

# UTCC VOICE

THE NEWSLETTER OF THE UNITED TAXIDRIVERS COMMUNITY COUNCIL

## GAME CHANGER

BY LIZ NERAT

**W**HEN PEOPLE ARE PUSHED TO A POINT WHERE they can no longer accept the situation they are in, they have two choices: lie down or fight back. With the lease increase having gone into effect without a fare increase it forced drivers into a corner, a deeper poverty than the one in which they had already been living. It hit a visible boiling point these past two months.

On July 2<sup>nd</sup>, something happened. There was a dynamic shift in power in the taxi industry. We at UTCC had been building up to a strike since late April, working out in the field, organizing with drivers. There had been strikes in the past, but we knew this time there was something different. There was a higher energy and eagerness, more spirit and passion among everyone we spoke to. The drivers were ready; you were ready.

On July 2<sup>nd</sup>, with a 70-80% driver compliance, we shut down the City for five hours. Our core members stood at cabstands around the city passing out the Strike issue of *The Voice* for drivers to put in their windows. Throughout most of the city, not a cab could be found. People waited in lines 7/8 deep where there would normally be cabs waiting for *them*. Afterwards we had a press confer-



Cab drivers striking on July 2.

ence where the word of the strike and cab drivers' determination was spread throughout many channels both mainstream and independent.

Three days later, an announcement was made that the city was finally calling a hearing. We had

been denied a hearing for months, but as a direct result of the power we demonstrated on the 2<sup>nd</sup> of July, they finally listened.

The following Monday, July 9<sup>th</sup>, we held a second

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## Survey Shows Problem at 400 Superior

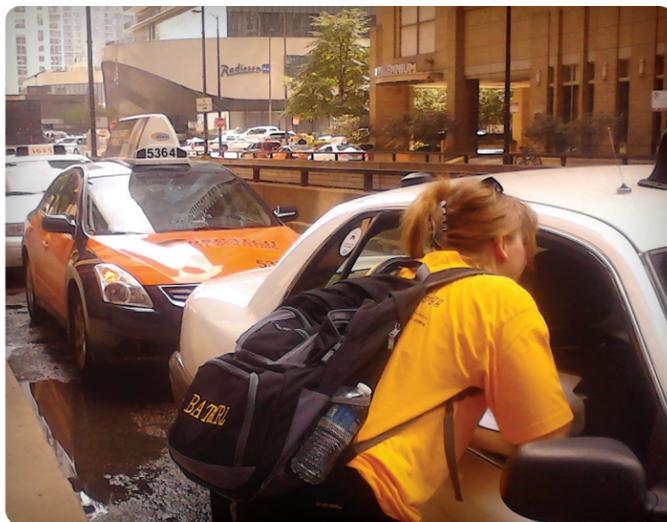
BY CHRIS CHANDLER

**C**HICAGO CAB DRIVERS ARE MOST CONCERNED ABOUT THE need for a fare increase and the injustice they face at the Kangaroo Court at 400 West Superior St., according to a survey conducted at downtown cab stands on Sept. 4th by 25 freshmen from DePaul University.

Of the 152 drivers interviewed, 110, or 72 per cent, listed 400 West Superior as their biggest concern. In a virtual tie was the need for a fare hike, at 109 drivers. Then came lease overcharges at 92, and the open CNG lane at O'Hare, at 67 (drivers could list more than one most important issue).

400 West Superior is where cab drivers have to go when they are charged with minor infractions or have a customer complaint. It's technically called the Central Hearing Facility of the Department of Administrative Hearings. It has what look like courtrooms and judges, but they're really city hearings with part time lawyers.

In the survey, 400 Superior received the most notes in the margin, such as "Kangaroo Court," "Rip off," and "Hate!". Considering that cab drivers haven't had a fare increase in seven years, and we



DePaul students surveying drivers at Hyatt Regency cab stand.

just had a City Hall hearing for a raise, it's surprising that Superior Street still emerged as a number one concern.

The department was set up in January of 1997, to relieve Cook County Court of minor ordinance infractions. "Consumer Affairs" is one of its five divisions, and an employee of that department negotiates with cab drivers. The trouble is, if you don't

agree, the "administrative judge" will always rule against you. Trying to appeal is expensive and time consuming. Cab drivers are given none of the rights of a normal court, such as the right to confront

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**COMMON SENSE CORNER**

**Mr. Mayor, It's Long Overdue!**

**S**INCE THE CREATION OF UTCC ON JANUARY 2008, I have participated not once not twice, but three times in these kind of hearing, and the drivers walk away with nothing. Now I am hoping that the result will be different and we will get some kind of a relief before my retirement or before I pass away and die. The issue for the taxi drivers and Mayor Emanuel is that we do not want the City of Chicago to be second city, we want Chicago to be first. You probably know that the Mayor of NY is working with NYTWA, and he approved a 17% fare increase over there. Taxi drivers in Chicago did not have a fare increase for the last 7 years, therefore, we are requesting a 33% adjustment to balance the huge present which the city awarded the cab companies by increasing the lease cap for up to 36% which effecting the drivers negatively and make them pay more money to the cab owners when they lease their cabs every day. To simplify I would say this, when the coast of doing business increase by let say 33% , then the product of that business must increase by the same amount or this business will go Billy up. Hence, the 33% increase is correct. Farther, the City of Chicago has stripped the taxi drivers from their constitutional right to petition for a fare increase. Therefore we demand the appointment of an independent entity to review the many factors which affecting the taxicab industry every two years and come up with any recommendations in regard to the cost of doing business as a taxi drivers. It's true the UTCC is meeting with the DBACP and

presenting some proposals to improve the industry .however, when it comes to implementation, the department would do it half way and waste time, money and energy by seeking and hiring consultants who come to us for informations to present to the city. Why not go to the source which is the vitren drivers who is the real expert in this business. We are not seeking credit for the safety placard in the back seat of every cab , nor for the uniform lease form which the city adapted to help eliminate fraud and lease overcharges, nor a credit for the centralized dispatch which the city implement half way by introducing the G P S which is an essential part for the centralized dispatch system which the city needs to provide taxicab service for the under served areas in the city and on the other hand improve the taxi drivers income. For all the above reasons, we think that the UTCC is the only reliable and legitimate partner with the city of Chicago, therefore, we need to have a seat at the table whenever it comes to introduce any rules and or regulations to improve the taxicab industry, because we know best. Mayor Emanuel once said he wanted Chicago to be the immigrant friendly city of the world, and now we want to till you this fact: 90% of the taxi drivers are immigrant from 80 different countries and speak 100 different languages. So mr Mayer, is this the only way to be friendly to our immigrants? By denying them a livable wage and say that a fare increase is premature. As a matter of fact, a fare increase for the taxi drivers is long over due.

