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The Newsletter of Chicago Transportation Industry Since 2008

Two Taxi Drivers Found Dead in Their Cabs

Addressing the stress of taxi driving and heart attack

BY ROCKY OROK

The taxi cab industry has lost several drivers within the past few years due to several circumstances including murder, suicide and heart attack.

Within the past two months in Chicago, two drivers were discovered dead in their cabs at the cab stand. Alexander Zlounitsun was found dead in his cab at the cab stand on June 17, 2019, by a police officer and the other was discovered by another cabdriver.

We cannot immediately confirm the cause of death, however, preliminary investigation points to a heart attack.

We all know the stress and dangers of dangers of driving a taxi. It's been reported that the homicide rate is the highest among taxi drivers in the work-

place. Taxi drivers face a homicide rate that is four times the rate for police and other law enforcement jobs.

Other dangers include accidents, passenger harassment, fare evasion, assault and robbery.

Professional taxi drivers must always have patience and tolerance for others on the road; however, driving a taxi in any major city can cause heightened stress, anxiety, high blood sugar, high cholesterol, depression and high blood pressure. It is therefore important for drivers to at least have an **“annual physical”** exam with their health care provider or the county hospital if they don't have health insurance.

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Driver of the Month



Tariq Al Omary

Our Driver of the Month for this issue is Tariq Al Omary, who is the head of O'Hare – Midway Flat Rate Committee. Tariq is one of our Stewards at O'Hare Airport, monitoring the compliance of the rules and regulations and the behavior of the Aviation employees and the starters at the airport. **MORE ON PAGE 5**

Mayor Introduces Reforms to Address City's Fines & Fees

Mayor Lori Lightfoot proposed several reforms to how Chicago handles fines and fees, including no longer suspending the driver's licenses of people who haven't paid parking tickets and reducing vehicle sticker penalties.

Lightfoot's proposed overhaul, which will be introduced at Wednesday's City Council meeting, also includes creating a six-month payment plan that reduces required down payments and gives those with ticket debt more time to pay. **MORE ON PAGE 3**

New York Democrats Call For Cab Bail Out

With thousands of struggling New York City yellow cab drivers like Mouhamadou Aliyu desperate for a bailout, elected officials on Thursday quarreled over who should pay for it. **MORE ON PAGE 6**

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COMMON SENSE CORNER

FAYEZ KHOZINDAR

As a result of our conversation and deliberation with some friends who are very concerned about the survival of the transportation industry, we have decided to share some of their ideas through our Common Sense Corner article. Therefore, we are changing its format this issue to fit our goals and carry our message to the drivers.

The new format will take the form of questions and answers, so, please sit down and relax and try to answer the following questions:

1. What is the reason for the decline of the Transportation Industry?
 - A) Because of ride-share invasion to our city
 - B) Because we don't have a single strong App to compete with TNP
 - C) Because the driver's don't take care of their customers
 - D) Because drivers abandoned the down-town area
 - E) All of the above
2. Recently, taxicab drivers are making more money, why?
 - A) Because they drive more Hours
 - B) Because they have cheaper leases
 - C) Because there are fewer rideshare drivers in the roads
 - D) Because about half of the city taxicab medallions are in foreclosure
3. What is the most important place for the Transportation Industry to come back and thrive?
 - A) O'Hare airport
 - B) McCormick Place
 - C) Downtown Chicago
 - D) Navy Pier
4. The Last Mayoral term has been beneficial for transportation workers
 - A) True
 - B) False

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Our Vision

To organize and unify all licensed chauffeurs in the Chicago area, so we can collectively overcome oppression and achieve economic and social justice.

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Mayor Lori Lightfoot Introduces Reforms to Address Chicago's 'addiction' to Fines & Fees

BY GREGORY PRATT

CHICAGO TRIBUNE

It also allows people to request a 24-hour extension to pay their fines in full or get on a payment plan after their vehicles are locked with a Denver boot, though the plan does not ban use of the controversial device that has been the bane of many motorists' existence.

Lightfoot's proposed overhaul, which will be introduced at Wednesday's City Council meeting, also includes creating a six-month payment plan that reduces required down payments and gives those with ticket debt more time to pay. It also allows people to request a 24-hour extension to pay their fines in full or get on a payment plan after their vehicles are locked with a Denver boot, though the plan does not ban use of the controversial device that has been the bane of many motorists' existence.

The proposed reforms will end the doubling of city sticker ticket prices from \$200 to \$400 for failure to purchase within the required time, and the city won't issue tickets on the same or consecutive days for sticker violations, Lightfoot said.

Speaking in North Lawndale on the West Side, the mayor said the city is "finally (taking) steps toward making its regressive system of fines and fees more equitable for individuals of all financial circumstances."



