

UTCC VOICE

THE NEWSLETTER OF THE UNITED TAXIDRIVERS COMMUNITY COUNCIL

UTCC TACKLES FARE INCREASE ISSUE—PICKETS CITY HALL

Calls for a Moratorium on New Lease Cap Increases

THE UTCC ENTERED CAMPAIGN MODE LAST DECEMBER, WITH THE news of new rules being proposed for the Taxi Industry in Chicago without proper and fair input from the individual owners and lease drivers who would be most adversely affected. The UTCC called for drivers to attend the meeting at City Hall on Jan. 17, and held a press conference at 9 AM, just before the hearing of the License and Consumer Protection Committee. When we got there, we found out that the meeting was being held in a small hearing room, with only space for 50 or 60 attendees, and that Occupy Chicago folks were also attending the meeting, with many more people. The situation soon turned into chaos. The hearing room was filled up with people while the UTCC organizers and the cabdrivers who came out were still holding our press conference in the hall. We were not going to be able to get in to testify.

We were all lined up in the hall, 40 or 50 cabdrivers all ready to testify, and the City officials were not letting us in. People were leaving the meeting room after testifying, and so leaving empty seats, but the guards were not letting us in. That is when UTCC organizers in the hall starting texting cabdrivers in the room to demand that we get in when seats were cleared up. And so the struggle was made inside, and we got permission to go in and testify. We had about six UTCC organizers that made a very good argument for voting NO on the new rules.



UTCC Leads Cabdriver Mobilization at City Hall

THE UTCC MAKES ITS CASE

Our main points were:

1. That increased fees and charges were unfairly hard on the owner-operators and small garage owners, and the smaller affiliations.
2. That the new green technology was good, but would not help the drivers, because increased leases wipe out the gas savings.
3. That the increased leases give a raise to the owners, but provide nothing to the drivers.
4. That the new 12-hour restrictions on drivers would not only be unenforceable, but that if

the 24-hour leases disappeared, this would be an enormous hardship on a significant number of veteran drivers, who depend on their 24-hour leased cabs for taking care of their families, taking their children to school, going shopping, running errands, and so on.

5. That the right to petition for a fare increase hearing was removed from the ordinance.
6. That the drivers are required to pay for all this new technology and increased leases, and fees and charges, but that we haven't

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IS THERE REASON ENOUGH AND UNITY TO STRIKE?

UTCC calls for Action Committee Meetings, Leadership Discussion Forums

AS GAS PRICES INCREASE TO A STAGGERINGLY HIGH rate and with a sure-to-be-hotter summer just around the corner, accompanied by the usual higher gas prices, there is a strong anger growing in the minds of Chicago's Taxi drivers. This anger is added to the concern about the new ordinance that goes into effect July 1, 2012, which promises to increase lease caps while keeping the drivers themselves locked in the vicious cycle of poverty.

It took 15 years for lease rates to reach the cap that had been set at an exaggeratedly high rate 19 years ago. However, since those caps have been reached, many affiliations have taken it upon themselves to raise the leases higher than the allowed charges that the city set into place. Instead of investigating and prosecuting the owners for violating the rules, the city has decided to solve this problem by simply raising the cap, thus legitimizing the amounts that

those affiliations have been charging.

This lease increase offers nothing to the drivers. Any gas savings made by leasing a hybrid disappear by the higher lease rates allowed for hybrid cabs. The \$1 gas surcharge, in effect since 2009, will be moved over to the flag pull, and drivers and the public are told this constitutes a "fare increase". The drivers know better. It is just playing with public perceptions, and even as a "gas surcharge", when it comes into the drivers' pockets with each fare all day, and is turned directly over to the gas stations at night, it does nothing to put more money in the pockets of drivers with families to take care of. With the increased lease rates soon authorized by the City, that one-dollar Band-Aid is hardly enough to compensate the drivers.

This is just one example of the city's exploitation of taxi drivers. By title in Chicago, a Taxi driver

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AMERICAN FRIENDS SERVICE COMMITTEE, COMMUNITY ALLY

LETTER FROM THE EDITOR

The Chicago Dispatcher Sees Ghosts

GEORGE LUTFALLAH, PUBLISHER OF THE Chicago Dispatcher, wrote a front page editorial in the April issue once again attacking the UTCC and in particular, the American Friends Service Committee, which supports us. In his mind this non profit organization of the Quakers is an evil conspiracy that is constantly plotting against him.

Just to set the record straight, the AFSC began supporting efforts to organize Chicago cab drivers after the savage killing of a Pakistani cab driver. Most Chicago cabdrivers are immigrants from foreign lands, and the AFSC believes they need sup-

port to achieve the basic rights they deserve. To suggest that that UTCC or the AFSC are some kind of evil conspirators is ludicrous.

