

LYFT 2025

# Economic Impact Report



March 2026

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## INTRODUCING

# Lyft's 2025 Economic Impact Report<sup>1</sup>

Lyft's purpose is to serve and connect. We measure our success by understanding and evaluating the impact we have on drivers, riders, partners, and communities. Each ride represents more than a trip from Point A to Point B. It represents a journey — to shop at the local farmers' market, interview for a new job, or celebrate with friends. It represents a chance for a driver to earn extra money to pursue their education, start a business, or take care of a family member. At a time when it's easier than ever to stay cocooned in our homes and on our phones, our platform makes it easier for riders and drivers to get out into the world.

In 2025, we helped more people than ever before. We matched more passengers with drivers than ever, and we facilitated more opportunities for more drivers than any time in the previous half-decade. More than 1 million drivers earned more than \$10 billion on our platform last year (not including tips) — a new record. We accomplished this with a relentless focus on our customers' needs — whether it was making rideshare more accessible to older adults through Lyft Silver or giving riders and drivers more control over their matches by favoriting or blocking their prior matches.

For this Economic Impact Report, we talked to almost 100,000 riders and drivers across North America<sup>2</sup> to better understand the role that Lyft plays in their lives. Thousands of adults of every age, race, and background told us how they rely on Lyft's transportation network to get to the places that matter to them. Here's what we learned:



**Drivers continued to use Lyft's platform to earn money in ways that fit around their busy lifestyles.**

Drivers from all walks of life leverage the flexibility of the Lyft platform to support their families and achieve their dreams, and Lyft is re-imagining models of work to meet their needs. This is why the overwhelming majority of drivers support policies like California's Prop 22, under which drivers remain independent contractors, maintain the flexibility they enjoy, and receive additional benefits.



**Millions of riders from communities across the U.S. and Canada rely on Lyft as an integral part of their life.**

In 2025, Lyft reached another all-time high of 51.3 million annual riders across all parts of our business. Many riders use Lyft to engage in leisure activities, but some depend on the platform to meet urgent needs. Lower-income riders and riders with disabilities and other chronic conditions are particularly likely to use Lyft to find a driver who can help them get to work, run errands, and show up for healthcare appointments.



**Communities are stronger — economically and socially — because of Lyft.**

Our long-running Lyft Up program strengthens local communities by providing access to job interviews and supporting disaster response, and it bolsters civic engagement by encouraging participation in community events and elections. By expanding transportation access, we make it easier for everyone to participate in the economic and social lives of their communities. And, third-party research shows that when the Lyft network enters a market, DUI incidents decrease.<sup>3</sup>



**The future of transportation is more sustainable and more connected than ever.** Lyft provides viable, low-carbon alternatives to car ownership. Lyft riders own more than 10 million fewer cars because of rideshare and are using Lyft's network of rideshare, bikes, and scooters as a complement to public transit. The bikeshare systems we operate powered tens of millions of ebike rides last year — an increase of almost 13% over 2024 — behind the popularity of our next-generation ebikes. And we provide incentives and other support for drivers who choose electric vehicles, paving the way for a fully electric future that benefits everyone.

Our 2025 Economic Impact Report leverages surveys of drivers and riders, third-party research, and our firsthand observations to better understand the impact Lyft has on communities. People are out living their lives, *together*, and we're proud to be a part of the ride.



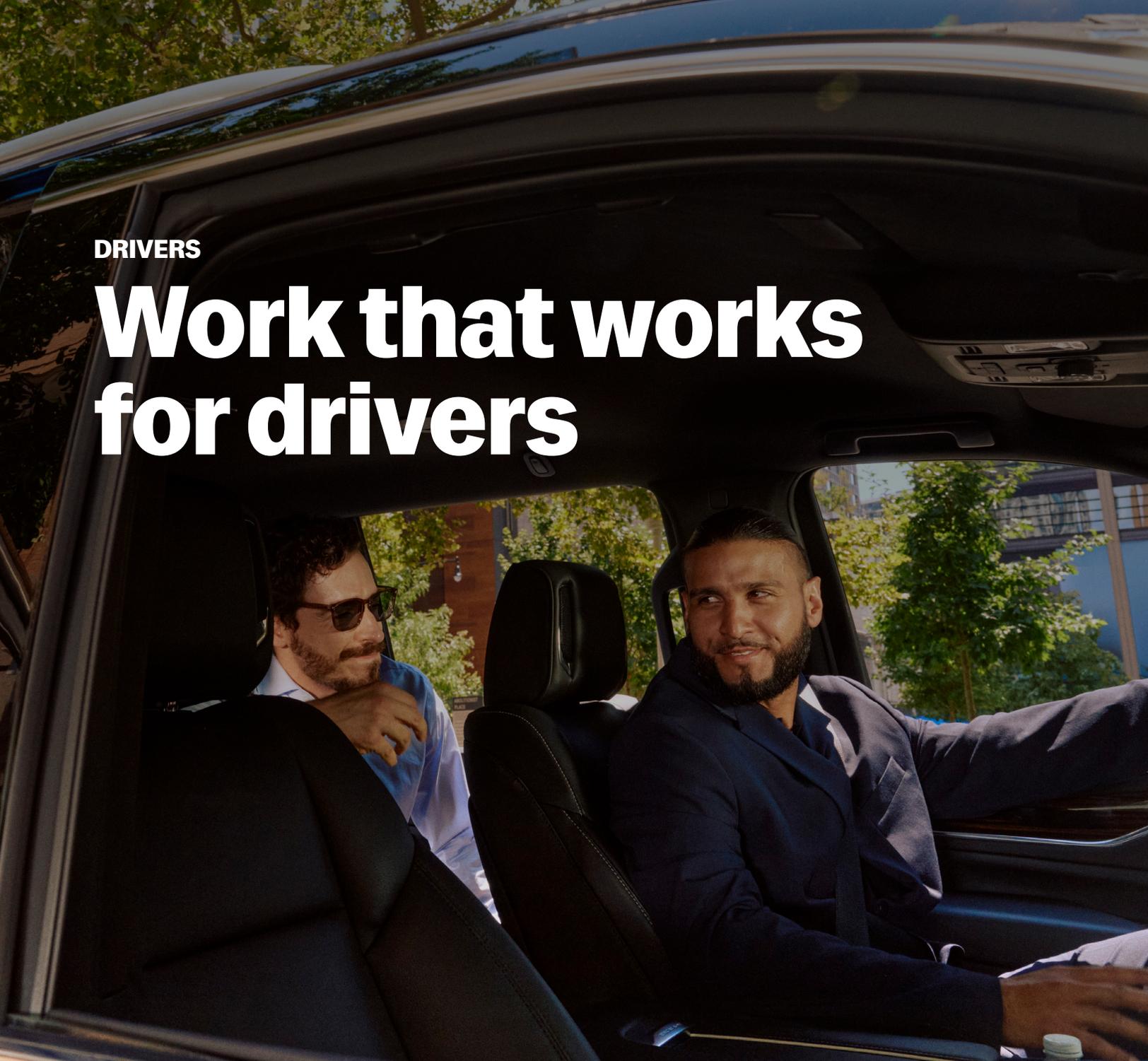
<sup>1</sup>Detailed information on the data sources and methodology used throughout this report are presented in the accompanying [Methodological Supplement](#).

<sup>2</sup>This report focuses on Lyft's core rideshare business and excludes operations conducted as a result of M&A in 2025, including that of Freenow and TBR.

<sup>3</sup>Casanova Powell Consulting and Dr. Ryan C. Smith, "[Rideshare Volume and DUI Incidents in Target California Communities](#)," NDAA, September 28, 2020.

Casanova Powell Consulting and Dr. Ryan C. Smith, "[Rideshare Volume and DUI Incidents in Atlanta, Georgia; Chicago, Illinois; and Fort Worth, Texas](#)," NDAA, March 26, 2021.

Casanova Powell Consulting and Dr. Ryan C. Smith, "[Rideshare Volume and DUI Incidents in Boston, Worcester, and Northampton, Massachusetts](#)," NDAA, July 25, 2023.

A photograph showing the interior of a car. Two men are seated in the front. The man on the left is wearing sunglasses and a light blue shirt, looking towards the man on the right. The man on the right is wearing a dark blue suit jacket and has a beard, looking out the window. The car's interior, including the seats and dashboard, is visible. The background outside the car shows green trees and a building.