—FAYEZ KHOZINDAR



**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.*

**WRITERS**

- Fayez Khozindar
- Bill Burns
- Chris Chandler
- Peter Enger
- Finn Ebelechukwu
- Liz Nerat

**CONTRIBUTORS**

Department of Business Affairs & Consumer Protection, Department of Aviation, Chicago Convention and Tourism, Mayor's Office of Special Events

**EDITORS**

- Chris Chandler
- Liz Nerat

**DESIGN**

Rachel K Dooley

**GET INVOLVED IN THE STRUGGLE AGAINST UNJUST FEES & TAXES!**

**Join the fight for rights, respect & human dignity!**

**CALL UTCC: 773-342-8822**

***We welcome your contributions, feedback and letters!***

**UNITED TAXIDRIVERS COMMUNITY COUNCIL**  
 2040 N Milwaukee, 2nd fl  
 Chicago, IL 60647  
 E-MAIL: info@goutcc.org  
 PHONE: 773-342-UTCC



# Why We Deserve a Raise

## How—Chicago's Fare Rates Compare

**T**HE UTCC CAME TO THE RECENT FARE INCREASE Hearing held by the Transportation Committee of the Chicago City Council held on July 31<sup>st</sup> with a plan. We wanted the opportunity to make our case for a fare increase, on the meter, for the Chicago Taxi Industry. We wanted to tell a story about how the City, under the mismanagement of the Dept. of Business Affairs and Consumer Protection, is intent on destroying the Taxi Industry in Chicago, as we know it. We in the UTCC are well aware that there are major problems in the Industry, and it needs major reforms. We have been researching and analyzing the Industry for over four years now, and we believe it would be in the Public interest, and in the interest of the Industry and the drivers, if we could sit down and negotiate with the City authorities about some of our ideas. So far, we have been unsuccessful in reaching anyone in the City who would be willing to begin such a process. And this is why we have had to resort to extreme measures like Strikes and Demonstrations to be heard.

Our story at the Hearing was meant to reach the ears of the Chair, Alderman Beale, the other Aldermen in attendance, Commissioner Krimbel of the Dept. of Business Affairs and Consumer Protection, and the people of Chicago, through the media that was present. UTCC members and supporters spoke with passion about the human component, of how

hard it is to make a living as a cabdriver—the long hours, the high prices paid for leases and gas, the inability or unwillingness of the City authorities to address abuses and fraud perpetrated by unscrupulous companies and garage, and so on. You will read about such testimony in this paper.

Along with this testimony, UTCC Secretary Peter Ali Enger presented FACTS—facts concerning Chicago's place in the national statistics concerning average Taxi Fares.

It turns out that Chicago has dropped from 19<sup>th</sup> to 27<sup>th</sup> among major cities in the US in the last five years. We are between Pittsburgh, PA and Indianapolis, Indiana, both cities with much lower cost of living expenses. We've said this before, and we'll say it again—Chicago is the **2<sup>nd</sup> largest economic engine in the whole North American continent!** And we have a higher cost of living than most other cities.

But it gets worse: if you compare Chicago with 2<sup>nd</sup> and 3<sup>rd</sup> tier cities, you find that we are **120<sup>th</sup>** in the nation![SEE CHART BELOW]

So: the UTCC presented these statistics to the Transportation Committee. We also included our proposals for solution to this problem, and some other demands.

When we compared our flag pull with other cities, we found that we compared pretty favorably—as a matter of fact, at \$3.25, our flag pull puts us at

#6<sup>th</sup> in the nation, a pretty good place to be. The problem is that our per mile charge, at \$1.80/mile and the wait time puts Chicago as 3<sup>rd</sup> from the bottom, compared to major cities.

Our proposal for a fare increase is **to increase the per mile charge by 33%, to \$2.40 per mile, and our wait time by 20% to \$0.24 per 36 seconds.** This would increase Chicago's sample fare for a 5 mile, 5 minute wait time to \$17.25, and put us at #10 on the list for major US cities. We believe this would be acceptable, for now.

In the long run, we still believe that the system for determining taxi fare increases is clumsy and inefficient. Our proposal is to call for a biennial (every 2 years) review of the cost of doing business as a cabdriver by an independent auditing firm, who would give recommendations for granting a fare increase, or not, and by how much. This would be only fair.

In addition to this proposal, the UTCC presented three more demands.

One—we are still calling for investigation of lease overcharges. Some companies are STILL violating the new lease caps, and the City is STILL doing nothing about it. We are calling for the creation of a special investigatory unit of the DBACP to concentrate on this issue, and work with drivers and

**CONTINUED ON PAGE 7**

### Summary Taxi Rates for US Cities

The ranking is based on "sample fares", which is calculated from a hypothetical trip of a certain distance and duration. The chart currently indicates that Honolulu may be the most expensive city for taking a taxicab. The chart is as of 5/3/2012 for reference only.

City Name	Sample Fare	Initial Charge	Per Mile Charge
1 Honolulu, HI	\$22.85	\$3.10	\$3.20
2 San Francisco, CA	\$21.28	\$3.50	\$2.75
3 Los Angeles, CA	\$20.22	\$2.85	\$2.70
4 Boston, MA	\$19.12	\$2.60	\$2.80
5 Las Vegas, NV	\$19.10	\$3.30	\$2.60
6 Seattle, WA	\$18.75	\$2.50	\$2.50
7 Kansas City, MO	\$18.46	\$2.50	\$2.10
8 Milwaukee, WI	\$17.98	\$2.75	\$2.50
9 Portland, OR	\$17.75	\$2.50	\$2.50
10 San Diego, CA	\$16.81	\$2.40	\$2.60
11 Minneapolis, MN	\$16.79	\$2.50	\$2.50
12 Washington, DC	\$16.77	\$3.00	\$2.16
13 Philadelphia, PA	\$16.73	\$2.70	\$2.30
14 Orlando, FL	\$16.65	\$2.40	\$2.40
15 New York, NY	\$16.10	\$2.50	\$2.00
16 Phoenix, AZ	\$16.04	\$2.50	\$2.00
17 Baltimore, MD	\$15.40	\$1.80	\$2.20
18 Houston, TX	\$15.37	\$2.75	\$2.20
19 Miami, FL	\$15.30	\$2.50	\$2.40
20 Cleveland, OH	\$15.17	\$2.75	\$2.24
21 New Orleans, LA	\$15.13	\$3.50	\$2.00
22 Atlanta, GA	\$15.05	\$2.50	\$2.00
23 Salt Lake City, UT	\$14.70	\$2.25	\$2.20
24 Denver, CO	\$14.63	\$2.50	\$2.25
25 Cincinnati, OH	\$14.52	\$4.00	\$2.00
26 Indianapolis, IN	\$14.20	\$3.00	\$2.00
<b>27 CHICAGO, IL</b>	<b>\$13.72</b>	<b>\$3.25</b>	<b>\$1.80</b>
28 Pittsburgh, PA	\$13.60	\$3.35	\$1.75
29 Dallas, TX	\$12.55	\$2.25	\$1.80
30 Nashville, TN	\$12.50	\$3.00	\$2.00
31 St Louis, MO	\$11.80	\$2.00	\$2.00
32 Detroit, MI	\$11.54	\$2.50	\$1.60