The Voice did print a letter critical of Mr. Lutfallah, suggesting that he is unduly supportive of the City and the big cab companies. That was the writer's opinion. The letters section had a disclaimer that the opinions expressed were not necessarily those of the UTCC.

We hope that Mr. Lutfallah can set aside some of his perceived grievances from the past, and join us in working for the interests of the city's cabdrivers. ■

400 WEST SUPERIOR

JUSTICE OR MONEY MAKER ?

BY BILL BURNS

WE ALL KNOW WHAT IT feels like. We park our car and spend too much on the damned meter. As we walk to 400 W. Superior we are feeling nervous. We know that we are going to get disrespected and robbed by the City of Chicago. When you know you did nothing wrong and yet you feel there is nothing that you can do about it, that, my fellow driver, is a stickup!

WHAT IS TO BE DONE ?

We of UTCC, are making these proposals for change at 400 W. Superior:

1. IF A MEMBER OF THE PUBLIC WISHES TO FILE A COMPLAINT AGAINST A DRIVER THEN THE COMPLAINING PERSON SHOULD PAY THE CITY A \$25.00 FEE TO FILE THEIR COMPLAINT.. (THIS IS WHAT THEY DO IN NEW YORK CITY IF A MEMBER OF THE PUBLIC HAS A GRIEVANCE AGAINST A CABDRIVER).
2. IF A PERSON COMPLAINS ABOUT A CAB DRIVER THEN THE COMPLAINING PERSON SHOULD HAVE TO APPEAR AT THE HEARING.

(THIS IS TRUE IN ANY TRUE COURT SYSTEM. A PERSON SHOULD HAVE THE RIGHT TO BE FACED WITH HER OR HIS ACCUSER, JUST LIKE IT SAYS IN THE CONSTITUTION)

3. IF THE COMPLAINT IS BY AN OFFICER OF THE CITY, IT SHOULD BE HANDLED THE WAY IT IS IN TRAFFIC COURT, WHERE THE OFFICER MUST APPEAR OR THE COMPLAINT IS THROWN OUT.
4. THE COMPLAINER SHOULD BE REQUIRED TO SWEAR TO THE TRUTH OF THE ALLEGATIONS UNDER PENALTY OF PERJURY. IF IT IS FOUND THAT THEY SWORE OUT A FALSE COMPLAINT AND CAUSED INJURY TO THE CABDRIVER, THEY SHOULD BE HELD LIABLE FOR DAMAGES, EITHER BY THE CITY, OR BY LEGAL ACTION TAKEN BY THE DRIVER IN CIVIL COURT.

Please let us know what you think about these proposals for changing 400 West Superior. ■

UTCC

UNITED TAXIDRIVERS
COMMUNITY COUNCIL

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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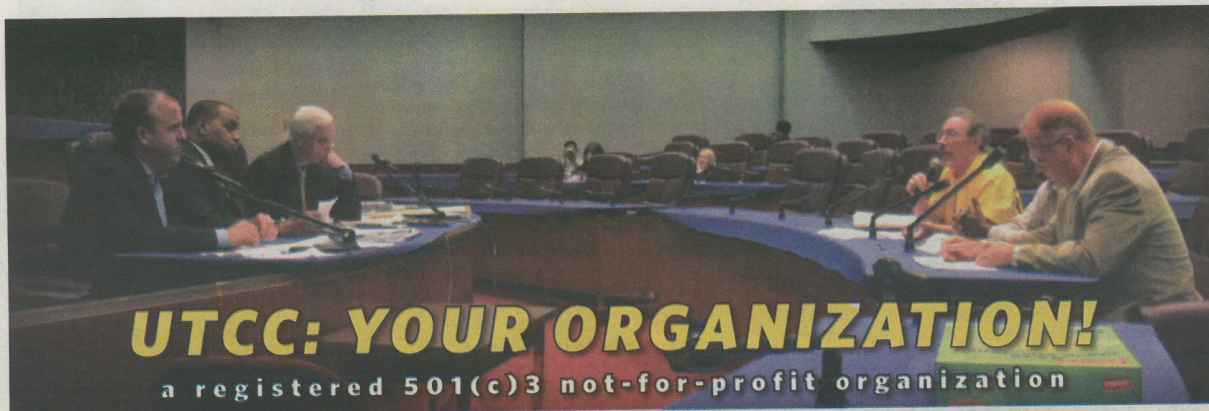
We welcome your contributions, feedback and letters!