**DRIVERS**

# Work that works for drivers

For Lyft to fulfill our purpose, we need to create a great platform for drivers. That means understanding who they are, why they drive, and how we can best serve them. Drivers lead busy lives, and it's our goal to make our platform as rewarding and flexible as possible — and advocate for policies that preserve what drivers value most about Lyft.

# Drivers need the flexibility that independent contracting provides

Drivers are busy people. In addition to driving with Lyft, they work full-time at other companies, parent their children, own small businesses, and pursue college degrees. Lyft serves these drivers by giving them the flexibility to earn on their terms while chasing their dreams.

**They tell us time and again:** They want independence. Across North America, drivers are using the Lyft platform to make work *work* for them.



## Drivers have busy lives.



### 91%

**work or are students** in addition to engaging in app-based work.<sup>4</sup>

### 73%

**have a job** or are **looking for a job** outside of app-based work.

### 55%

routinely **provide care** for family members or other loved ones.<sup>5</sup>

### 17%

**own a business** in addition to driving on the Lyft platform.

### 14%

are **students**.

## They value flexibility and control over their time ...



### 92%

say a flexible schedule is very or **extremely important**.

## ... so they can earn around their other commitments.

### 68%

of drivers who **work full-time jobs** in addition to driving say they use Lyft because it allows them to drive at times that **do not conflict with their work schedule**.

### 52%

of drivers who are **full-time students** say they use Lyft because they can drive hours that **do not conflict with their classes**.

### 52%

of drivers who **routinely provide care for loved ones** say they use Lyft because it allows them to be **available for those in their care**.

### 39%

of drivers with a **disability or other chronic condition** say they use Lyft because it allows them to **respond to their healthcare needs**.

## Who drives with Lyft?

**16%**

aged 55 and over

**22%**

women

**10%**

retired

**7%**

members of the **LGBTQ+ community**

**7%**

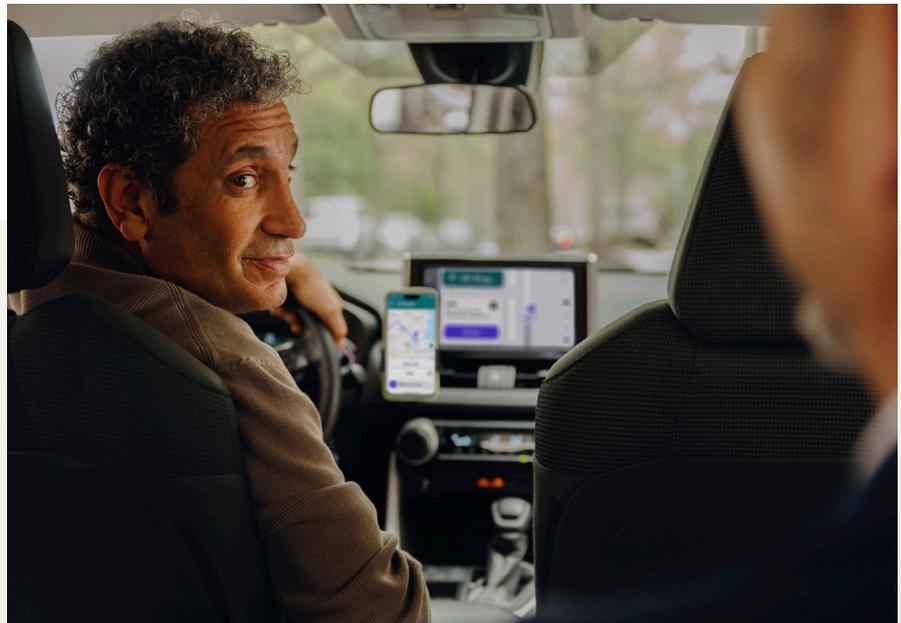
**veterans** of the U.S. armed forces (among U.S. drivers)

**200K**

Almost 200K drivers live with a **disability or other chronic condition**

**36%**

**speak a language other than English at home** — for more than two-thirds of this group, that language is **Spanish**



**members of a community of color<sup>6</sup>**

**31%**

Hispanic or Latin American

**26%**

Black or African American/  
Canadian

**13%**

Asian, Asian American/  
Canadian, Native Hawaiian,  
or Pacific Islander

**5%**

Middle Eastern, Arab, or Persian

**3%**

Native American, Alaskan Native,  
First Nation, Indigenous, or Métis

# Drivers choose app-based work because it works for them

Drivers don't just value the flexibility that app-based work provides, they take full advantage of it. Indeed, the behavior of drivers on our platform is radically different from that of traditional employees.

**Drivers can drive when they want, hit the pause button when they want, and return when they want without negative consequences.**

**They take substantial breaks and then return to driving.**

**58%**

take a break of **more than 2** consecutive weeks.

**41%**

take a break of **more than 4** consecutive weeks.

**15%**

take a break of **more than 12** consecutive weeks.

**They choose hours and days that work for their schedules.**

**13%**

drive only **outside of traditional working hours**.

**3%**

drive only **between 9 AM and 5 PM on weekdays**.

**11%**

drive only **on weekdays**.

**And, they drive when their other income sources are insufficient.**

**18%**

say they drive to make money **while they are temporarily between jobs**.

**77%**

say they drive to **supplement their household's income**.

**50%**

say they drive to **earn money during a change in their life**.

**With Lyft, drivers can log on and off the app at any time.**

The driver app is on

—

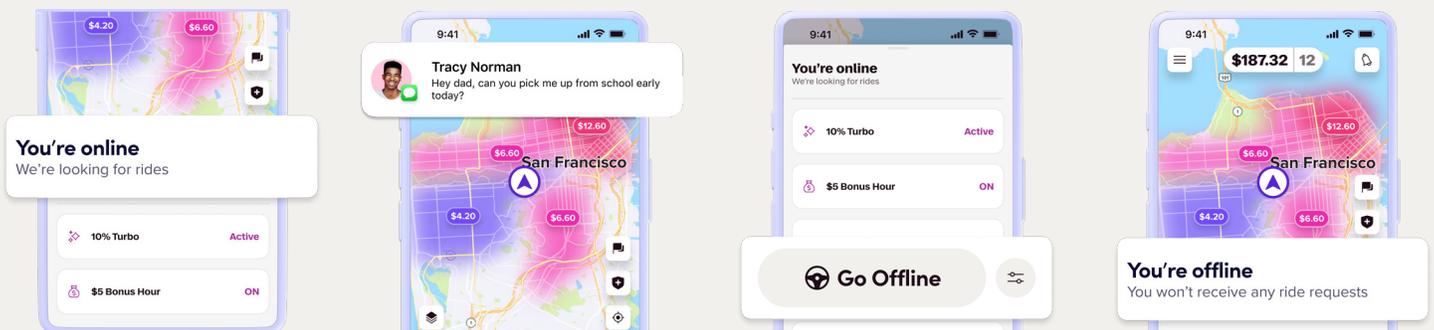
but when something comes up

—

with a few simple taps

—

the driver can turn the app off.



**Drivers can drive where they want, with as much or as little transition time as they want.**

**43%**

drive in **2 or more** metro areas.

**7%**

drive in **5 or more** metro areas.

**Drivers can drive however long — or short — they want.**

**87%**

drive fewer than 20 hours per week. *These drivers give the majority of rides on the Lyft platform.*

**1 hr 29 min**

Drivers come online for 1 hour and 29 minutes at a time on average.

**160 hr**

The median driver spent only 160 hours on the platform in 2025. Across an entire year, that's four weeks of time on a traditional full-time job.

**Drivers can drive with whichever apps they want.**



work on other **app-based platforms**.

**50%**

work on other **ridesharing platforms**.

**43%**

work on **delivery platforms**.