"Quite frankly, these actions are long overdue," Lightfoot said.

Lightfoot campaigned against the city's system of fines and fees, frequently criticizing the city for balancing its budget on the backs of taxpayers using regressive penalties on tickets.

Announcing her proposals, the mayor praised City Clerk Anna Valencia, whose office has worked on the issue, and various community groups for their efforts.

Lightfoot and Valencia also cited the nonprofit news organization ProPublica Illinois, which has reported extensively on how the city's fines and fees drive many into bankruptcy.

There are 59,000 people who have suspended licenses as a result of non-driving violations, Lightfoot said, and one goal is to help get many of those people their license back.

From 2007 to 2016, only 1 out of 3 tickets were paid, Valencia said. The city is owed more than \$200 million in city sticker debt alone, she said.

"We need to think critically about how we came to this point," Valencia said. "Is it because people don't want to pay or is it because they can't?"

Asked whether the changes go far enough, Lightfoot said there always will be critics but hailed the measures.

"This is a first but important step to unwinding the city's addiction to fines and fees on the backs of low-income people," the mayor said. "But there will be more to come for sure."

Lyft And Uber Supposedly Paid Drivers To Rally Against Worker Status

BY JENNIFER NELSON

There is apparently no end in sight for Lyft and Uber's current worker status argument. The raging dispute has seen multimillion-dollar lawsuits, fights in the UK Supreme Court, a few small victories for labor groups, and driver strikes. Now, the waters have been contaminated even further after reports that Lyft and Uber fundamentally bribed drivers to dispute in the firm's best interests.

As per an email obtained by the media, both ride-hailing firms committed drivers in the tune of \$25-100 if they attended a rally last week outside the state Capitol, before an Assembly Bill 5 hearing. The rally targeted to show support for modifications to the bill, which might carry on to categorize drivers as independent contractors.

The email was sent by the I'm Independent Coalition that worked together with Uber and Lyft to systematize the rally. The email claimed, "We need to thank you one more time for taking time to be present

at the State Capitol Rally. Your voice had an effect and the Legislature heard clearly that you need to keep your control and flexibility over your process! Please wait for a driver credit in the coming 5 business days for your parking, travel, and time." Apart from the cost of expenses and travel Uber drivers were also given \$15 in-app voucher for lunch.

On a related note, Lyft is trialing a special series of cars just for users who employ wheelchairs. The ridesharing firm declared last week that it was piloting a new wheelchair accessible vehicle (WAV) service in San Francisco and Los Angeles Counties. All drivers will be sanctioned by First Transit and use 2019 Toyota Sienna cars, which for side entry comprise a folding ramp.

Lyft claims that costing for its WAV platform will be the same as normal rides. Apart from the tests in SF and LA, Lyft has current WAV associations in Toronto and Boston. ■

Two Taxi Drivers Found Dead in their Cabs

Addressing the stress of taxi driving and heart attack

BY ROCKY OROK

Continued from Page 1

In the past, the city required annual physical exam was very helpful and instrumental to many drivers discovering their health problems and doing something about it.

Taxi drivers to a great extent must monitor their health to address issues and health risk within their control.

Determine your driving schedule & stick to it

The average shift for a taxi driver is 12 hours; however, because of the difficulty of making the daily financial goal, some drivers would decide to work additional hours beyond the 12 hours in an attempt to meet the goal and make ends meet. It's not unusual for some of them to put in up to eighty hours a week. When you are younger, your body may be able to take the beating of working extra long hours for years. The problem with this approach is that every extra hour added to your regular shift is a burden to your body that may gradually in the long run affect your health.

This is even more important the older you get as aging affects the body's cells, tissues and organs which in turn affect the functioning of all body systems.

It's important to adjust your driving habit as you get older to counteract the effects of aging changes in the body. Aging is a complex process that affects people in different unique ways and no single process can explain all the changes of aging or predict exactly how anyone will age. A heart attack can occur when the body is worked harder than normal and the older you are, the more prone you are.

What is a Heart Attack?

To explain it in a very simple language, a heart attack happens when the flow of blood and oxygen through the arteries to the heart is obstructed or blocked by something like a buildup of fat, cholesterol or other substances which form a plaque. The plaque or deposit would eventually break away and form a clot which then interrupts or block the blood flow to cause possible damage to the heart muscle. Another cause of a heart attack is a spasm of the coronary artery that shuts down the flow of blood to part of the heart muscle.