### TaxiFareFinder Supported U.S. Cities - Ranking by Sample Fares

City Name	Sample Fare
1 Honolulu, HI	\$22.85
2 Cambridge, MA	\$22.28
3 San Jose, CA	\$22.20
4 San Francisco, CA	\$21.28
5 Sacramento, CA	\$21.20
6 Revere, MA	\$21.20
7 Syracuse, NY	\$20.47
8 Buffalo, NY	\$20.30
9 Pasadena, CA	\$20.22
10 Torrance, CA	\$20.22
11 Inglewood, CA	\$20.22
12 Santa Clarita, CA	\$20.22
13 Glendale, CA	\$20.22
14 Garden Grove, CA	\$20.22
15 Downey, CA	\$20.22
16 West Covina, CA	\$20.22
17 Norwalk, CA	\$20.22
18 Lancaster, CA	\$20.22
19 El Monte, CA	\$20.22
20 Burbank, CA	\$20.22
.....	
<b>120 CHICAGO, IL</b>	<b>\$13.72</b>
121 Scottsdale, AZ	\$13.70
122 Pittsburgh, PA	\$13.60
123 Louisville, KY	\$13.25
124 Oklahoma City, OK	\$13.10
125 St Paul, MN	\$12.90
126 Baton Rouge, LA	\$12.90
127 Winchester, VA	\$12.90
128 Jacksonville, FL	\$12.80
129 Amarillo, TX	\$12.60
130 Dallas, TX	\$12.55
131 Fort Worth, TX	\$12.55
132 Nashville, TN	\$12.50
133 Wichita, KS	\$12.00
134 Savannah, GA	\$11.81
135 St Louis, MO	\$11.80
136 Des Moines, IA	\$11.70
137 Detroit, MI	\$11.54

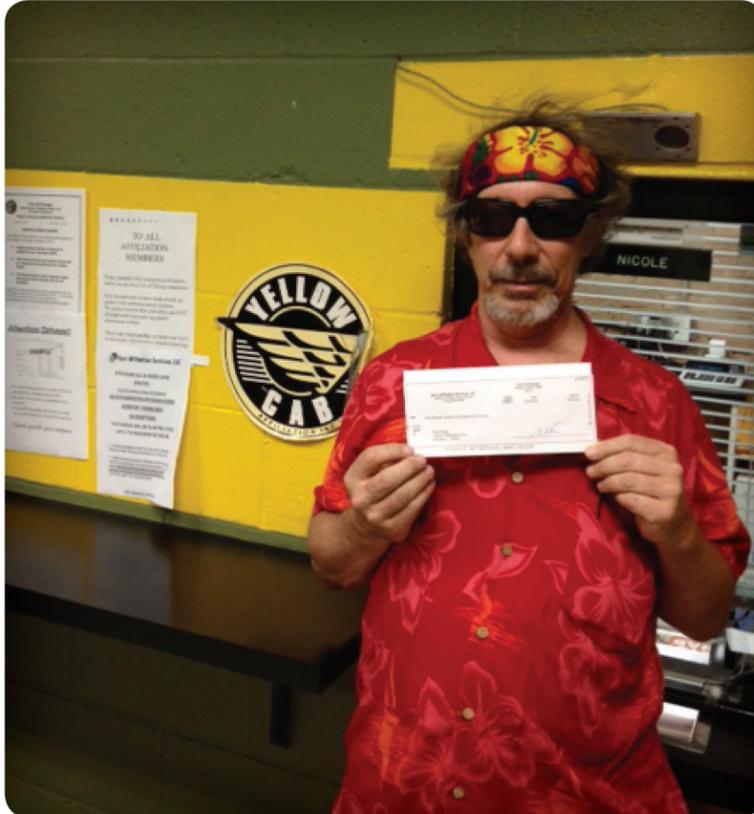
# Update on My Case Against Yellow Cab Company

BY PETER ALI ENGER

**W**HEN I LAST REPORTED IN THIS PAPER, I was in the beginning process of testing the Complaint System with the Dept. of Business Affairs and Consumer Protection (DBACP). The situation, if you remember, was that Yellow Cab Affiliation had been taking money from drivers by required them to post a Bond for what they termed “credit card charge backs”. They did this starting last November by subtracting \$25 from every \$100 cashed at the cashier’s office at Belmont/Western from American United drivers. So I filed a complaint with DBACP.

When DBACP investigated, they found that, as I thought, Affiliations cannot require a bond! Only Medallion managers or Medallion owners can require a bond. Yellow was trying to require a bond for credit card charge backs. There is nothing in the Rules and Regulations that allow them to do it.

So DBACP agreed to go to court at 400 W. Superior, to take my case against Yellow, and get my bond money back. But I didn’t want only my money back; I wanted Yellow to return ALL the money they took from American United drivers. And DBACP agreed to try to win a



Peter Enger Receiving his check from Yellow.

case to protect ALL the drivers.

Over the next three months I got several intimidating phone calls from insurance investigators ac-

curring me of being in an accident, which wasn’t true, and from Yellow personnel demanding I come in and collect my bond, and sign some paperwork. I refused, until we had gone to court. It wasn’t about just my money, it was about the principles.

When we finally went to court, Stuart Alpern won my case against an employee of American United, working for Yellow Affiliation. They renamed the “bond” as a “credit card deposit” (because Affiliations cannot collect bonds), and Yellow agreed to return all “credit card deposits” collected from AU drivers to “aggrieved parties”. I took a week or two to go in with Mr. Fayez Khozindar to the Yellow office on South Wabash, and collected my bond check. They did have me sign a document, and put the owner of my medallion’s name on it, as someone who would be responsible for and “credit card charge backs”, and then handed me my check.

Since this time, we have heard that Yellow is giving drivers a hard time about returning their illegally taken bond money. I reported it to Mr. Stuart Alpern, and he said to have the drivers call him personally and he would assist them in getting Yellow to follow the Hearing Office ruling. ■

## Game Changers

Continued from page 1

strike. This one did not have as high a turnout as the first one primarily because, due to the systemic poverty in the industry, drivers we not able to take the financial risk of not working for five hours two weeks in a row. This speaks very loudly to the unfairness of the industry itself; drivers need to work 6, sometimes 7 days a week to pay their rent and lease, to support their families and put food on the table. Drivers miss far more than a day of action. They have to miss out on vital time with their family and friends because there is too little money in their pockets to live their lives freely.

However, the success of these strikes is a game changer. We have stood up to the city on a level that they have recognized. This is the first step. The ball is in our court now and it’s time to take it. ■

## Survey Problems

Continued from page 1

one’s accuser.

The survey also shows how the problem of cab companies overcharging for leases has not gone away, because the City still doesn’t enforce its lease caps.

The Compressed Natural Gas vehicle lane at O’Hare scored very high in the survey, considering that many drivers don’t go to O’Hare. The City extended the lane through December, which angered non-CNG drivers who can’t compete.