## Drivers can cash out when they want.



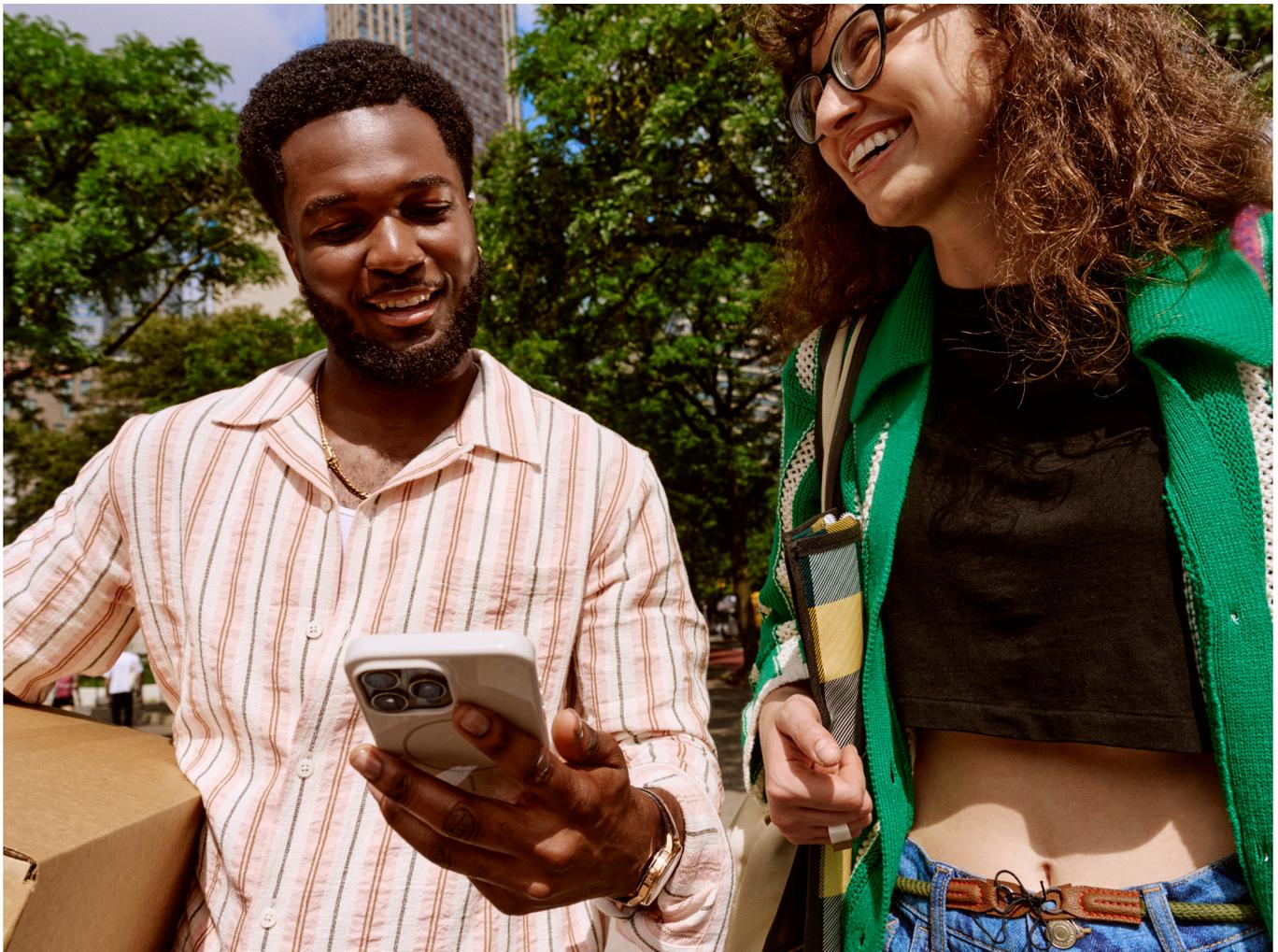
# 56%

use **Lyft's Express Pay** feature, which allows drivers to cash out their earnings immediately rather than wait for payday.<sup>7</sup>



# 26%

use the **Lyft Direct debit card** to access their earnings immediately with no fee. More than just a convenient method of accessing earnings, Lyft Direct offers cashback rewards, gas discounts, and a comprehensive suite of financial tools that can help drivers achieve economic mobility, such as a high yield savings account, overdraft protection, spending insights, and ATM cash deposits.<sup>8</sup>



# Lyft is fighting for policies that drivers say work best for them

Lyft is committed to advocating for policies that the overwhelming majority of drivers support, providing them the benefits they want while preserving the independence they need.

## Drivers want to maintain their independence.

When drivers are asked whether they want to be classified as independent contractors, employees, or something else, the results are clear:

### 91%

**support a policy proposal** under which drivers would remain independent contractors, maintain the current flexibility they enjoy, and receive some but not all of the benefits employees receive.

### 3x

Drivers are more than 3 times as likely to **prefer a work arrangement that includes both flexibility and benefits** than being an employee.

### 52%

would **stop driving with app-based platforms** if they were required to be traditional employees rather than independent contractors.



**Lyft has been advocating for policies that preserve driver independence while providing drivers with additional protections and benefits.**

**The result has been novel policy solutions that benefit drivers.**

Through engagement with drivers, partners, and policymakers, we have been at the forefront of crafting policies that meet drivers' needs.



### California's Prop 22.



of California drivers on the Lyft platform said Prop 22 has been good for drivers like them.<sup>9</sup>



Preserves and guarantees driver independence.



Establishes a minimum earnings guarantee.



Provides additional benefits, including insurance for on-the-job injuries and a healthcare benefit.



Passed by California voters by a 17 percentage point margin.

## Independence remains a priority even for drivers who average at least 30 hours per week on the Lyft platform

Drivers who average at least 30 hours per week, the minimum number of hours needed to be considered "full-time" by the U.S. IRS, give 27% of platform rides and earn 31% of platform earnings.

**They value flexibility and control over their time as much as other drivers.**

\* **91%**

say a flexible schedule is very or **extremely important**.

**They have similar motivations to other drivers.**

🕒 **17%**

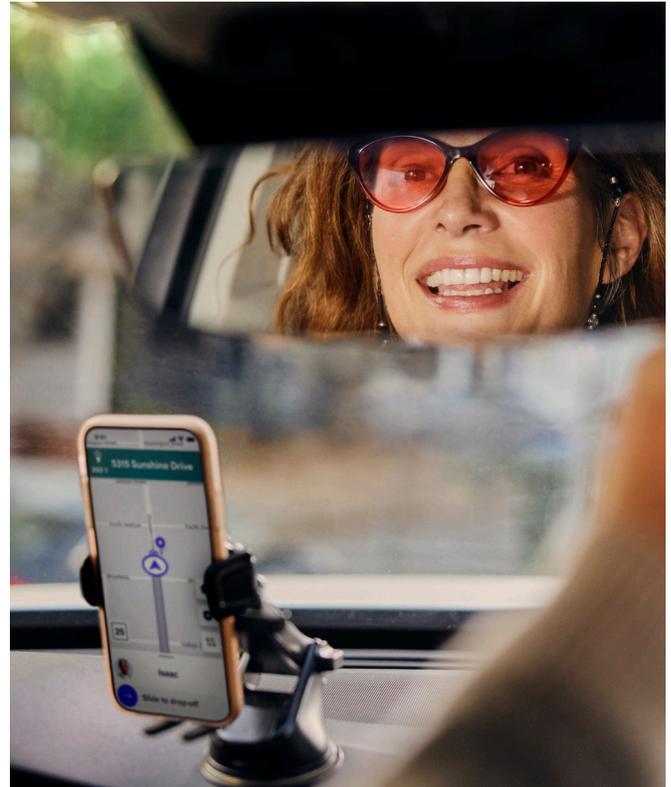
say they drive to **make money while they are temporarily between jobs**.

👥 **76%**

say they drive to **supplement their household's income**.

🛒 **59%**

say they drive to **earn money during a change in their life**.



**Maintaining their independence remains a priority.**

👍 **90%**

**support a policy proposal** under which drivers would remain independent contractors, maintain the current flexibility they enjoy, and receive some but not all of the benefits employees receive.

👍 **3x**

They are **3 times as likely to prefer a work arrangement** that includes both flexibility and benefits than to prefer being an employee.

🚫 **47%**

would **stop driving with app-based platforms** if they were required to be traditional employees rather than independent contractors.



<sup>4</sup> We have changed this statistic from the version published in prior years to focus exclusively on driver commitments outside of app-based work. Had we maintained the same version published in the 2022 EIR, the statement in this EIR would read: 97% work or are students in addition to driving with Lyft. See the [Methodological Supplement](#) for additional information.