Signs and symptoms of a heart attack

- Pain, pressure, tightness or discomfort in your chest or arms and may also be felt in your jaw neck or back.
- A feeling of general weakness, dizziness, faint, or lightheadedness
- Shortness of breath
- Unusual or sudden fatigue and tiredness
- Feeling of nausea, indigestion or sudden abdominal pain

These signs and symptoms would vary among different people and sometimes, there may be no obvious sign before some heart attack occurs. However, it is important to be aware of the most common signs and symptoms that may precede a heart attack. For some people, some of these symptoms may be mild and in others more severe. The more severe the symptoms, the greater the likelihood you are having a heart attack.

If you are experiencing any of these signs and suspect that you may be having a heart attack, you need to act immediately and call for emergency medical help. Do not wait too long because delay could be more dangerous.

We all know that taxi drivers when tired always like to take a quick power nap in their cabs during their shift and other drivers try not to bother them. However, when you see a driver sleeping for too long, there is nothing wrong with checking on the driver to make sure he or she is okay and let them know why you woke them up. It's unusual for drivers to nap for several hours during a shift. Taxi drivers should endeavor to look out for each other particularly in this current environment.

Risk factors for heart attack

Several of the factors listed below can contribute to a heart attack however; they affect people in different ways depending on their unique circumstances and situation.

Age is very important...people over the age of 50 are more like to have a heart attack. Others include stress, metabolic syndrome, family history of heart attack, diabetes, high blood pressure, obesity, high cholesterol, lack of physical activity, tobacco and illicit drug use.

Improving your health

Because most drivers have resorted to working several hours for seven days of the week just to make ends meet and the job requires extended sitting behind the wheels, they now have less time to exercise and relax with friends and family. Extended sitting behind the wheels can lead to increase in weight and waistline growing fast. Now more than ever, drivers need to counterbalance the extended sitting in the cab with some regular scheduled exercises to improve their health. The most preferred exercise should be a combination of cardio and strength training targeting your heart and body muscle.

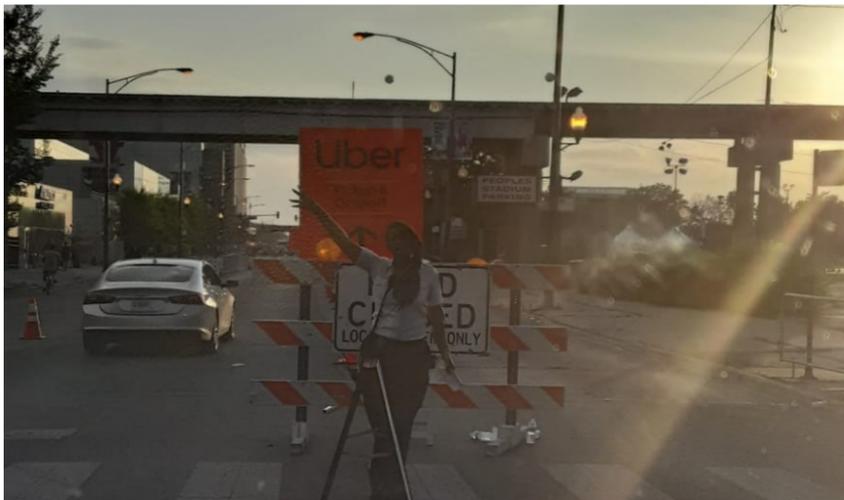
Sometimes just walking around may help strengthen your limbs and joints but may not have adequate cardio benefits. The heart is the engine room of the body...just like the engine in your car, so take care of it. ■

Driver of the Month Tariq Al Omary

On Saturday, July 13th, I have received few voice mails from Tariq to tell us about his difficulties taking his customers to the United Center that day. He stated:



"I picked my customer from his store at 2353 W. Madison and proceeded to the United Center, we reached Damen where we stopped by a traffic controller, she told me that I cannot keep going to the main entrance of the United Center. I looked around and to my surprised I saw other cars go through and discharging people by the entrance, so, I asked the traffic controller about that, she said these cars are TNP cars, such as Uber and Lyft. and you are taxicab, and we are told not to let you in "



In the opinion of Tariq, this behavior of the traffic controller and the city who told her not to let taxicab go through to the entrance of the United Center is plan discrimination. Tariq added, "Taxicabs and TNP doing the same job, taking customers from point A to point B, and the United Center is as good as Navy Pier, or McCormick Place, so, how can the city of Chicago explain this behavior to us."

Tariq told us that his customer said that his taxi is clean and smells good and she added, most taxicab smells bad, that why you are losing ride to Uber.