The DePaul students conducted the survey under the supervision of UTCC chairman Fayez Khozindar and members Liz Nerat, Ehsan Ghoreishi and Peter Ali Enger. After the survey the students said they had learned a lot about the life of a cab driver. ■

DOAH - Order (1/00)

IN THE CITY OF CHICAGO, ILLINOIS  
DEPARTMENT OF ADMINISTRATIVE HEARINGS

CITY OF CHICAGO, a Municipal Corporation, Petitioner, )  
v. )  
American United Taxi Affiliation Inc )  
3107 N CLYBOURN )  
CHICAGO, IL 60618 )  
, Respondent. )

Address of Violation: 3167 N Clybourn )  
Docket #: 12CS001637 )  
Issuing City )  
Department: Business Affairs and Consumer Protection )

**FINDINGS, DECISIONS & ORDER**

This matter coming for Hearing, notice given and the Administrative Body advised in the premises having considered the motions, evidence and arguments presented, IT IS ORDERED: As to the count(s), this tribunal finds by a preponderance of the evidence and rules as follows:

Finding	NOV#	Count(s)	Municipal Code Violated	Penalties
City non-suit	C000194846	3	2-25-080(5) Falsely represent that he or she is the commissioner of business affairs and consumer protection or one of the commissioner's deputies, assistants, employees or designees.	\$0.00
Liabe - By plea	C000194845	2	2-25-090(A) No person shall engage in any act of consumer fraud, unfair method of competition, or deceptive practice while conducting any trade or business in the city.	\$500.00
Liabe - By plea	C000194847	1	2-25-090(e)(2) Order such person to pay restitution to persons aggrieved by the practice	\$0.00

Sanction(s):  
Restitution to aggrieved 3rd party \$0.00

Respondent has agreed to provide refund of Credit Card Deposits to aggrieved parties  
Admin Costs: \$40.00  
JUDGMENT TOTAL: \$540.00 plus \$0.00 Restitution  
Balance Due: \$540.00

Respondent is ordered to come into immediate compliance with any/all outstanding Code violations.

ENTERED: *Daniel J. Lynch* 27 Jun 6, 2012  
Administrative Law Judge ALO# Date

This Order may be appealed to the Circuit Court of Cook Co. (Daley Center 6th Fl.) within 35 days by filing a civil law suit and by paying the appropriate State mandated filing fees.

Pursuant to Municipal Code Chapter 1-19, the city's collection costs and attorney's fees shall be added to the balance due if the debt is not paid prior to being referred for collection.

Court Order Finds American United Taxi Affiliation Inc. libel for collecting illegal bonds

# A BEAT OF THE DRUM !

BY BILL BURNS

**D**ON'T YOU HEAR IT ! DON'T YOU HEAR it ! The beat of the drum. It is our heart beat. Each one of us who drives a taxi knows so very well this drum beat within our hearts.

The drum beats always anger and frustration. We have had a taxi ordinance put on us that is making us poor. Our leases increase and the taxi meter stays the same. We speak out in our pain asking to be heard and no one listens. ENOUGH !

This drum of anger and frustration within our hearts is shared by many working people worldwide. Everywhere people are losing their jobs through no fault of their own.

We as taxi drivers are a part of this great global mass that is being made poorer by these global elites whose desire for money and power is never satisfied. Their actions are an abomination on all that is good.

This week, driving my taxi in the Loop, I have seen the tremendous energy and determination of the striking public school teachers. I feel inside me their power and deep desire, to have jobs that are safe and where each teacher is given justice, so that they can do a good job for our children. Seems fair to me.

Each of us who drives a taxi either has kids in the public school or knows someone who does. This is a hard time for us all. We want the children of Chicago to learn and have a chance in life. A strike like this hurts so many. Yet these teachers are working folks like you and me. All they really want out of this City and its Mayor is respect and to be listened to. Sound familiar to any of us. Time and time again this Emanuel and his henchmen take and take from us taxi drivers. ENOUGH !

So man, oh man, I have been mighty impressed with these teachers. I will bet that we as taxi drivers could also build a movement of power. I mean we already have done it one time this year with a strike that was pretty darn successful. I as a taxi driver will be and am part of a global movement. The drumming within our hearts is growing louder and louder. We shall seek and achieve justice! ■



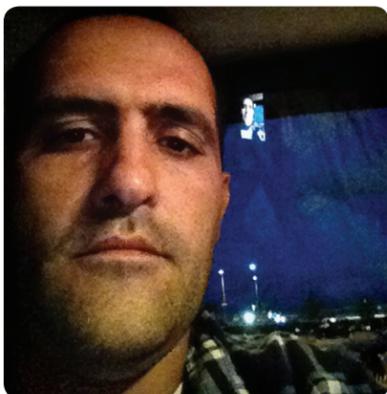
## DRIVER TESTIMONIALS



### Abiodun Aregbesona

*I think 6 months is too much the Mayor is a Washington man and know nothing about the taxicab industry. He needs sometime to understand they need to go after the cab companies how sticking it to us. The drivers now are paying a \$100.00 to lease a cab, so how much is he going to make, they are saying this is a reform by bringing in the hybrid car which are not safe and the co,s just using this as a mean to jack up the lease*

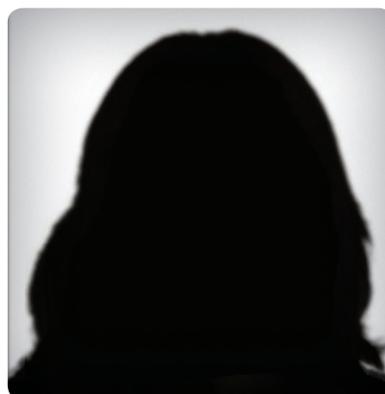
*cap and get more money from the drivers which is not fair.*



### Amjad Aldabbagh

*The city must reconsider that decision because every thing is expensive and life is not the same as it was 10 years ago. Lease is high repair is high maintaining the demands of this job is not healthy any more and now with the hybrid cars and for any reason you have to take it to the dealer because not any garage is able to fix it and any visit will coast not less than \$200.00.*

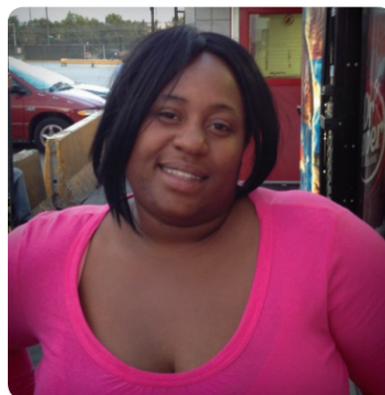
*About our fares we are in Chicago # 27th in the major metro cities in the Union, I took a couple to Cubby Bear the other day and they were shocked when the found out about our fares here. We need a fare increase and should be on the mileage. The mileage should go from \$1.80 to \$2.20 and the time should go up and we do not have to big the city for a fare increase we should have it every once in a while let say 5 years have 15 to 20% increase because the costumers tell us we are in bad shape and we do not make enough money to make ends meet.*



### Aijaere Mabetova,

*I think we should not wait that long, we need a fare increase right now. Because every thing is expensive; gas, food and lease and I go to school I have to pay for my books and my collage and my rent . where can get all this money if we can not make it. This work is hard I work 12 HRS and I do not have time for myself to study or sleep I pay \$74.00 for lease and I need \$35 to \$40 for gas. So I make 30 or may be \$40 a day which is no good.*

*Here at the airport we buy stamps \$4.00 each trip and we go a short trip to Rosemont and when we come back we pay another \$4.00*