<sup>5</sup> Caregiving is included in this list as an important form of unpaid work that is not only conducted by the majority of drivers on the Lyft platform but also increases a driver's need to earn with an unpredictable schedule. Unpaid work is identified by the OECD as "the production of goods and services by family members that are not sold on the market," under the condition that "a third person could be paid to do the activity." See "[Society at a Glance 2011: OECD Social Indicators](#)," OECD, 2011, 10.

<sup>6</sup> The enumerated groups are neither mutually exclusive nor exhaustive. See the accompanying [Methodological Supplement](#) for further details.

<sup>7</sup> For more information about Lyft's Express Pay feature, visit [our website](#).

<sup>8</sup> For more information about the Lyft Direct debit card, visit [our website](#).

<sup>9</sup> Calculated as a percent of drivers in California who report having an opinion on the impact of Prop 22 on drivers like them.



RIDERS

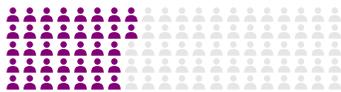
# A ride for everyone

Riders of all incomes and backgrounds rely on the Lyft platform when they need a ride. But not all riders have the same needs — whether they are looking for a responsible alternative to driving after an evening celebrating with friends or are trying to get to work and lack other options, Lyft can help them find transportation. This is especially important for populations that have historically been underserved by traditional transportation systems.

# Riders use Lyft for work, play, and everything in between

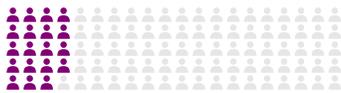
Riders use Lyft to access economic opportunities, make essential trips, enjoy their leisure time, and connect to public transportation.

## ECONOMIC OPPORTUNITIES



**37%**

Commute to work



**19%**

Go to job interviews

## CONNECT TO OTHER MODES



**59%**

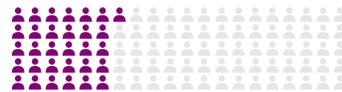
Travel to/from airports



**51%**

Connect to public transit

## ESSENTIAL TRIPS



**31%**

Run errands



**29%**

Make healthcare-related trips

## LEISURE TIME



**44%**

Get around on vacation



**57%**

Get to/from recreation and entertainment

**29%**

Of the 29% of riders who have used the Lyft platform to access healthcare services:<sup>10</sup>

**75%** say they are **more likely to make it to their healthcare-related appointments regularly** because of access to Lyft or other ridesharing services.

**79%** say they are **more likely to make it to their healthcare-related appointments on time** because of access to Lyft or other ridesharing services.

**55%** say they are **more likely to get their medications regularly** because of access to Lyft or other ridesharing services.

## Who rides with Lyft?

**20%**

aged 55 and over

**6M**

Almost 6 million riders live in rural areas

**\$61K**

median household income of U.S. Lyft riders

**\$76K CAD**

median household income of Canadian Lyft riders

**49%**

women

**14%**

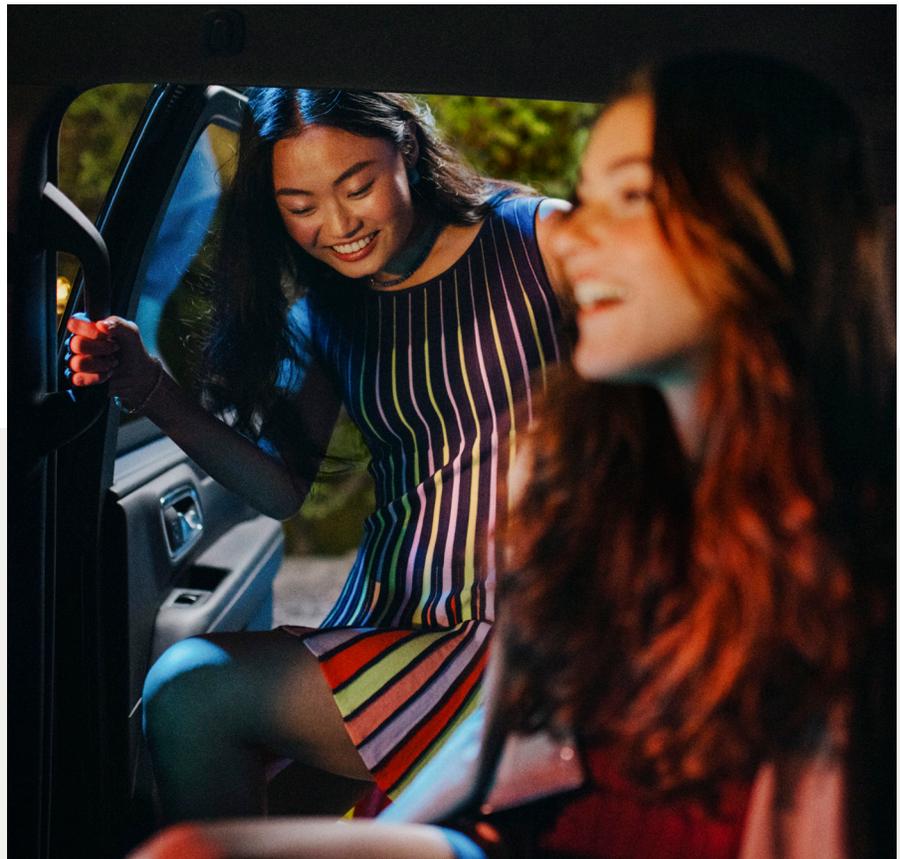
members of the LGBTQ+ community

**2M**

More than 2 million U.S. riders are veterans of the U.S. armed forces



members of a community of color<sup>11</sup>



**23%**

Hispanic or Latin American

**21%**

Black or African American/Canadian

**10%**

Asian, Asian American/Canadian, Native Hawaiian, or Pacific Islander

**2%**

Native American, Alaskan Native, First Nation, Indigenous, or Métis

**1%**

Middle Eastern, Arab, or Persian

# Lower-income riders rely on Lyft for important trips



**44%**

of U.S. rides start or end in **low-income areas.**



**39%**

of riders report having an annual household income of **less than \$50,000.**

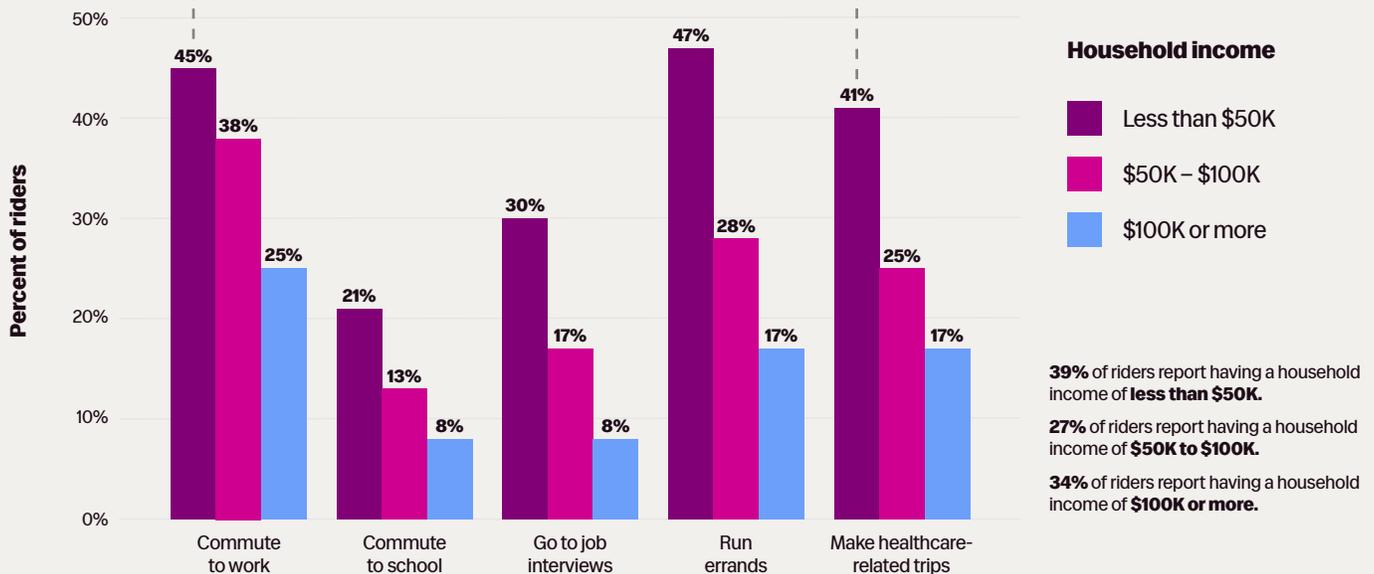
**Lower-income riders<sup>12</sup> are significantly more likely than higher-income riders<sup>13</sup> to use Lyft for work, interviews, and healthcare.**