Tariq told us " Most taxi drivers do not smell good and they do not clean there taxicab, especially, the lease drivers, because they believe that the burden of cleaning the taxicab belong to the next shift, therefore, taxicab companies should make sure that the cab is clean before they lease it the second shift." ■

Uber Plans to Launch Boat Taxis in Nigeria's Biggest City

BY VALERIE NIKOLAS

Uber Technology Inc. is planning to launch its boat business in Lagos, Nigeria's commercial capital and biggest city, to beat traffic congestion. The ride-hailing service company is in talks with the Lagos state government and regulatory authorities to start Uber Boats services on its waterways, Uber's Chief Business Officer Brooks Entwistle said Thursday in an interview.

"We know the traffic is a priority and we think we can help there," Entwistle said. "We are having



fruitful good discussions with the regulators right now, it is what we are doing this week, we are meeting with partners." The executive did not give a time line on when the service will begin

Lagos, sub-Saharan Africa biggest city with an estimated population of 22 million, is known for its traffic congestion leaving commuters spending hours in their cars. Public transport services are scarce and unreliable. Its vast waterways provide good transport options but they are hardly used.

Uber, which faces competition from Estonian-ride hailing firm Bolt, said it would seek partnership with local players for the service. It currently has 1.3 million active riders and 36,000 drivers in Sub-Saharan Africa. The U.S.-based company said its franchise in Africa is still at early stages.

"Our strategy is in every country we going into we want to find local partners to help us with our business," Entwistle said. "Partnership is core to our business."

San Francisco-based Uber launched a boat service in Egypt in 2017, with taxis zipping up the Nile River that dissects Cairo to bypass clogged streets. The company has expanded the service to cities including Mumbai and along the Croatian coast. It is also looking to partner with Lagos Bus company to provide ride services through its platform according to the CBO.

The transport company is in talks with regulators to start operations in Francophone Dakar and Abidjan, Entwistle said. ■

CONTINUED FROM PAGE 1

NY House Dems call on city to bail out thousands of cab drivers suffering because of taxi medallion 'crisis'

CHRIS SOMMERFELDT

NEW YORK DAILY NEWS

Aliyu, 47, emigrated from the Ivory Coast to New York in 1994 in hope of a better life. Now, thanks to plummeting yellow cab medallion values and predatory lending practices, he's \$700,000 in debt and often considers killing himself.

"I'm under water. I can barely survive," said Aliyu, who bought a taxi medallion for \$370,000 in 2004. "We are asking for relief because we really have nothing to do with all this suffering, but we're the ones who are paying the price."

New York House Democrats sent a letter to city officials on Thursday demanding they solve the problem by helping to pay off the debt of medallion owners like Aliyu. "We strongly encourage you to explore ways to provide much needed monetary assistance to relieve the thousands of medallion holders stuck in high interest loans with tremendous balances," the letter says.

The group of House Democrats said the woes faced by thousands of yellow cab driver's is the city's fault.

That's because the city promoted medallions as secure investments and collected taxes on their sales — even amid worries inside city government that medallions were overpriced. A city Taxi and Limousine Commission policy analyst wrote a five-page memo in 2011 saying the quick rise of of medallion prices from 2003 to 2010 outpaced the taxi industry's growth.

As Uber and Lyft expanded, yellow cab medallion prices plummeted. On top of that, the House Democrats' letter notes, "unscrupulous lenders" took advantage of the situation, making millions in the process.

Aliyu — a father of four — said he's missed the last three payments on his loan, which ballooned over the years after he purchased new taxi cars and took out money using his medallion as collateral. Aliyu said the unregulated rise of Uber and Lyft has cut into his customer base, making it even more difficult for him to pay off his debt.

"Whenever I talk about this the first thing that comes to my mind is suicide," he said.

Suicide rates among city cab drivers have soared in recent years. In 2018 alone, eight cabbies took their own lives amid taxi medallions crashing in value.

Mayor de Blasio, who was looped in on the House Democrats' letter, said the city cannot afford the expense of bailing out the cabbies.

The mayor also noted that the federal government had the authority to crack down on lenders who preyed on medallion buyers — a power the city does not wield.

"Even the folks who are pro-bailout acknowledge it's billions of dollars to begin," the mayor said.



"It's just literally a budgetary impossibility. We can't do it unless we want to cut back on schools or cops or fire or something else. We cannot do it."

The mayor further argued that the federal government has "almost limitless resources" that could be used to bring some relief to medallion owners.

The suggestion from Capitol Hill was spearheaded by Brooklyn Rep. Nydia Velázquez and signed by nine other local representatives, including House Democratic Caucus Chairman Hakeem Jeffries.

In 2014, dozens of taxi medallions sold for upwards of \$800,000. Some went for more than \$1 million each. Since 2018, not a single medallion has sold for more than \$500,000.

The 10 New York Congress members said medallion owners need relief from the city that betrayed them.

"In addition to ensuring that lending practices are improved so that this crisis does not worsen, we need to take action now for the thousands of drivers who are facing financial ruin," the lawmakers wrote.

