

The low cost Uber

PICK UP

Base Fare	\$0.00
Long Pickup Fee	Variable
Per Minute to Pickup	\$0.74
Per Mile to Pickup	\$1.62

CANCELLATIONS

Cancellation Fee	Variable
Standard Driver Initiated Cancellation Fee	\$5.00
Standard Rider Initiated Cancellation Fee	\$5.00
Per Minute Prior to Cancellation	\$0.74
Per Mile Prior to Cancellation	\$1.62

ON TRIP

Booking Fee	0
Minimum Fare	\$8.00
Per Minute	\$0.74
Per Mile	\$1.62

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Prices are going up in NYC due to new city and state laws

January 31, 2019 / New York City



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Over the past year, city and state legislators have put a number of new laws into place that will impact the price of your ride in New York City.

Some of these changes are complicated, so we wanted to walk you through them and explain what you'll experience starting in February 2019.

The TLC's Driver Earnings Rule will result in higher prices for riders

The Taxi and Limousine Commission (TLC) recently enacted the Driver Earnings Rule, which mandates new per-mile and per-minute rates for all drivers partnering with Uber, Lyft, Via, and Juno in NYC, with the goal of drivers earning at least \$27.86 per hour. On February 1, 2019, to account for the implications of this new rule, we will be increasing the price of Uber trips in NYC.

Another point in the Driver Earnings Rule stipulates that, for trips that start in NYC and end outside the 5 boroughs, drivers should be compensated for their return trip back to the City without a rider. Therefore, some trips that leave NYC will now come with an added fee called the Out of Town Surcharge.

Uber's stance: We fully support the spirit of this rule, because it aligns with one of our core missions: to connect drivers to the best earnings opportunities. However, we also want to do right by our riders and are working hard to ensure that your ride remains as affordable as possible.

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reduce prices for riders without impacting the minimum driver pay of at least \$27.80 per hour.

NYS Congestion Surcharge

In March of 2018, New York State passed a law imposing a new surcharge on rides in Manhattan (below 96th St) in for-hire vehicles and taxis. This means that, starting in February 2019, Uber, Lyft, Via and Juno riders who take trips in most parts of Manhattan will be charged an extra \$2.75 per trip, or \$0.75 when it's a carpool ride. The entire surcharge amount will go to the Metropolitan Transportation Authority (MTA)—it will not go to Uber or to the driver.

Uber's stance: We agree that street congestion is a problem in NYC, but we believe the best way to address it is through the adoption of a comprehensive congestion pricing plan that is applied to all personal vehicles, trucks, and commercial vehicles, not just FHV's and taxis. Experts agree—comprehensive congestion pricing is the best way to fully fund mass transit and reduce traffic in Manhattan.

Other government mandated taxes and fees

In addition to the above, you'll continue to notice other government-mandated taxes and fees on your trip receipts. Currently, city and state governments require Uber to collect the following from the rider:

- 8.875% Sales Tax
- 2.5% surcharge for the NY State Black Car Fund

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For the average New York City UberX ride (a \$22 fare), riders can expect that over 20% of what they pay will go toward government-mandated taxes and fees.

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