**2x**

Almost twice as likely to use Lyft to find a driver to **get to work.**

**2x**

More than twice as likely to use Lyft for **healthcare-related trips.**

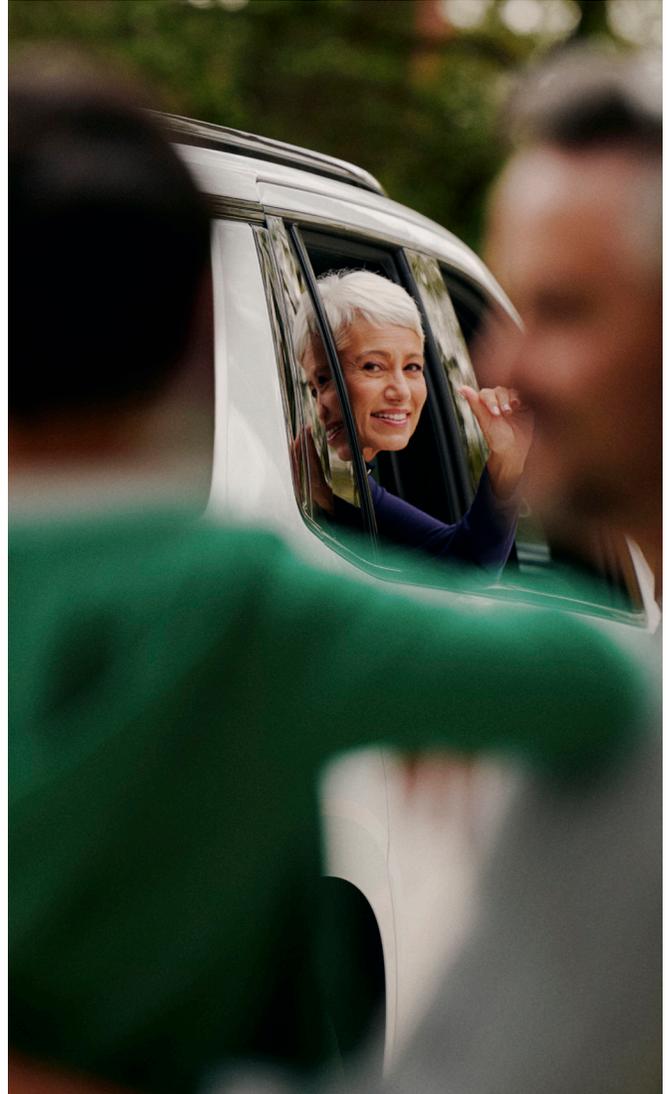


## Product Spotlight: Lyft Silver

Launched in 2025, Lyft Silver is making it easier for older adults to get around — increasing their independence and ability to continue participating in their communities.

Rideshare holds great promise for older adults as a convenient — and [AARP](#)-recommended — alternative to continuing to drive. But new technology can be daunting. Convinced of the value of rideshare to older adults and the loved ones who support them, we collaborated closely with experts in aging and, more importantly, with older adults themselves to truly understand their unique needs. The result? A customer-first product that makes rideshare accessible to older adults.

- 
**Live, human support:** Riders using Lyft Silver have quick and easy access to phone support agents.
- 
**Simple, by design:** We've streamlined the app experience to highlight the essentials, making it easy for older riders to get where they want to go without any fuss.
- 
**Built-in peace of mind:** Ride details are shareable with trusted contacts, so it's easy to see when someone has arrived safely.
- 
**Meeting older adults' needs:** Lyft Silver Select, an exclusive ride type for Lyft Silver, offers easy-to-enter cars, extended driver wait time of up to 7 minutes at pickup, and 4.95+ rated drivers.



For more information, visit our [website](#) and these other important resources:

- \* [Introducing Lyft Silver](#)
- \* [Guide to Lyft Silver](#)
- \* [How Lyft Silver is making it easier for older adults to get around](#)

# Lyft provides transportation access to individuals with disabilities and other chronic conditions

More than **8 million riders living with a disability** or other chronic condition use the Lyft platform. Of those riders:



**39%**

have a **mobility-related disability**.



**7%**

are **blind or visually impaired**.



**6%**

are **deaf or hard of hearing**.

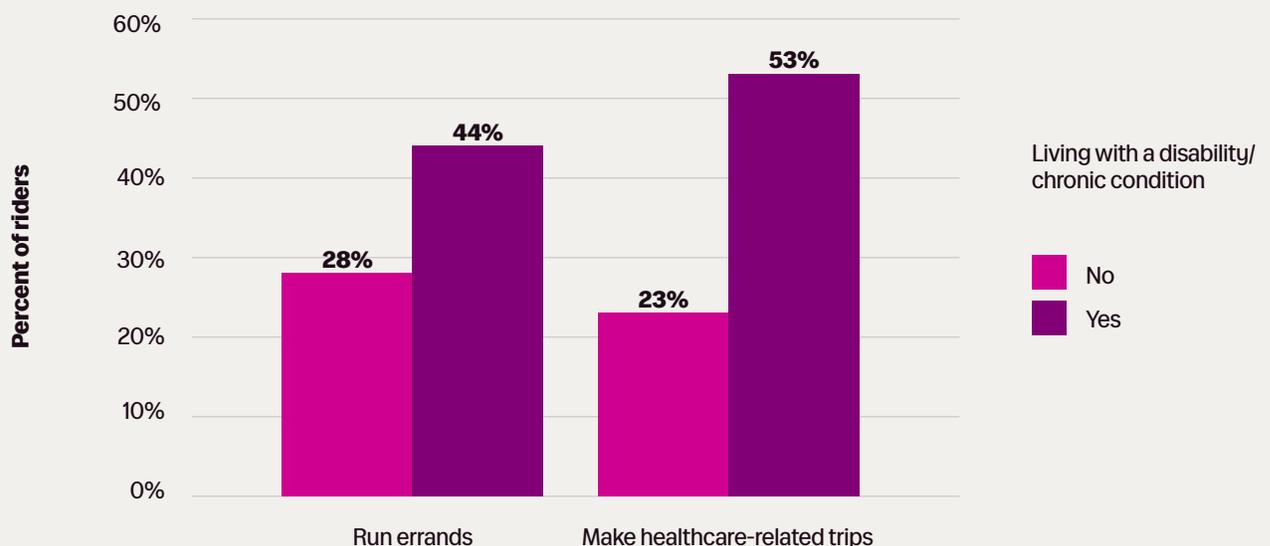
**82%**

of riders living with a disability or other chronic condition say Lyft has **increased their independence**.

**93%**

of riders living with a disability or other chronic condition say Lyft has **increased their access to transportation**.