Councilman Ydanis Rodriguez, who chairs the Transportation Committee and co-chairs the city's "Taxi Task Force," said he welcomes "any suggestion" to help medallion owners.

"I also will welcome an effort from members of the congressional delegation to help bring funding from the federal government to help this situation," Rodriguez said.

Velázquez countered that the only tenable long-term solution is for the city to help drivers out financially.

"These medallion holders, many of them immigrant New Yorkers, were sold a bill of goods, mortgaging their futures after being told a medallion was a certain ticket to the middle class," the congresswoman told The News.

"Now, that the bottom has fallen out, we're seeing them drowning in debt. The city profited off these medallion auctions handsomely and has a moral incentive to help." ■

Ride-Hail Apps Fret Over New York City's New Regulations

Uber, Lyft and Via are trying different approaches to comply with the cruising time limit.

ANNIE MCDONOUGH

CITY & STATE NEW YORK

It's a brave new regulatory world for ride-hailing companies in New York City, and a pair of new rules scheduled to be voted on this week by the city's Taxi and Limousine Commission has companies like Uber and Lyft slightly spooked. The most recently proposed rules, first announced by Mayor Bill de Blasio in June, include an extension of the cap on new for-hire vehicle licenses, as well as a limit on how long app-based vehicles can cruise aimlessly in Manhattan below 96th Street. The latter rule is an attempt to cut down on high levels of congestion in central areas of Manhattan – a goal that the state is addressing through additional measures, including comprehensive congestion pricing in the central business district, and a congestion surcharge on for-hire vehicles south of 96th Street.

A study released by the city in June found that for-hire vehicles on average cruise without passengers 41% of the time that they are driving in the Manhattan congestion zone. Under the TLC's proposed rules for this new cruising time regulation, starting next February, Uber, Lyft and other companies would be fined when their drivers spend more than 36% of their time in the congestion zone cruising. By August 2020, the limit will be reduced to 31%.

Over the past year, New York City has passed and implemented a number of regulations targeting the for-hire vehicle industry. Most notably, the City Council last August

passed a one-year freeze on issuing new for-hire vehicle licenses in an effort to limit the number of app-based cars populating city streets and competing with the taxi industry. While efforts to regulate the ride-hail industry kicked into high gear in the past year, the city has long



wanted to curb the proliferation of ride-hail apps like Uber. In 2015, de Blasio tried and failed to push through a similar cap on new for-hire vehicle licenses.

Along with a new driver minimum pay rule and a \$2.75 congestion surcharge applied to most for-hire vehicles in Manhattan, the regulations passed since last summer have companies calling for a reprieve – or at least a little more analysis of the current rules before implementing any new ones. “We're still getting answers to questions about the last set of rules,” said Uber's senior manager of public affairs, Josh Gold, referring to the congestion surcharge and minimum pay rule that went into effect earlier this year. “(The TLC) is obviously short staffed, having not received approval for a new commissioner. So we understand that, but that's just another reason for them to wait and

see, to answer some of these questions on the old set of rules that just went into effect before promulgating a new set of rules.”

Uber has sued the city over the cap on new vehicles, and that litigation is still pending. Lyft, and another company, Juno, filed suits over the new minimum pay rule which ties wages to how often a driver has a passenger in their vehicle, arguing that it puts them at a competitive disadvantage against Uber, because Uber's greater number of users means its drivers spend less time waiting for rides. A judge dismissed Lyft's suit in May.

Despite the heavy pushback from companies on the existing regulations, the city has given no indication that it intends to let up on regulating the industry anytime soon.

While the cruising time limitation is aimed at reducing congestion and pushing out drivers to underserved outer boroughs, details on how the rule will avoid unintended consequences are lacking. As the rule stands now, the time a driver spends going to pick up a fare in Manhattan would be counted toward the cruising limit. And if, for example, a driver was stuck in traffic in front of the Manhattan Bridge on their way to Brooklyn, it appears that that time would be counted, too. During the press conference announcing the rules in June, de Blasio suggested that these types of variables would be accounted for. “My understanding is the technology obviously allows the company to monitor each

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Lawmakers Propose Crackdown on Predatory Taxi Medallion Industry

“Drivers who were promised the American dream have been given a nightmare”

CAROLINE SPIVACK

CURBED NEW YORK

Amid new scrutiny over the crippling debt crisis faced by New York City taxi drivers, city lawmakers have introduced a package of bills aimed at mitigating predatory lending practices that have left thousands of drivers penniless & spurred several suicides.