UNITED TAXIDRIVERS COMMUNITY COUNCIL

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UTCC Health Fairs

A much-needed service for all drivers

BY FAYEZ KHOZINDAR

DURING THE PAST FEW MONTHS, THE UTCC HAS held five Health Fairs, screening Chicago taxi drivers and testing them for a verity of infections and pains. These Health Fairs were sponsored by "Advanced Medical Clinic" which is located at 4009 west Fullerton Ave. in Chicago, a multi specialty clinic headed by Dr. Mohamed Malas. I visited that clinic to check on my test result which was not bad.

Dr. Malas recommended that I walk more and eat more olive oil to reduce my Cholesterol. It was a good chance for us to know more about the man behind this much needed service to his community. So, we had this conversation with Dr. Malas:

How many Health Fairs have you organized with the UTCC ?

We organized four Health Fairs, three at O'Hare Airport and one at Midway Airport and we are going to do more in the future.

How popular was it among the drivers and how many drivers participated ?

I think it was a very successful event; the drivers like to be tested and screened. Each time we were there we processed between 50 to 75 drivers.

What do you do for the drivers?

We do a blood test where we check for Anemia, Infections, Kidney Function, Cholesterol, and Liver Function.

How do the drivers know about their test results?

We ask the drivers to visit our Clinic after one week so we may explain the test results to them and give them the best advise to deal with their particular situation.

What did you learn during your work with the drivers?

We noticed that most of the drivers do not know a lot about their health or the lack of it, and they get surprised when you tell them they have a Kidney problem or high Cholesterol.

How long you been doing this Dr. Malas?

I am Ben, a Chiropractic Physician for 16 years, and we have two more doctors in the clinic; Dr. Michael Malek, a neurosurgeon, and Dr. Bassam Osman, a neurologist. When you have all this experience under one roof we know that we are providing full health care services to our community.

Dr. Malas, you know that drivers sit in their cabs for long periods of time, so what would be your advice to the drivers to improve their health?

LETTER FROM THE EDITOR



Dr. Malas, Owner of Advanced Medical Clinic

THREE THINGS THE DRIVERS CAN DO TO IMPROVE THEIR HEALTH:

1. Do a blood test once a year.
2. Get out of your taxi every now and then for a few minutes just to stretch and walk around.
3. Exercise, and walk for one hour a day.

Dr. Malas the UTCC would like to thank you for your help and for this good advice." ■

ADVANCED MEDICAL CLINIC

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MASSAGE THERAPY

ORTHOPEDIC

PHYSICAL THERAPY

NEUROLOGY

PAIN SPECIALIST

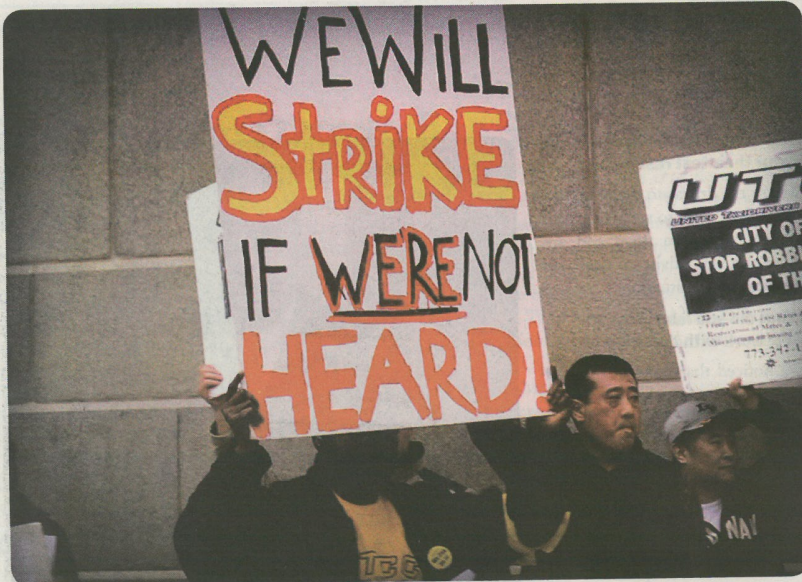
DR. MOHAMED MALAS - Chiropractic Physician
 DR. MICHAEL MALEK - Neurosurgeon
 DR. BASSAM OSMAN - Neurologist

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CHICAGO, IL



Cabdrivers picket City Hall March 7th—Call for fare increase, moratorium on lease increases, enforcement of lease caps

REASON TO STRIKE?

Continued from page 1

is an independent contractor, which carries with it the assumption that each driver stands alone, fighting alone for him or herself. This is not true. It is not through a title, a position or economic status that an individual amasses power. It is through **community** and through **strength in numbers**.

Coming together and building unity in the Taxi driver community is central in this fight. If the city does not listen to one driver, the city will listen to 10,000.

And very soon, the city will listen.

This situation has reached a tipping point. A point that is no longer acceptable. A point where the only option is to **STRIKE**. ■

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**

GET INVOLVED IN THE STRUGGLE AGAINST UNJUST FEES & TAXES!