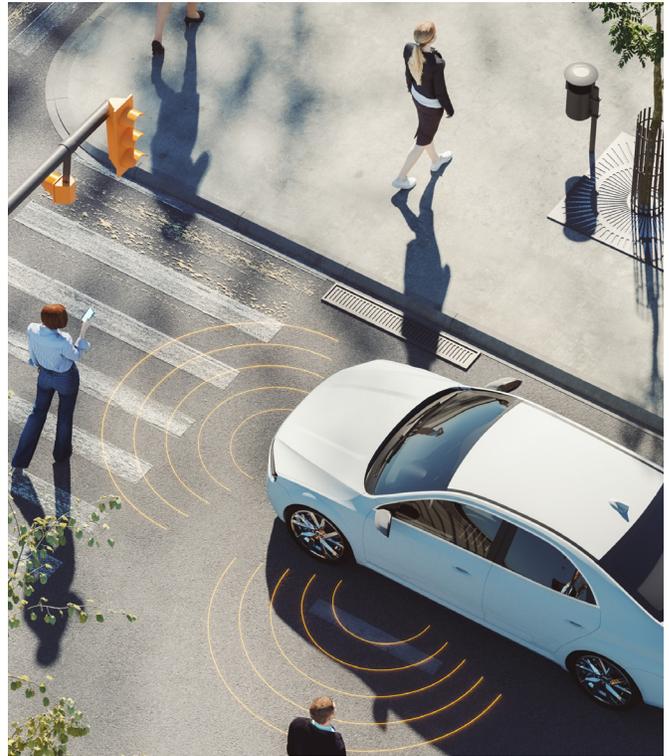
**Riders living with a disability or other chronic condition are significantly more likely than other riders to use Lyft to find a driver for healthcare-related trips and to run errands.**



## Building for the future: A hybrid network

Dynamic needs — like congested events, rough weather, or riders who require assistance — create even more dynamic demand, which is best served by a hybrid network.

Lyft is building the world's best hybrid network of human drivers and AVs that will match supply to demand dynamically in order to maximize market balance and utilization, ensuring riders always have a fast and reliable ride. A hybrid network is superior to an AV-only network, which is almost always under- or over-supplied, leading to high costs and low utilization — or riders not having rides at critical times.

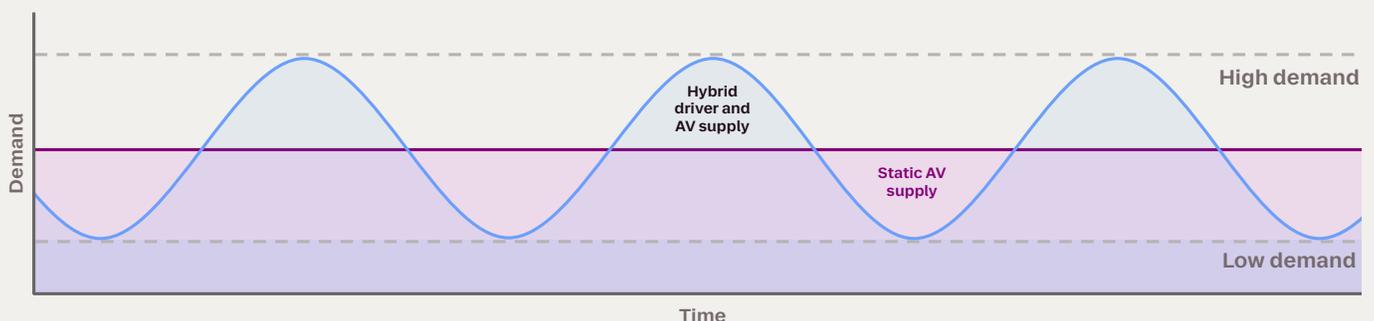


### ● Hybrid network

Lyft's hybrid network of human drivers and AVs will match supply to demand dynamically in order to maximize market balance and utilization, ensuring riders always have a fast and reliable ride.

### ● AVs only

An AV-only network is almost always under- or over-supplied, leading to high cost and low utilization — or riders not having rides at critical times.





<sup>10</sup>This figure does not include healthcare rides provided by the Lyft Concierge Platform, which allows health plans and health systems to request rides on behalf of riders.

<sup>11</sup>The enumerated groups are neither mutually exclusive nor exhaustive. See the accompanying [Methodological Supplement](#) for further details.

<sup>12</sup>Defined as riders who report an annual household income of less than \$50,000.

<sup>13</sup>Defined as riders who report an annual household income of \$100,000 or more.



COMMUNITIES

# Benefitting the communities in which we operate

Lyft benefits the communities in which we operate economically, socially, and civically. We help riders find access to transportation so they can get to work and look for work, buy groceries and get healthcare, vote, get disaster relief, and engage in community events. We also offer alternatives when people are unable to drive safely.



# Strengthening community ties

## 100K

Lyft helped more than 100,000 people **get to the polls** during the 2024 election by providing access to free and discounted rideshare, bikeshare, and scooter rides.<sup>15</sup>

## 4M

Almost 4 million riders have used Lyft to find a rideshare driver to **go to a polling location, drop off their ballot, or go to a voter registration drive** or related event.<sup>16</sup>

## 1M

More than 1 million riders have used Lyft to find a rideshare driver to **reach shelter during a natural disaster**, such as a hurricane or wildfire.<sup>17</sup>



## 47%

of riders say they **explore more areas of their city** as a result of using the Lyft platform.



## 40%

of riders say they are more likely to **attend community events** as a result of using the Lyft platform.



## \$5M

In 2025, Lyft riders donated **more than \$5 million** through our Round Up & Donate program. These donations have benefitted numerous deserving organizations across North America, including:



## Round Up & Donate: The power of community

Together with our rider community, we've raised over \$43 million for nonprofits across North America since 2017 through Lyft's Round Up & Donate program. Over 100 million donations have added up to real impact for causes our community cares about.

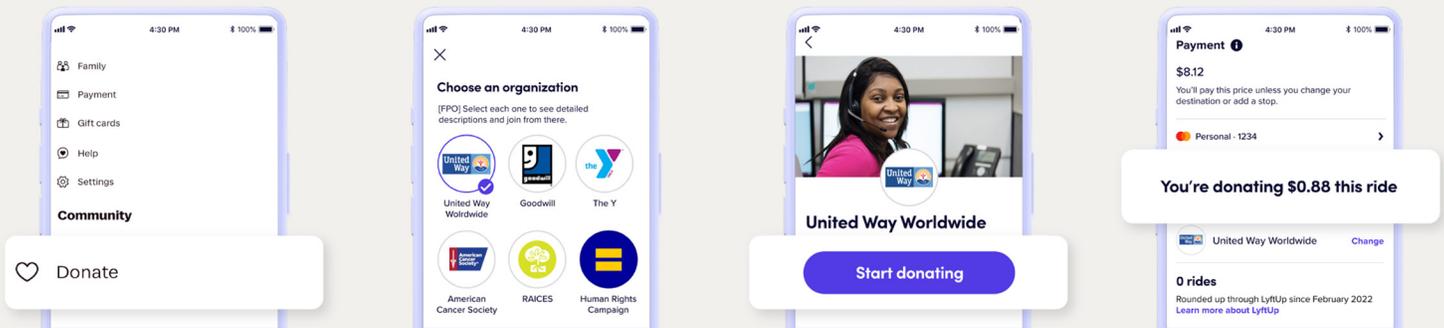
### How it works

Riders turn on the Round Up & Donate feature

and select their preferred nonprofit from a list of partner organizations

then select "start donating."

Lyft rounds up the cost of their rides to the nearest dollar and donates the change to their selected nonprofit.



### In 2025, Round Up & Donate continued to grow.

- 
**New campaigns.** For the first time, Lyft ran a Giving Tuesday campaign with Round Up & Donate. This campaign boosted Round Up & Donate signups by 8x over the prior Giving Tuesday. In addition, both Lyft and Lyft's CEO, David Risher, matched rider donations on Giving Tuesday.
- 
**New markets.** When Lyft enters a new market, it is about more than helping people get around; we are committed to being a force for good in the communities in which we operate. In support of this commitment and alongside our own investments supporting nonprofit community organizations, we launched Round Up & Donate in Puerto Rico and Quebec with new, local partners, allowing riders to donate to causes serving their community.
- 
**New partners.** Lyft welcomed five new nonprofit partners to Round Up & Donate in 2025, reflecting our commitment to supporting diverse causes, from jobs access to supporting veterans and rural communities. With more than two dozen nonprofit partners to choose from, riders have the power to support the causes that matter most to them.

To learn more about Round Up & Donate, visit [our website](#) and see [our article](#) uncovering insights on how riders contribute to their communities using this program.

A photograph of a woman and a man sitting in the front seats of a car. The woman, on the left, has her hair in a bun, wears glasses, and large hoop earrings. The man, on the right, has a beard and is wearing a light green sweater. They are both looking at a smartphone held by the man. The car's interior and a window showing a blurred outdoor scene are visible in the background.