Taxi medallion prices surged to extraordinary heights between 2002 and 2014 before plummeting with the swell of app-based, for-hire vehicles such as Uber and Lyft. Drivers who once looked to medallions, which allow operation of a yellow taxi, as a means to the American dream have become saddled with insurmountable debt to pay off private loans for medallions that are now worth significantly less than they were when purchased.

At a Monday hearing, lawmakers grilled officials with the city’s Taxi and Limousine Commission (TLC), which regulates the taxi industry, stressing more should have been done to shield taxi drivers from the crisis. The new bills would be a step forward on that path.

“The city had no interest in reining in the market, and breaking up the party because there was money to be made,” said Bronx City Council member Ritchie Torres, who is the chair of the council’s oversight and investigations committee. “Drivers who were promised the American dream have been given a nightmare, and the city that sold them that American dream ultimately sold them out.”

A two-part New York Times investigation published in May explored the crisis, shining a light on how TLC played a role in spurring skyrocketing medallion prices. Although TLC does not oversee lending practices to taxi drivers, the agency benefited from the soaring price tags. Between 2001 to 2013, the Bloomberg administration auctioned 1,260 medallions with a maximum winning bid of \$524,000; in 2014 the de Blasio administration auctioned off 200 medallions with the highest winning bid at \$965,000, city data shows. Advocates and elected officials say TLC ignored warning signs and did not do enough to prevent the speculative bubble.

One taxi driver, who originally immigrated from west Africa, said when he purchased a medallion it was some \$700,000 dollars and now it’s worth less than \$100,000—now he is drowning in debt and fears he will lose the Bronx home he intended to pass on to his children.

“What’s going on in the industry is not American, it’s not New York, I can even say it’s not humane,” said Mouhamadou Aliyu, a long-time taxi driver. “It’s brutal.”

The looming threat was predicted in a 2011 report compiled by Gary Roth, who was hired by the city in 2010 to analyze taxi policy, warning that if the city did not take action, the loans drivers were taking



out to pay for medallions would become unsustainable and the market would fold. Acting TLC commissioner Bill Heinzen, who has been with the agency since 2015, said the report only surfaced recently and that it was only made available to him last week. Council members requested a copy from TLC three weeks ago, but received the report three hours before Monday’s hearing, according to Torres.

Heinzen said he and other TLC officials feel “pain and sorrow” over the dire circumstances many taxi drivers now find themselves in, but denied “moral culpability.” After repeated questioning, Heinzen acknowledged that TLC has played a role in the crises but emphasized the responsibility of lenders—including predatory lenders and the National Credit Union Association & state & federal regulatory agencies.

“Yes, I accept responsibility for what TLC has done for what I have done to make this crisis worse,” Heinzen said. “I have tried to explain today my belief, I know you don’t want to hear it, but that other people are also responsible. The main cause of this is the banks and credit unions.”

One of the new bills, drafted by Torres, would create a department within TLC to evaluate the taxi industry’s financial stability. Another bill brought forward by Council member Ydanis Rodriguez, the chair of the transportation committee, would require TLC to “evaluate the character and integrity of taxicab brokers, agents, and taxicab licensees.” A third bill, introduced by Council member Adrienne Adams, would require the agency to review annual financial disclosures from those who are interested in a taxi license. Lastly, Council member Francisco Moya is sponsoring a bill that would restrict the sale or transfer of a taxi license unless TLC reviews the funds that are being used.

The legislation is the latest in a flurry of recent bills to address the current crisis and to prevent future ones. In 2018, the City Council, passed a cap on for-hire vehicle licenses, and lawmakers have floated the idea of exempting taxi drivers from forthcoming congestion pricing. ■



TAXI ACCESS PROGRAM (TAP) REMINDERS

- Flat Rates are not allowed on TAP trips. Only meter fares can be used.
- The meter should be turned on at the beginning of the trip and not turned off until the end of the trip.
- NO chaining trips (You Must wait a minimum 10 minutes between performing TAP trips for the same rider).
- You cannot wait for a rider while your meter is still running the rider must swipe the TAP card anytime they exit the vehicle.
- Tap trips must originate in the city of Chicago.
- The Tap Card Covers the meter fare up to \$30. The Tap rider is responsible for paying any balance over \$30.
- If a Tap Card is not working when swiped , please contact your dispatch to process a manual transaction
- TAP cards do not pay for tips or extras.
- TAP Customers may Take up to 8 Trips per day