### Courtney Creator

*When the City officials say that a fare increase is a premature is not true, they want to make sure the ordinance was passed even though a lot of people do not agree with this because we should be eligible for a fare increase, especially now whit this economy when we have the lease increased and the gas prices is skyrocketing and we do not have a gas surcharge any more let alone we have to pay O'Hare stamps which is increased*

*by 100%.we averaging \$200.00 a day servicing the streets of Chicago and that is the expenses to lease a cab in Chicago which is much too high. So at the end of the day its not premature to have a fare increase now. We have bills to pay plus we are ripped off by the cab companies every day and the city of Chicago is not enforcing the rules by investigating the lease over charges which are committed daily against the drivers. They said the CNG cars will serve the disable people and we only see them at the airport steeling our fairs while we are waiting there for two hours and longer. The whole cab industry should be re-regulated and we have to have a seat at the table because we know better.*



**Sandra Videkic**

Originally from Croatia, Sandra Videkic moved to the US 14 years ago. At first she worked as a hotel receptionist for several years until 2007/8 when she began working in the construction world. However, after dealing with lots of corruption and sexism in that industry, she moved on to find something more independent. A friend of hers had a husband working as a cab driver, and suggested this to

Sandra. After deliberating about it for a month, she decided to give it a try. She has been driving now for the past year and a half.

Sandra started driving for American United, where she was given a horrible car that broke down three times, the third time being in the middle of a car wash. Her car was towed and brought in to get fixed, but she was not given another car for three days. During that three day span, she was so fed up with American United that she found another company. She quit and started working for Dispatch, in part because they had 24 hour cabs.

It was around this time that she started reading the Voice and realized exactly how she felt about the cab industry. Shortly thereafter, she met Fayez Khozindar, Peter Enger and Bill Burns and started taking action against the corruption and injustice at Dispatch when her own lease was raised from \$770/week to \$924/week. She then quit Dispatch and began to work for City Service, where she currently works for an individual medallion owner and not a company. She finds her experience much better than previous experiences with other affiliations.

Sandra decided to take part in the hearing after experiencing so much in such a short period of working as a cab driver. She spoke out because of all the unfairness and injustice in the industry, feeling and empathizing for her fellow drivers who have to continually endure what was happening to them. She saw her father in all of them; mostly immigrants, all of whom are struggling to support families with nothing taking care of them. Drivers get no health insurance, no life insurance; they are forced to work six, even seven days a week, for sometimes more than 12 hours a day. They are forced into unhealthy lifestyles working as slaves to the industry.

At the hearing, Sandra gave her testimony, but felt that she and the other speakers were met with disrespect and ignorance by the aldermen and commissioner Krimbel. That being said, it was still a good opportunity to get these stories and voices out there for the press and the public.



**Finn Ebelechukwu**

We went to the hearing. We all knew the shenanigans the city puts up. We all know it's a big charade. What we did there was not to change their position. They already had their position; they were just putting on a show for the public. A couple of them were listening, but they already knew what their decision would be. I believe the whole thing was put on to slow down the momentum of our strike action.



**Ehsan Ghoreishi**

Last month, I was amongst a small group of drivers that went to City Hall to participate in a hearing regarding the fare increase. Despite being busy and the somewhat inconvenience of the date and the fact that I had to take time off work, I attended. I wish there were more of us at the city hall to show a stronger will for our rights. I'd like to share to you what I said to the transportation committee.

I believe it is time for a fare increase because it will help improve the quality of service, set a practically achievable standard for the industry and therefore bring down the amount of aggressive cab driving in Chicago. Since the last fare increase in 2005, the cost of almost everything from gas to rent to food has gone up rather substantially. With lease prices skyrocketing which thanks to the new ordinance is legal, and big companies having no mercy on drivers, more and more hours of driving a cab goes to paying the lease. What this means is, drivers simply have to put in more hours to compensate for the loss of income. With more hours put in and not a fair return in profits, stress, frustration, and even anger are the consequences that affect anyone who has to bear these conditions to survive.

Chicagoans rightfully expect us to drive safe, keep our cabs clean, and be friendly. While acknowledging the existence of bad apples amongst us, I believe that under such tremendous amount of pressure just to make ends meet, maintaining the excellent service that Chicagoans deserve is simply put, challenging.

I now have a driver whom I share my cab with. He is my father. A veteran driver with 20 plus years of experience, with no complaint on his record, a hard working man who got me to where I am today. He still supports the rest of my family, my mother and my little sister. He has been working more hours and making less and thank god he doesn't have to go to carriage or dispatch to lease because they will take even more of his income while he is making the same amount of money. There are thousands of husbands who drive to support their families, help put their kids through good education and give them what they need. Most of them have been spending less and less time with them because they can't come home with \$40 in their pocket every night.

In closing, I'd like to share my view once more on why a fare increase is so crucial for the well being of the taxi industry. Paying more for lease without a fare increase amongst other things, results in lowered work conditions of taxi drivers. A business that is losing profitability will lose its best and brightest. People who have other options to make a living, those with tech skills, those with any education, those with better language skills and such, have been and will continue to be driven out and what Chicago will be left with, is the most desperate and unskilled workforce that will dominate the industry. By cornering us financially furthermore and squeezing money out of our pockets without any return, taxi driving in Chicago will become more and more a dead end job. And expecting excellent quality of service from a dead end job is simply put, not realistic.

As a member of the industry, I will assure you, that all of us will be thankful for a fare increase and will not take it for granted. We will be more than happy to have an active role in helping improve the standards of service. Once we feel valued, we will give Chicagoans the taxi ride that they deserve. Give us the fare increase and your constituents in your wards wont be too upset once they experience better service, less exhausted drivers who aren't working senselessly just to get by.

PLEASE SUPPORT OUR LOCAL SPONSORS

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**Bhairavi Desai; executive director of the New York Taxi Workers Alliance, told the aldermen:**

*“I must say to you frankly, with all due respect, the idea that leases have gone up when the fares have not have made the regulatory body of this city truly, you know, a laughingstock in the rest of the country,” Desai said that New York City just raised cab fares 17%, which has helped considerably in earning a living wage.*

**Fare Increase Hearing**

Continued from page 1

the UTCC to go after companies and garages that are defrauding drivers. We are consumers, and we deserve protection. The Dept. of Business Affairs and Consumer Protection has a duty to protect us.

Two—we are calling for a moratorium on the new lease cap rates. In the absence of a fare increase for drivers, it is unfair to give the owners permission to charge more for their leases and cause more financial hardships for the drivers. Let the drivers make some money for a change before asking us to pay for all the new hybrid technology.

Three—we are calling for an immediate end to the CNG “Fast Track/Short Trip” program at the airports. This program significantly and negatively affects the income of those drivers who concentrate on working at the airports. It also gives unfair economic advantage to a class of drivers, who have learned how to “game” the system, and get more than their due of airport fares. It has been in effect over a year, it has achieved its goal, and it is time it was ended.

All in all, we in the UTCC were glad we were able to make our case at the Transportation Committee Hearing. What we were not so happy about was the poor turnout of drivers to support what we had all worked so hard to achieve. Out of thousands of drivers who sacrificed by striking on two Mondays, and hundreds of drivers who said they would come to the Hearing, only 30-40 drivers showed up. **We need to do better than that, Chicago Cabdrivers!** We were also disappointed at the lack of interest and participation displayed by the Aldermen who attended. Out of seventeen members of the Transportation Committee, only five or six showed up, and none of them asked us any questions about our testimony.