“Lyft launched Round Up & Donate in 2017 on the simple idea that small acts of generosity, multiplied across millions of rides, could prove transformative. Riders stepped up — and continue to every day — using their spare change to become agents of change. The program’s ongoing success is a testament to the power of the Lyft community.”

– JERRY GOLDEN, LYFT CHIEF POLICY OFFICER

# Lyft is associated with decreasing impaired driving incidents

Studies commissioned by the National District Attorneys Association<sup>30</sup> found rideshare was associated with:

↓ **52%** decrease in DUI charges in Atlanta, GA

↓ **47%** decrease in DUI arrests in Boston, MA

↓ **40%** decrease in DUI arrests in Chicago, IL

↓ **7.5%** decrease in DUI arrests in Fort Worth, TX

↓ **40%** decrease in DUI charges in Los Angeles, CA

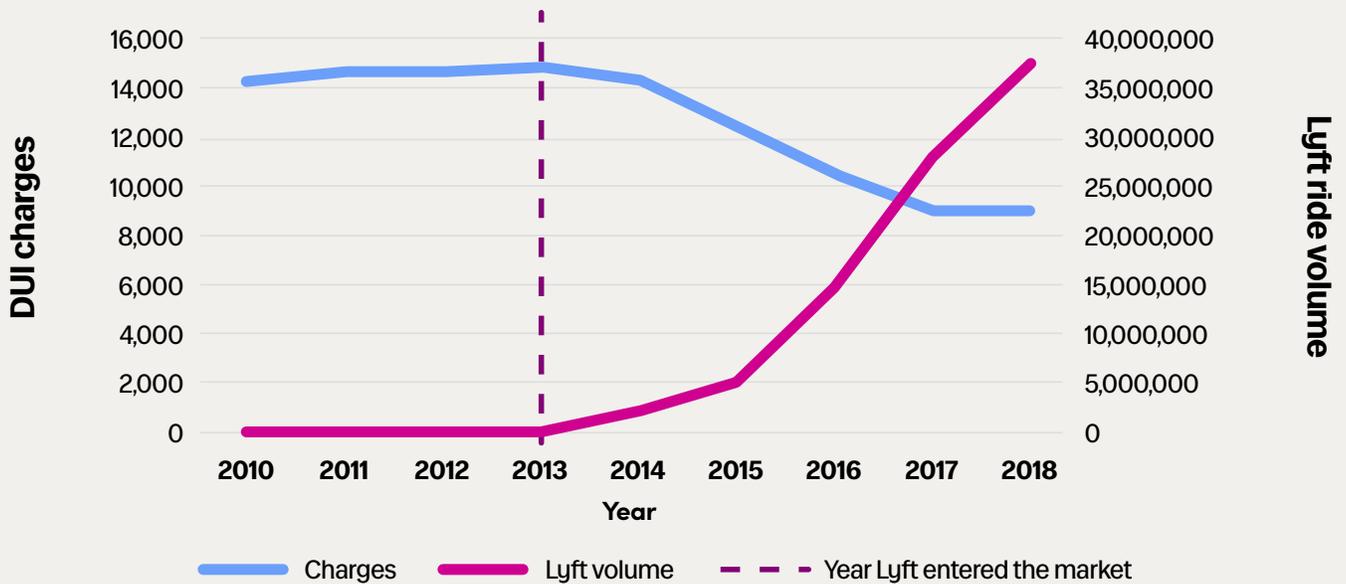
↓ **39%** decrease in DUI arrests in Northampton, MA

↓ **25%** decrease in DUI arrests in San Diego, CA

↓ **31%** decrease in DUI bookings in San Francisco, CA

↓ **53%** decrease in DUI arrests in Worcester, MA

## Los Angeles Lyft ride volume and DUI charges





## 42%

of riders are aged 18 to 34, part of the age group (15 to 34) involved in nearly half of all alcohol-involved fatal crashes in the U.S. where the driver was over the legal limit (0.08).<sup>19</sup>

**60%** of these riders use Lyft to **find a rideshare driver when they are planning to drink alcohol** or use another substance that could impair their driving ability.



## 56%

of riders overall use Lyft to **find a rideshare driver when they are planning to drink alcohol** or use another substance that could impair their driving ability.

“There is never an excuse to drive while impaired by alcohol or other drugs. We know that access to rideshare gives people options to make the right choice, which **helps reduce drunk and drug-impaired driving, save lives, and prevent injuries.**”

– ALEX OTTE, MADD NATIONAL PRESIDENT (2021-2023)



<sup>14</sup> For more information on the Lyft Up Jobs Access program, visit our [website](#).

<sup>15</sup> "Where are we going on November 5th? Lyft offers discounted rideshare, bikeshare, and scooters to the polls for Election Day," Lyft News, October 16, 2024.

<sup>16</sup> Measured as the total number of riders in the population multiplied by the share of riders who reported they have used Lyft's network to find a rideshare driver to go to a polling location, drop off their ballot in a dropbox, or go to a voter registration drive or related event.

<sup>17</sup> Measured as the total number of riders in the population multiplied by the share of riders who reported they have used Lyft's network to find a rideshare driver to get to shelter during a natural disaster, such as a hurricane or wildfire.

<sup>18</sup> While the 2020 and 2021 reports estimated the relationship between rideshare and impaired driving using Lyft data, the 2023 report used data from both Lyft and our largest competitor. While the National District Attorneys Association and the authors of the report had access to certain data from both companies, neither company had access to data from the other company at any time.

Casanova Powell Consulting and Dr. Ryan C. Smith, "Rideshare Volume and DUI Incidents in Target California Communities," NDAA, September 28, 2020.

Casanova Powell Consulting and Dr. Ryan C. Smith, "Rideshare Volume and DUI Incidents in Atlanta, Georgia; Chicago, Illinois; and Fort Worth, Texas," NDAA, March 26, 2021.

Casanova Powell Consulting and Dr. Ryan C. Smith, "Rideshare Volume and DUI Incidents in Boston, Worcester, and Northampton, Massachusetts," NDAA, July 25, 2023.

<sup>19</sup> NHTSA, "Traffic Safety Facts: Alcohol-Impaired Driving," August 2024.

SUSTAINABILITY

# Toward more sustainable transportation



Lyft is supporting the advancement towards a low-carbon future. By creating a multimodal network of alternatives<sup>20</sup> to personal car ownership, Lyft is contributing to a more sustainable world.

# Reducing personal car ownership

↓ **10M**

**Lyft riders own more than 10 million fewer vehicles because of rideshare.<sup>21</sup>**



## Riders are getting rid of their cars.

Riders have sold, donated, or otherwise discarded more than 2 million cars because of the availability of Lyft and other ridesharing services.<sup>22</sup>



## And, others are deciding not to get new ones.

If Lyft and other ridesharing services did not exist, our riders would have purchased more than 8 million more cars.<sup>23</sup>



## It all adds up to fewer vehicles.

Drivers on the Lyft platform acquired approximately 900,000 additional cars to drive with Lyft or another ridesharing platform.<sup>24</sup> This means that even when accounting for cars acquired by drivers, Lyft users own almost 10 million fewer cars.



**39%**

of Lyft riders **do not own or lease** a car.

**28%**

of riders who have access to a car **use that vehicle less** because of Lyft and other ridesharing services.

# A multimodal network

More than a rideshare company, Lyft operates an extensive multimodal network that includes bikes and scooters.<sup>25</sup> Through this network, the Lyft platform meets the diverse needs of riders and supports more connected, healthier communities.

**The Lyft platform is a critical part of the transportation ecosystem.**

## 51%

of riders have used a Lyft service to get **to or from public transit**.

## 86%

of riders say Lyft **increases access to transportation** in their communities.

## 39%

of riders have used Lyft to get around **when public transit does not operate**.

## 9%

of Lyft rides are late-night trips; they occur when **public transit services are often limited or unavailable**.



**Riders rely on Lyft-operated bikeshare systems to get where they need to go.**



## 125M

People traveled over **125 million miles** on these systems.