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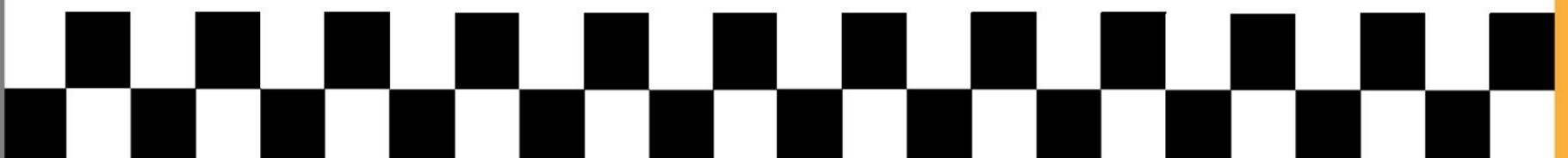
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Convention Schedule

Convention	Venues	Start Date	End Date	Attendance
ASIS 2019 Global Security Exchange	McCormick Place North, McCormick Place South	9/8/2019	9/12/2019	20000
National Investment Center-29th Annual NIC Conference	Sheraton Grand Chicago	9/9/2019	9/13/2019	2000
2019 ASTRO Annual Meeting	McCormick Place West	9/14/2019	9/17/2019	11500
AHIMA Annual Convention 2019	Lakeside Center at McCormick Place	9/15/2019	9/18/2019	5000
ASHHRA 2019 Annual Conference	Hyatt Regency Chicago	9/22/2019	9/23/2019	800
Water Environment Federation - 92nd Annual Technical	McCormick Place South	9/22/2019	9/25/2019	22000
North American Spine Society 34th Annual Meeting	McCormick Place West	9/25/2019	9/28/2019	8241
PRINT® 2019	McCormick Place North	10/3/2019	10/5/2019	17000
Food Processing Suppliers Association 2019 FPSA Process Expo	McCormick Place South	10/8/2019	10/11/2019	3500
Bank of America Chicago Marathon and Health & Fitness 2019	McCormick Place North	10/10/2019	10/13/2019	151300
AACAP 2019 Annual Meeting	Hyatt Regency Chicago	10/12/2019	10/21/2019	5000
EDUCAUSE 2019 Annual Conference	McCormick Place West	10/14/2019	10/17/2019	8000
NASPGHAN 2019 Annual Meeting and Post Graduate	Sheraton Grand Chicago	10/14/2019	10/21/2019	1200
Neuroscience 2019	McCormick Place North, McCormick Place South	10/19/2019	10/23/2019	30000
SUBTA RECUR 2019	Sheraton Grand Chicago	10/20/2019	10/22/2019	500
NFDA 2019 Annual Convention	McCormick Place North	10/28/2019	10/30/2019	6500
105th Annual Meeting	Lakeside Center at McCormick Place	11/2/2019	11/5/2019	5200
SAAAPM Annual Meeting 2019	Swissotel Chicago	11/8/2019	11/9/2019	575
FABTECH	Lakeside Center at McCormick Place, McCor-	11/11/2019	11/14/2019	35457
IASB-IASA-IASBO 2019 Joint Annual Conference	Hyatt Regency Chicago	11/21/2019	11/23/2019	12062
RSNA 2019 Annual Meeting	Lakeside Center at McCormick Place, McCor-	12/1/2019	12/6/2019	55000
CIMUN 2019 MUNDO December	Hilton Chicago	12/5/2019	12/7/2019	1500
Illinois Agricultural Association Annual Convention	Palmer House Hilton	12/5/2019	12/10/2019	1800
MAS 2019 Annual National Convention	McCormick Place North, McCormick Place South	12/27/2019	12/29/2019	12000

Family of Slain Cabbie Files Suit Against Uber and the Driver Involved

EVELYN HOLMES

ABC CHICAGO

The family of slain cabbie driver, Anis Tungekar, wants justice after he was killed by an Uber driver during a traffic altercation last July.

"What have we experienced over the past 9 months, I think nothing short of a nightmare," said Anis' son Omar Tungekar.

Tuesday, the Tungekar family filed a \$10 million lawsuit against the ride share company and the driver involved.

"Uber knowingly allowed a violent individual to operate as one of their drivers and my client paid with his life as a result," family attorney Michael Gallagher told reporters.

In the 30-page filing, the Pakistani immigrant's family accuses Uber of failing to bar 30-year old Fangui Lu, saying they knew the Chinese national was a violent driver with an expired temporary license. "Had things been different my father's fatal attack would never had happened," Anis' other son, Rehman Tungekar added.

The lawsuit goes on to finger Lu as the Uber driver accused of fatally kicking the 64-year old taxi driver in the head last September during a traffic altercation in Chicago's West Loop neighborhood.

The incident was captured by a security camera and happened while Lu was being investigated for allegedly beat up another passenger while driving for a different ride share company.