The Cabdriver Movement in Chicago will con-

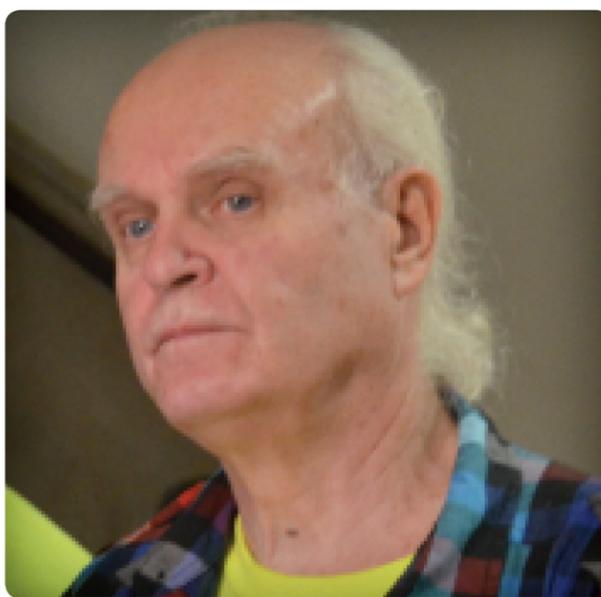
**A-N-G-E-R**

*Anger! It is something that I have and so do you. We feel it all day long.*

*We get up and go out of the house with hopes. Hopes that the money will be better today. That the business will be like it once was. That we can pay our bills and not have to struggle so damn hard. It seems like the harder we try the worse it gets. Spots that we once could make money at are now covered by DBACP cops and \$200.00 tickets are given. I have been driving a taxi for 38 years and I have never seen it this bad. All my tricks are not working. I come home with less money each month each year. I just do not know how any driver can survive the way things are going. Anger is something that is very present in each of us.*

*I have good conversations, sometimes, with a passenger but so much of the time when I speak to them it is like I do not exist. We all have problems but I am a human being Damn it respect me ! I am driving you. I have your life in my hands yet you have the nerve with your arrogance to treat me with disrespect because you see me as lower. Because my eyes and skin are dark or because I come from another country. Who are you passenger of Chicago to treat me as nothing. I have seen, done, and learned things that you can not imagine ! Anger we carry it with us.*

*Sometimes we have a good day. It was raining or there was a convention in town and we got some money in our pocket. We feel a little hope. The constant feeling of being tired gets a little less. We say to ourselves with this money I can get on top of*



*things may be a little. Then it happens. Some cop is on us. It may have been our fault but a guy tries the best he can. Or we get home and there is a blue ticket in the mail and we know what that means. We will go down to 400 West Superior and they the City of Chicago will steal from us and the fat boy will laugh at us and all around us we are made to feel like we are no good. The anger builds and builds. We want to punch those who are hurting us. Stop stealing from us this City, this nation, that was supposed to be a place where I could make hopes come true. All we know is anger !*

*For me the hardest part, maybe it is for you, is*

*when we go home. Soon as I walk in the door my wife looks at me and gets quiet. She can see the anger in my face. This is the person that we love who has been with us and yet all we want to do is get away from her*

*and put a beer in our hand and another beer till we feel no more. But then our son or daughter runs to us their beautiful dark eyes shining with love for their Dad or Mom who drives a taxi and our heart opens up to our child for a moment and then our beautiful child says to us, “Daddy could you buy me this”. Each of us begins to cry inside because all we want to do is buy our child the world and we can not even buy them this small thing that they ask of us with all of their love and faith in us there Dad and Mom. The anger we carry all day hurts. It is destroying our family, and it is destroying our bodies. Are there ways that we could let our anger out ?*

*I do not know about you but I am tired of being angry. I need some way to say to the powers that control my life that you will not control when I work. I am tired of being angry. I am tired of talking to other guys about being pissed. Maybe it is time to be quiet and feel the anger, the strength inside us and say to the City, the rich, the powers that run our lives that we decide when we work. The STRIKE is my way of showing that I am a man. That I am a woman, who drives, who has to feed her children. It no longer matters how many guys go out. Enough is enough ! I strike because this is my time to let my anger out. IT IS OUR TIME!!!*

**—BILL BURNS**

# A Personal Story

BY JAMES BRUCE KING

**U**NTIL MY ESCAPE—ER—RETIREMENT FROM THE CHICAGO CAB INDUSTRY last fall, I drove a taxi in our fair city for thirty-nine years. It is not surprising, then, that a good number of my friends are cab drivers as well. Though I am no longer actually providing transportation services to the residents and visitors in Chicago, its concerns are in my blood. I have decided to try to work for the benefit of my friends and comrades for as long as I can make a difference. Perhaps now that I have cut the ties that bind, and gotten out from under the crushing control of this most corrupt and repressive city administration, I can remain a voice for the benefit of this hard-working and much maligned sector of our population.

One issue that desperately needs to be addressed is the systematic extortion of the hard-earned dollars earned by those in our industry.

I have a good friend from Morocco. His name is Itfal. My friend speaks fluent Arabic, French and English. He came to America to seek opportunity, attended college, became proficient at operating computers, and even became a United States citizen. Itfal is a good citizen. He lives his life in the highly moral way instructed to him in the Koran. My friend is a hard-working man working eighty-four hours a week in the demanding industry. Itfal is an extremely kind and generous man who helps his fellow human beings, and has a great deal of empathy for the suffering of others as our world spins out of control. Meanwhile his own world, and that of the other working class people, is constantly being degraded by the Chicago Machine.

The Transportation Committee, and Vehicle Commission, under the orders of a succession of mayors, gleefully go about their tasks of disempowering cab drivers and squeezing every ounce out of them, until now they have been wrung dry! The evil, omnipresent shadow of Ed Burke looms over us throughout the years, from one Machine mayor to the next. As we observe throughout it all, “the

more things change, the more they stay the same”, despite the changing nuances in the dynamics of the persecution. Changes made in the cab business are almost always made to enhance the ongoing anti-labor agenda, as “The City” tightens its stranglehold on the drivers, and incentivizes the owners with more and more riches. Beware of the proverbial “Greek bearing gifts”. Remember the lessons learned by the ancient Trojans at such a high cost.