## 13%

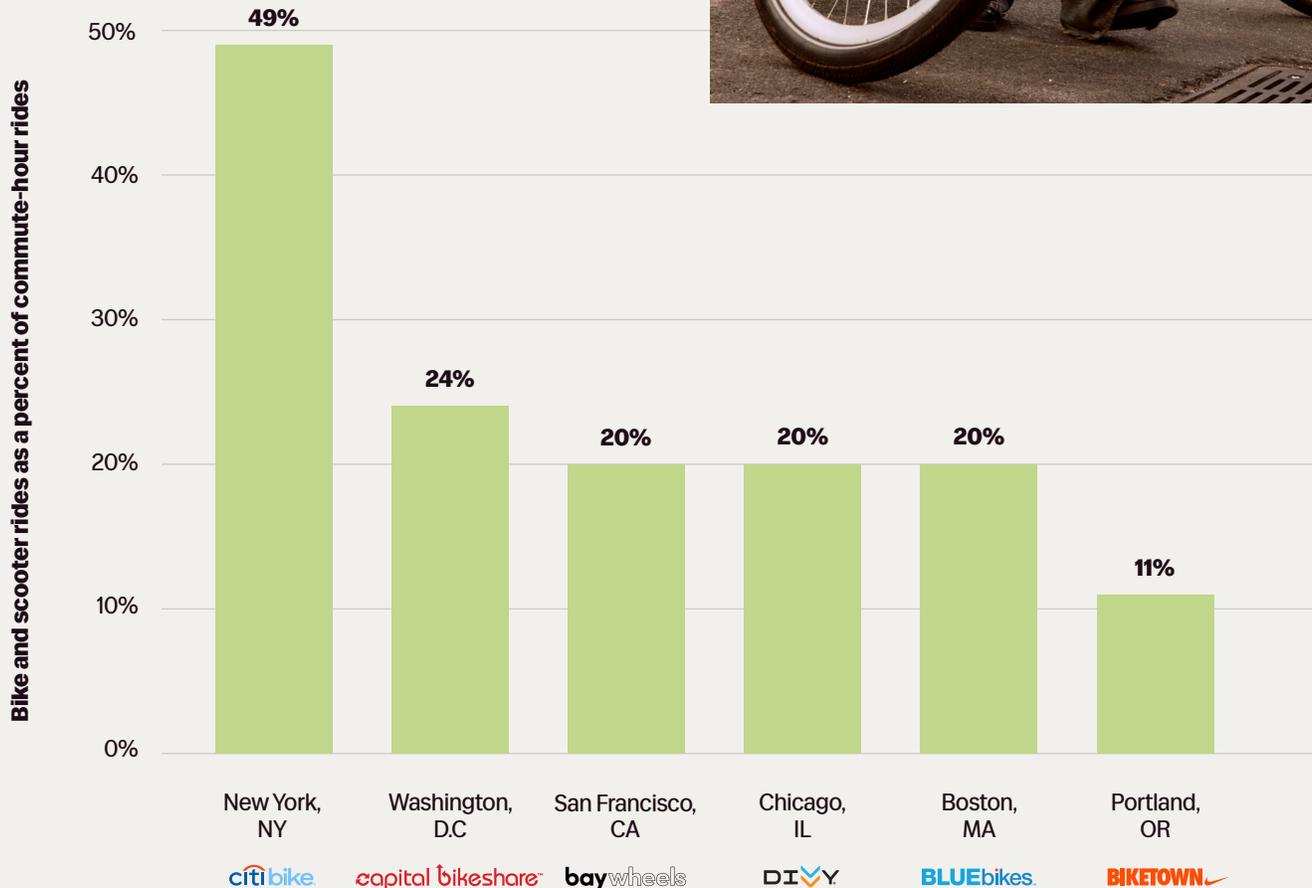
And they took almost **13% more** ebike rides than in 2024.

**Lyft operates one of the largest shared micromobility networks in North America.**

Citi Bike — the Lyft-operated bikeshare system in New York and New Jersey — is the largest docked bikeshare system outside of East Asia.



**People are using Lyft-operated, shared micromobility as an integral part of their daily commute.**



# The transition to EVs

Lyft is committed to supporting the transition to EVs — on our platform *and off*. In 2023, we committed to 100 million EV rides on our platform by the end of 2025.<sup>26</sup> We are proud to have exceeded that target — achieving over 112 million EV rides on our platform by the end of 2025.

Because rideshare vehicles have such high utilization rates compared with other personally owned vehicles, each rideshare EV can help **avoid up to 3x more emissions** annually than an EV driven for personal use.<sup>27</sup> As a result of Lyft’s efforts to help drivers transition to EVs:



64% of Lyft riders took a ride in a **hybrid or electric vehicle** on the Lyft platform in 2025.

**10%**

The share of platform **miles driven by EVs** in 2025 increased more than 10% from 2024 and quintupled from 2022.

**25%**

of rides on the Lyft platform were taken in a **hybrid or electric vehicle** in 2025.

**15M**

**Over 15 million Lyft riders rode in an EV in 2025.**



Rides in EVs generally get **higher ratings and tips** compared with rides in hybrids and gas cars.



Riders are **42% more likely to consider purchasing an EV** if they have previously taken a ride in an EV. (Excludes riders who own EVs.)



Almost half of drivers on the Lyft platform who do not currently own an EV say they **would consider purchasing one**.

## We're doing our part to support drivers' goals. Lyft provides a suite of offerings to make it easier, more cost-effective, and more lucrative for drivers to choose an EV.



### Earnings incentive

Drivers in select states and provinces can earn weekly bonuses by meeting ride targets in their personal or Express Drive EV.<sup>28</sup>



### Fast-charging discounts

U.S. drivers on Lyft's network can access discounts for fast-charging on the EVgo, Electrify America, and EVCS networks, which collectively make up 16% of public fast chargers in the U.S.



### Cash back

Drivers can get 1-12% cash back on public charging with the Lyft Direct debit card.



### Home charging discounts

Drivers can get a Lyft-specific discount on home charger hardware through Wallbox, our program partner.<sup>29</sup>

**In addition to showing up for our drivers on the platform, we're advocating for additional improvements to EV policy, infrastructure, and affordability for everyone.**





<sup>20</sup> See Lyft's 2024 [Sustainability and Impact Report](#) for additional details.

<sup>21</sup> See the accompanying [Methodological Supplement](#) for measurement details.

<sup>22</sup> Measured as the total number of riders in the population multiplied by the share of riders who reported they have sold, donated, or otherwise discarded their cars, and the number of cars they reported discarding because of the availability of Lyft and other ridesharing services. See the accompanying [Methodological Supplement](#) for further details.

<sup>23</sup> Measured as the total number of riders in the population multiplied by the share of riders that reported that the availability of Lyft and other ridesharing services impacted their decision to not acquire a car. See the accompanying [Methodological Supplement](#) for further details.

<sup>24</sup> Measured as the total number of drivers in the population multiplied by the share of drivers that reported acquiring a car in order to drive on the Lyft platform. See the accompanying [Methodological Supplement](#) for further details.

<sup>25</sup> For more information about Lyft's shared micromobility offerings, see the [Lyft Multimodal Report](#).

<sup>26</sup> Lyft News, "Lyft's EV milestone: Why more drivers are going electric," October 14, 2025.

<sup>27</sup> Jenn, Alan. 2020. "Emissions benefits of electric vehicles in Uber and Lyft ride-hailing services." *Nature* 5:520-525.

<sup>28</sup> For more information on the Electric Vehicle Ride Challenge program, see our [website](#).

<sup>29</sup> For more information on the home charging discount partnership with Wallbox, see [Wallbox's website](#).



lyft.com



Various statements in this report, including statements about Lyft's programs, product offerings, policy commitments, advocacy and goals, benefits to riders, drivers and communities, incentives and support related to electric vehicles and their adoption, and statements about the future of transportation (including low-carbon transportation and sustainable future), car ownership, the pervasiveness of micromobility and Lyft's impacts are "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995, Section 27A of the Securities Act of 1933, and Section 21E of the Securities Exchange Act of 1934 and are generally identified by the words "believe," "expect," "anticipate," "intend," "opportunity," "plan," "project," "will," "should," "could," "would," "likely," and similar expressions and include statements about our strategies, markets, business, and opportunities. Forward-looking statements are based on current assumptions that are subject to risks and uncertainties that may cause actual results to differ materially from the forward-looking statements, including the risks and uncertainties more fully described in our filings with the Securities and Exchange Commission. We undertake no obligation to update or revise publicly any forward-looking statements, except as required by applicable law.