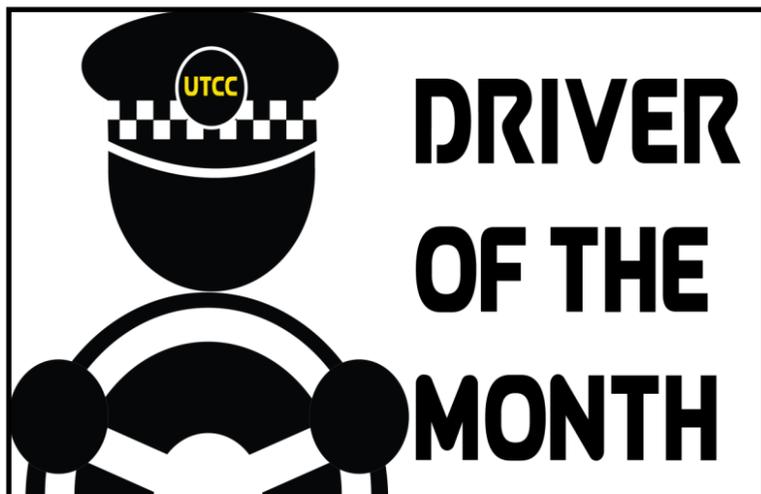
Scott Gore said he saw a news story about the attack on Tungekar and realized he had also been attacked by Lu that same month. Gore said the two got into an argument about the best route to take during his ride.

"I wish I had been more vigilant in following up with the police," Gore said, "and kept calling or something." Gallagher said Fangui was arrested, but was released after the Cook County State's Attorney's Office declined to file charges against him.

Lu has since fled to China.

"We'll keep fighting for truth and justice where we can find it," Omar said.

A spokesperson for Uber declined to comment on the pending litigation, but expressed condolences for the Tungekar's family. The spokesperson also confirmed that Lu's account has been suspended while the company cooperates with any police investigation.



Nominate Drivers For UTCC's Driver of the Month

The United Taxi drivers Community Councils appreciates all drivers that have promoted our industry, provided excellent service, or has helped our community. If you feel this describes you or someone you know please contact UTCC so you can feature in our "Driver of the Month section".

Inspire your Fellow Drivers!

Contact UTCC:
utccchicago@gmail.com or 773-342-8822

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City of Chicago Business Affairs and Consumer Protection PUBLIC VEHICLE INDUSTRY NOTICE

August 9, 2019

Notice No. 19-021

PUBLIC VEHICLE ADVERTISING PERMITS

The Municipal Code of Chicago (available at amlegal.com) mandates specific types of public vehicles to secure and pay for public vehicle advertising permits.

Required Public Vehicle Advertising Permit Types and Fees

Per Taxicab Vehicle	Per Livery Vehicle
EXTERIOR Advertising Permit (\$100 annual fee) INTERIOR Video Advertising Permit (\$100 annual fee) INSPECTION, if applicable (\$100 fee)	EXTERIOR Advertising Permit (\$100 annual fee) INTERIOR Video Advertising Permit (\$100 annual fee) INSPECTION, if applicable (\$100 fee)
Per Transportation Network Provider (TNP) or Ride-Hail Vehicle	Per Charter-Sightseeing Bus
EXTERIOR Advertising Permit (\$100 annual fee) INTERIOR Video Advertising Permit (\$100 annual fee) INSPECTION, if applicable (\$100 fee)	EXTERIOR Advertising Permit (\$100 annual fee) INTERIOR Video Advertising Permit (\$100 annual fee) INSPECTION, if applicable (\$100 fee)
Per Pedicab	Per Horse-Drawn Carriage (HDC)
EXTERIOR Advertising Permit (\$25 annual fee)	EXTERIOR Advertising Permit (\$100 annual fee)

- Public Vehicle Advertising Permits are obtained through a web-based portal at Chicago.Gov/BACP.
- Access the Public Vehicle Advertising Permit portal to apply, make fee payment, and secure permits: <https://webapps1.cityofchicago.org/pva/login.htm>
- A description of the Public Vehicle Advertising Permit Process is posted at Chicago.Gov/BACP.
- Receipt or proof of securing public vehicle advertising permit(s) must be available for inspection by City of Chicago authorized personnel. Failure to demonstrate compliance by obtaining mandated advertising permits will result in enforcement, issuance of citations, and fines.

For questions, comments, or to join the City of Chicago's Department of Business Affairs and Consumer Protection-Public Vehicle Operations (BACPPV) e-mail list to receive industry notices and other news, send an email to BACPPV@cityofchicago.org.

Rules and Regulations governing City of Chicago licensed public vehicles and public chauffeurs are available at www.Chicago.Gov/bacp.

The Municipal Code of Chicago is available at www.amlegal.com.

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BACPPV@cityofchicago.org • 312-746-4300 • www.Chicago.Gov/bacp