When told that the Gandolph Computer or the highly inaccurate Geake ground positioning system is a change for the better—a boon to the industry—receive the “news” with a healthy dose of skepticism. Oh well, I guess that is a fait accompli. When the new hybrids are touted for the fuel savings that will result, and the financial benefits that will accrue to the drivers, watch the administration’s left hand, not just the enticing right hand! The savings in gas is certainly a boon to the environment, but from a bottom-line financial point of view, when that fuel savings is connected to lease fee raises, it is simply a way to farther enrich the millionaire cab owners, mostly brought in from New York City. These modern-day carpet-baggers could, of course, be expected to support the city initiatives that crop up from time to time. More than Gestapo-type police chiefs with ironically-appropriate names are imported from the “Gig Apple”. I dare say that more than education leaders who are unable to speak intelligible English are brought in from the State of New York (this despite his overwhelming unpopularity amongst rank-and-file teachers from his “home state”). When the drivers are offered a fare increase, that is good...but when that increase is tied to an increase in the glut of cabs that have already been dumped on our city—watch the left hand! You drivers, made desperate by the City’s policies, are merely being used as a conduit in transferring your hard work and your hard earned dollars to the pockets of the rich—politically connected New York City-style owners. The City of Chicago—the owners—self-perpetuating

power—a symbiotic relationship that once again leaves the drivers “the odd man out”. When ugly, morally objectionable and dangerous advertising signs are placed atop taxi cabs, supposedly to benefit the drivers,(and the money then paid to drivers), when television screens are installed in the back of taxi cabs, touting the city’s positions, all of these changes supposedly beneficial to the drivers and the public...beware! Watch the left hand!

All of the leads us back to my friend Italy. To a cab driver, who works twelve to eighteen hours per shift, his front seat is his office. This is especially true in light of the City’s prohibition on driver’s personal property being kept in the car’s trunk. The driver’s cell phone is his OR her life-line. It is to be used in emergencies. It is his or her way of communication with his or her “preferred” customers—one of the only ways drivers have of trying to overcome the stifling glut of taxis on the street and eking out a living...one of the only ways to try to defray the ever-increasing fines, penalties, fees and expenses associated with driving a cab in Chicago.

I will simply state this. My good friend and our good citizen Itfal was recently fined three hundred dollars for using his cell phone while working. This is multiple times the fine imposed upon the public at large. In coming editions, we hope to address some of the other inequities involving fines, fees, etc. unfairly imposed upon us by the succession of racist, classist mayors of Chicago for almost half a century.

In the next edition, I hope to relate to the readers of this newspaper my own personal story of harassment and persecution. It is a story of a \$2000 fine imposed upon the author for a piece of art work—a work that was used to open up the gallery at 208 South Wabash avenue in March of 2010. Be sure to read my account. You’ll find it fascinating and galling, credible and, unfortunately all too familiar in its essence, to many of you. To many of the rest, it will be informative. Remember, always watch the left hand! ■

*On September 4th, UTCC was visited by 25 Freshmen students from DePaul University. We created a survey for the students to take around to drivers asking what was the most important and what UTCC, as a voice, should focus on next. The students were split into groups, lead by Fayeze Khozindar, Liz Nerat, Ehsan Ghoreishi, and Peter Enger who then took them around to different cab stands downtown where they met and surveyed the drivers they encountered. Afterwards, we talked with the students; they all felt as though they had gained a new perspective on the taxi industry and a deeper understanding and empathy the difficulty and challenge met at every day by drivers.*

*While we have compiled preliminary information from the 180 surveys we have gotten, we will continue to collect surveys and create a broader analysis.*



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# STRIKE ?

It seems that if we are looking at striking in any way that we need to answer certain questions

- \* **WHAT WOULD BE OUR SPECIFIC PURPOSE IN STRIKING ?**
- \* **WHAT WOULD WE COULD WE ACHIEVE BY STRIKING ?**
- \* **WHAT FORM WOULD A STRIKE TAKE AS TO THE LENGTH OF THE STRIKE AND WHERE ?**
- \* **WHAT IMPACT COULD THE STRIKE HAVE ON THE CITY POWERS, THE PUBLIC, AND OUR FELLOW DRIVERS ?**
- \* **WHAT ARE THE HISTORY OF STRIKES AMONG TAXI DRIVERS IN CHICAGO ?**
- \* **IN WHAT WAYS HAVE THESE STRIKES BEEN SUCCESSFUL OR NOT ?**
- \* **IN WHAT WAYS COULD WE DEFINE FOR THE PUBLIC, THE DRIVERS, AND THE POWERS THAT BE A SUCCESSFUL STRIKE?**
- \* **OTHER QUESTIONS ?**

It seems to me that there are four phases to a successful strike:

1. Dialogue and forums at the airports, restaurants, at religious meeting places, and through the pages of the VOICE. In this process we identify key leaders from different ethnicities and a core group of drivers that are willing to

walk the talk. Organizers for UTCC can keep a written record of their encounters with Drivers.

We are seeking to answer the question will a certain number of Drivers participate in a strike with specific goals that They and we of UTCC have arrived at through dialogue ?

2. Intensive Outreach with this core group of Drivers from different ethnicities that will seek to reach more and more Drivers. With an affinity group of five drivers as a start each Driver in that group knows five other guys, and so like weeds we spread.

Part of the Outreach in this phase is to the public, our coalition partners, medallion owners, selected media, and selective Alderman.

Again reports are gathered and at the end of say three to four weeks we will determine whether a strike is feasible in terms of support for our goals.

3. THE STRIKE !!! BLANKET SELECTED AREAS OF HIGH CONCENTRATION OF DRIVERS WITH FLYERS AND OUTREACH TO MEDIA. BANNERS AND VISUAL AIDS IN KEY PLACES.

Mobile Affinity groups of five engage in dialogue with Drivers encouraging them to

honor the strike. These groups of five are constantly on the move throughout the strike educating Drivers and defining success.

The Strike should to seek to educate, and build discipline, cooperation, and responsibility among Drivers. It can be seen as an Action among many actions that will be coming.

What are other tactics and ideas for the strike ?

4. WHAT DID WE ACHIEVE WITH THIS STRIKE ? HAVE WE MANAGED TO DEFINE IT AS SUCCESSFUL ? IT IS VERY IMPORTANT THAT WE PROCESS WHAT WE HAVE LEARNED TO LINK IT UP WITH FUTURE ACTIONS.

WHAT IS THE FOLLOW-UP TO THE STRIKE ? WE NEED TO GET FEEDBACK, FROM DRIVERS, THE PUBLIC, THE MEDIA, OUR SUPPORTERS, AND THE POWERS THAT BE.

Any plan is always fragmented, incomplete, and never in the way we might envision. But we can if we so choose start the process so that the STRIKE BECOMES A TOOL IN OUR ARSENAL.

Your thoughts and feeling please. I would like this piece in some measure to be handed out to Drivers at the General Meeting and the Strike Committee meeting.

—BILL BURNS

# CHICAGO TAXI DRIVERS:

WERE YOU AWARE OF THE STRIKES ON JULY 2 AND 9? **Yes / No**

DID YOU PARTICIPATE? WHY OR WHY NOT? \_\_\_\_\_

WHAT IS MOST IMPORTANT TO YOU?

FARE INCREASE	1	2	3	4	5
LEASE OVERCHARGES	1	2	3	4	5
CNG VEHICLES	1	2	3	4	5
400 W. SUPERIOR	1	2	3	4	5
OTHER	_____				

WHAT SHOULD WE DO NEXT?

