

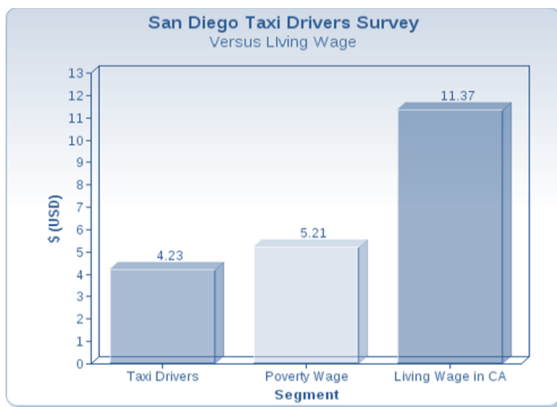


ORDINANCE 11 REFORM

Improving the Taxi Industry for a Better, Safer San Diego

Ordinance 11 regulates the taxi industry on issues such as driver dress code, trip logs, taxi meters, etc. However, it fails to regulate the lease prices and the number of hours taxi drivers can work. Some taxi drivers pay up to \$920 a week to lease the taxis they drive - many drivers end up working as much as 12-16 hours per day, for 7 days a week just to cover the cost of their leases. At the end of the day, they may have either operated at a loss or earn on average \$4.23/hour. Every day, taxi drivers receive police and Metropolitan Transit System (MTS) tickets for minor rule infractions such as missing road maps, standing 12 feet away from their vehicle, or neglecting to wear a name badge under current Ordinance 11 rules. Meanwhile, they are silenced from identifying safety concerns out of fear of retaliation and blacklisting from the industry. There is no formal grievance process for safety violations or whistle blowing claims. Without proper reform, the City of San Diego and MTS end up protecting property while failing to protect lives.

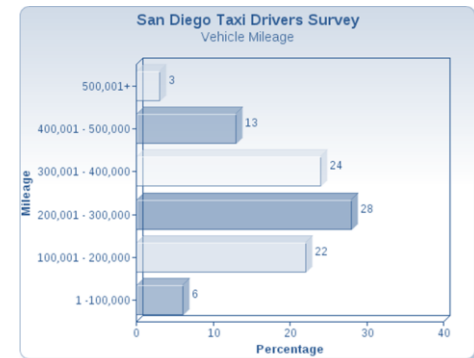
Safety Concerns



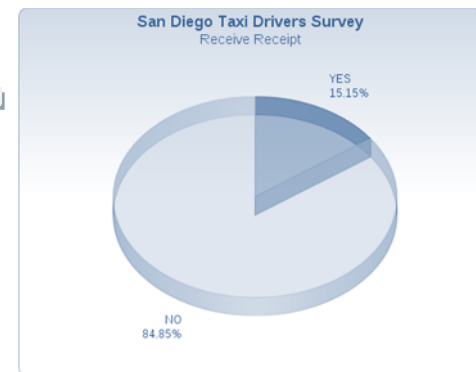
Average Days Worked: 7
Average Hours Worked: 12
TOTAL: 84 hours/week

Average Hourly Wage of San Diego Taxi Drivers:
\$4.23/hour
(After Expenses)

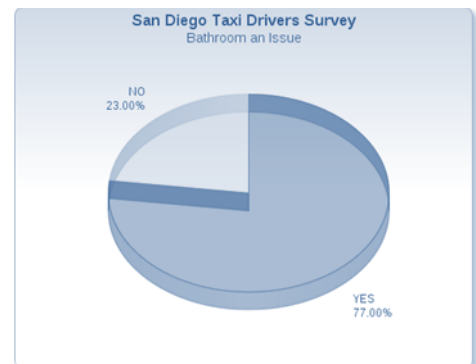
OTHER STATISTICS



72% of taxicabs surveyed had over 200,000 miles. Currently there are no restrictions on vehicle mileage or age limit for San Diego city cabs.



84% of drivers do not receive receipts for the thousands of dollars they pay in lease fees every week.



77% of drivers surveyed say that bathroom access is an issue for them. A majority of drivers are unable to use the restroom due to the MTS 12 foot restrictions and availability.

Out of 100 drivers surveyed 86% reported on average working 7 days a week, 12 hours a day. Despite long shifts, taxi drivers in San Diego report an hourly wage of \$4.23 an hour. The safety of both the driver and the public is at risk when a driver works extremely long hours just to cover the cost of his lease. Reform is necessary to save lives.

Recommended Changes to Ordinance 11:

1. Anti-Retaliation Clause For Reporting Ordinance 11 Violations and Safety Concerns.
2. Mandatory Receipts For Lease Payments Provided To The Lease Drivers For Their Records and Transparency.
3. Increased Restroom Mobility For Taxi Drivers.
4. Instituting Vehicle Mileage Restrictions in San Diego
5. Following An Industry Study On Lease Payments, Institute A Lease Cap Which Serves The Public Good And Allows A Reasonable Return For Lease Taxi Drivers. *Other Cities With Lease Caps Include: New York, Chicago, Philadelphia, Seattle, San Francisco.*

" Many guys die, they die at young age.... They have many health issues like diabetes, kidney failure, high blood pressure. It's a horrible job."
- Driving taxis for 8 years

The Last Time Ordinance 11 Was Amended Was In 2003. Safety Concerns & Recommendations Were Brought To MTS Regarding Long Hours And Low Wages Over A Year Ago In 2011. These Issues Have Not Been Considered Despite Unsafe Working Conditions And Risks To The Public. We Cannot Afford To Wait Another 9 Years. We Can Do Better.

IT'S TIME FOR REFORM!

United Taxi Workers of San Diego
 7364 El Cajon Blvd. San Diego, CA 92115
 P: (619)713-5404 E: info@utwdsd.org