

To Interested Parties [EXTERNAL]

FROM Beacon Research

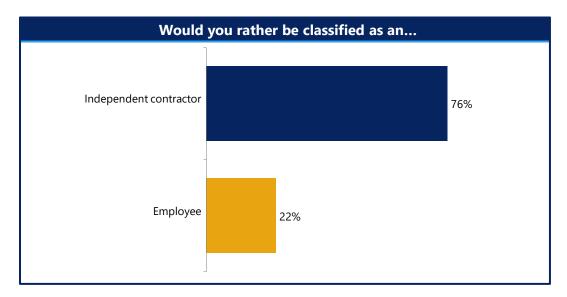
DATE March 31, 2023

SUBJECT Key findings from March survey of app-based drivers

The following are key findings from a survey of 436 active Massachusetts app-based drivers conducted between March 14-20, 2023 via text-to-web and email.

KEY FINDINGS

Massachusetts app-based drivers continue to show a clear preference to be classified as independent contractors. By a **54-point margin, drivers would rather be independent contractors than employees**; fully three-quarters of drivers (76%) prefer to be independent contractors, a 5-point increase since February of 2022.

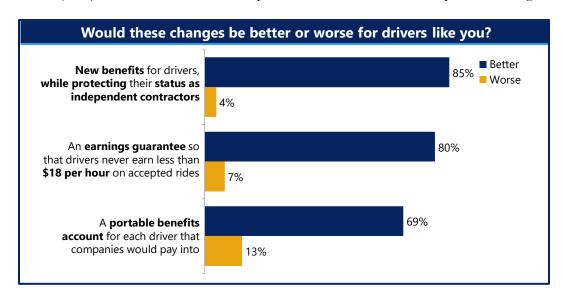


More than eight-in-ten drivers (85%) support legislation that would classify drivers as independent contractors, establish a minimum earnings guarantee of \$18 per hour, paid sick and family leave, health care stipends, discrimination protections, and deactivation appeals (H. 1848). Women (90%) and drivers of color (88%) are especially supportive of the proposal.

Drivers are also highly supportive of the portable benefits bill (H. 961) for delivery drivers. By a 58-point margin, more app-based drivers support legislation that would classify them as independent contractors and establish tax-exempt portable benefits accounts than oppose it. Delivery drivers (80%) and drivers with children in their households (80%) are even more supportive of the bill.

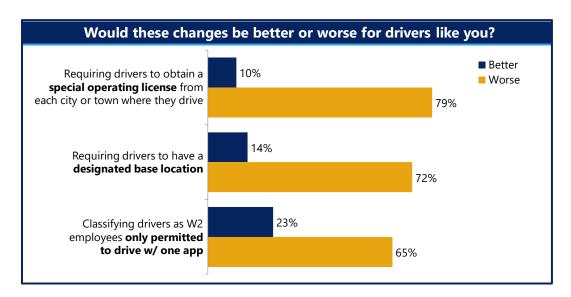
WHAT DRIVERS WANT

An overwhelming majority of drivers (85%) believe creating new benefits while protecting their independent contractor status would make their app-based work better. Nearly as many (80%) think a minimum earnings guarantee of \$18 would be a change for the better. Approximately, seven-in-ten drivers (69%) also see the creation of a portable benefits account as a positive change.



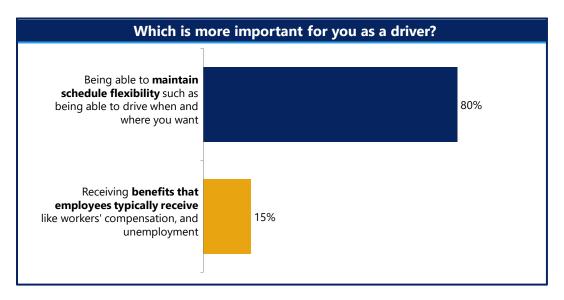
WHAT DRIVERS DO NOT WANT

At the same time, few drivers think becoming W2 employees would be a change for the better. When asked about becoming W2 employees that could only drive with one app, two-thirds of drivers (65%) say the change would make app-based driving worse. Drivers had especially negative reactions to two aspects of a proposed law (S. 627) to reclassify them as employees: three-quarters (72%) believe requiring drivers to have a designated base location would be a change for the worse, while 79% say the same about requiring special operating licenses from each city or town where they drive.





Consistent with the preference for being independent contractors, drivers prioritize being able to maintain a flexible schedule (80%) over and against traditional employee benefits (15%). Among drivers who say this work is their only source of income, the prioritization of flexibility is nearly as strong (73%) as among those who have multiple sources (85%) of income.



Most drivers are concerned that passing laws that classify independent contractors as employees could negatively impact their flexible schedules. Nearly eight-in-ten drivers (78%) are concerned that such laws could affect their ability to drive and earn on their own schedule, while just as many (77%) are concerned employment would limit their ability to earn with multiple apps.

About the Survey

A total of 436 Massachusetts app-based drivers were interviewed online, between March 14-20, 2023. Participants were randomly contacted via text message and email from a list of active drivers provided by platform companies. No incentives for completing the survey were offered and the sponsors of the survey were revealed to participants. The results are representative of Massachusetts app-based drivers statewide on the known and estimated characteristics of age, gender, race, and education.