SHUT DOWN O'HARE	1	2	3	4	5
CIRCLE CITY HALL	1	2	3	4	5
CITY-WIDE STRIKE	1	2	3	4	5
PROTEST 400 W.SUPERIOR	1	2	3	4	5
OTHER	_____				

WHICH AFFILIATION DO YOU WORK AT? \_\_\_\_\_

HOW MUCH IS YOUR LEASE? \_\_\_\_\_ 12 HOUR OR 24 HOUR? \_\_\_\_\_

WOULD YOU LIKE TO PARTICIPATE IN FUTURE ACTIONS WITH UTCC? **Yes / No**

IF SO, PLEASE PROVIDE YOUR CONTACT INFORMATION: \_\_\_\_\_

**MEDALLION TRANSFERS  
FROM 8/14/12 TO 9/4/12**

Closing Date	PV Number	Sale Price
8/14/12	4515	\$348,000
8/14/12	1838	\$348,000
8/14/12	2144	\$348,000
8/15/12	6814	\$350,000
8/15/12	1667	\$330,000
8/15/12	4039	\$350,000
8/15/12	4051	\$350,000
8/16/12	4922	\$348,000
8/16/12	6815	\$348,000
8/16/12	292	\$348,000
8/16/12	801	\$348,000
8/16/12	453	\$348,000
8/16/12	1431	\$348,000
8/16/12	68	\$385,000
8/17/12	4026	\$348,000
8/17/12	4200	\$348,000
8/17/12	699	\$348,000
8/17/12	1735	\$348,000
8/17/12	858	\$348,000
8/17/12	899	\$348,000
8/21/12	1638	\$348,000
8/21/12	2370	\$348,000
8/21/12	3719	\$348,000
8/21/12	3956	\$348,000
8/22/12	794	\$348,000
8/22/12	1299	\$348,000
8/22/12	1593	\$348,000
8/22/12	1688	\$348,000
8/22/12	1373	\$348,000
8/22/12	1559	\$348,000
8/27/12	312	\$348,000
8/27/12	452	\$348,000
8/27/12	3982	\$345,000
8/27/12	4013	\$345,000
8/27/12	212	\$348,000
8/27/12	1679	\$348,000
8/27/12	4044	\$348,000

Closing Date	PV Number	Sale Price
8/27/12	4147	\$348,000
8/27/12	4399	\$348,000
8/27/12	4809	\$348,000
8/27/12	598	\$348,000
8/27/12	4836	\$348,000
8/28/12	1972	\$330,000
8/30/12	1690	\$330,000
8/30/12	1609	\$330,000
8/30/12	1873	\$390,000
8/30/12	261	\$390,000
8/30/12	1956	\$325,000
8/31/12	3821	\$335,000
8/31/12	4256	\$335,000
8/31/12	4780	\$335,000
8/31/12	4384	\$335,000
8/31/12	4462	\$335,000
9/4/12	3817	\$330,000
9/4/12	4585	\$330,000
9/4/12	4625	\$330,000
9/4/12	4822	\$330,000



Members of UTCC's steering committee sitting and listening to their fellow cab drivers at the Fair Increase Hearing.



Members of UTCC at a steering committee meeting.

**GET INVOLVED IN THE STRUGGLE  
AGAINST UNJUST FEES & TAXES!**

Join the fight for rights, respect & human dignity!

**CALL UTCC: 773-342-8822**

**ACTION COMMITTEE MEETINGS**

WILL BE HELD AT UTCC OFFICE EVERY MONDAY AT  
2 PM. LET'S COME TOGETHER TO MAKE PLANS, AND  
DEVELOP UNITY, COOPERATION AND COMMUNICATION  
AMONG ALL CHICAGO CABDRIVERS!

MONDAYS - 2PM @ 2040 N. MILWAUKEE AVE.  
UTCCCHICAGO@GMAIL.COM • (773) 342-8822

## UNITED TAXIDRIVERS COMMUNITY COUNCIL

### CHAUFFEUR LICENSE HOLDERS General Membership Application

#### Applicant Information

First Name:	Middle Name:	Last Name:
Male <input type="checkbox"/> Female <input type="checkbox"/>	Lease Driver: Yes <input type="checkbox"/> No <input type="checkbox"/>	Chauffeur No: Driver's License No:

Current Address:	State:	ZIP Code:
City:	e-mail:	Home/Other Phone:

Statistical Information (optional)		
U.S. Citizen: Yes <input type="checkbox"/> No <input type="checkbox"/>	Date of Birth:	Native Language:
Registered to Vote: Yes <input type="checkbox"/> No <input type="checkbox"/>	Birthplace:	

Are you a medallion owner? Yes  No  If yes, what is the medallion number?  
 How long have you driven a cab? \_\_\_\_\_ Years

Do you have experience in any activities for human rights, or any activist history such as mentioned in our mission statement? If yes, please give a brief description of your experience:

Emergency Contact (relative or friend):	Phone Number:
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#### Summary of Mission Statement and code of conduct

UTCC is a not-for-profit organization. Its mission is to increase the prestige of the taxi driving profession through community service, education, and awareness, and to work towards the economic progress and improved social welfare of taxi drivers, their families, and their communities by providing assistance in enforcing their rights, including civil, political, social, economic, legal, and human rights.

- UTCC members will reflect the highest possible customer service standards without prejudice.
- UTCC members will stand united behind its mission and promote membership for mutual benefit.
- UTCC members will adhere to all laws of the nation and its democratic principles.

#### Signature

By signing below, I acknowledge that I have read and understand UTCC's Mission and Code of Conduct, and agree to uphold the principles and values of equality, justice, unity and honesty for the UTCC's mission.

I authorize the verification of the information provided on this form and I hereby declare the foregoing information to be true. I have received a copy of this application: Yes  No

Signature of applicant:

Date:

Yearly membership fee: \$120.00  
 to the Taxi Drivers Legal Fund Account

I would like to enclose a tax deductible contribution of \$ \_\_\_\_\_

Payment Type: check  credit card  money order  cash



American Friends Service Committee, Community Ally

## What can you do for the cabdriver movement?

Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Email: \_\_\_\_\_

### Action Items

- | Action Items  | Time Commitment                |
|---|--------------------------------|
| <input type="checkbox"/> Become a Steward for a particular restaurant, garage, cultural/ethnic group or airport                     | 4-6 Hours/Month                |
| <input type="checkbox"/> Maintain a Bulletin Board  | 1 Hour/Month                   |
| <input type="checkbox"/> Distribute flyers/posters  | Open Ended                     |
| <input type="checkbox"/> Distribute UTCC Voice  | 1-3 Hours/Month                |
| <input type="checkbox"/> Write a testimonial for the paper in your own language, or in English                                      | Occasional                     |
| <input type="checkbox"/> Submit articles for the UTCC Voice   | Occasional                     |
| <input type="checkbox"/> Organize a meeting with members of your cabdriver community (at a garage, restaurant, church, mosque, etc) | 2-4 Hours/Month                |
| <input type="checkbox"/> Organize and attend meetings with your Alderman  | Occasional but firm commitment |
| <input type="checkbox"/> Gather Petition Signatures   | Open Ended                     |
| <input type="checkbox"/> Recruit new members to UTCC  | Open Ended                     |
| <input type="checkbox"/> Join an Issue Committee for an issue that interests you  | 2-4 Hours/Month                |
| <input type="checkbox"/> Join the UTCC Steering Committee   | 4-6 Hours/Month                |