Join the fight for rights, respect & human dignity!

CALL UTCC: 773-342-8822

UTCC FARE INCREASE

Continued from page 1

had a fare increase in seven years!

After all, WE are the WEALTH CREATORS! ALL of the money coming into the Taxi Industry is collected by the drivers by our labor!

Our demands at this hearing were: One, that the new rules be put aside until the lease drivers and owner-operators could have some input in the process for decision-making. Two, that drivers be given an immediate fare increase, as we have not had one in seven years. And Three, that there be a one year moratorium on raising the lease caps so the drivers could make some additional income before being asked to pay more money on their leases.

MORE OUTRAGE: FARE INCREASE PETITION DENIED!

Shortly thereafter, we all heard that the petition for a Fare Increase Hearing at City Hall by the Transportation Committee was **denied** by Commissioner Krimbel of DBACP (Dept. of Business Affairs and Consumer Protection) and Ald. Beale, head of the Transportation Committee. According to the language contained in the Taxi Industry notice issued by DBACP, the petition was denied because 430 of the 1500 signatures collected were "suspended, expired, inactive, revoked or otherwise invalid". This brought the total "valid" signatures just 50 under the minimum needed to trigger a Fare Increase Hearing at City Hall. These signatures were collected single-handedly by veteran cabdriver/activist Ted Budzynski, in the field at O'Hare and Midway airports and at hotel cabstands throughout downtown Chicago from working, licensed cabdrivers during the summer and fall of 2011. The City has yet to divulge how 430 of these drivers were working with "suspended, expired, inactive, revoked, or...invalid" chauffeurs licenses, and whether they were going to investigate and fine the companies that leased cabs to these drivers, if this was true. The UTCC doubts the veracity of their findings, and is seeking legal action to challenge this ruling. Of more concern is that the new City rules, which go into effect July 31st, remove the right to petition, thus removing a right for cabdriver's voices to be heard that we have enjoyed for many years. It seems downright undemocratic!

The outrage of the drivers during and after these new rules were ramrodded through the Committee, and then passed by the City Council at City Hall the next day, was palpable. Only one Alderman opposed it in City Council, Alderman Arena, who recognized the injustice of how it was being pushed through without due democratic input from drivers and small owners.

THE UTCC—ORGANIZING FOR YOU

The UTCC immediately called for some General Meetings to organize for unity, for defense of our beleaguered workforce, and to actively oppose the implementation of these new hardships on our already overworked and underpaid drivers.

At a meeting called the next week, six new committees were formed: One, a **Fare Increase Committee**; Two, a **Lease Overcharge Committee**; Three, an **Outreach Committee**; Four, a **Legal Committee**; Five, a **Membership Committee**; and Six, a **Strike Committee (or Action Committee)**.

Since February, when these committees were formed, the UTCC has been actively recruited drivers to participate in meetings and actions, to unite

and work together to solve our problems. Nothing can be accomplished without struggle, discussion, communication and collaboration with and among the various groups in our cabdriver workforce here in Chicago. We truly represent a UNITED NATIONS of workers, from more than 80 nations and speaking more than a hundred languages!

REPORT ON COMMITTEE WORK, AND CALL TO JOIN UTCC

The Fare Increase Committee is headed up by Ted Budzynski, and has been very active since February. The UTCC led a successful picket at City Hall, where Chairman Favez Khozindar delivered a letter to Mayor Emmanuel's office calling for an immediate fare increase and a moratorium on new, higher lease caps, plus investigation and prosecution of lease cap violations. We also picketed Ald. Beale's office on the South Side, and have met with lawyers to explore possible legal challenges of the denial of the petition for a hearing.

The Lease Overcharge Committee has also been active. It is headed up by Peter Enger. We have been collecting new leases that are in violation of the lease cap, collecting drivers' signed complaints, and is hoping to work with the City officials to investigate and prosecute the worst violations, and seeking restitution for the drivers who have been defrauded, and including protection from retaliation. We are also seeking possible legal actions in civil court against garages for contract fraud.

The Legal Committee has been meeting with lawyers to explore various options for legal actions, and is also attempting to recruit more legal firms to our cause. We have also set up a separate Legal Fund, to be collected from drivers on our membership applications, to be used to hire legal advocates for our Union at some future date. This is something drivers have been suggesting and demanding for years. The UTCC is making it happen. We listen to the drivers.

The Outreach Committee is in charge of soliciting political support and connections with Aldermen and Women, Community Organizations, Small Affiliation owners, garage owners, and other groups, to seek common ground and communication about our workers' interests.

The Membership Committee is gearing up for a Membership Drive for this summer, with the goal of recruiting 1000 new paid UTCC members by the end of the year. We are meeting with New York cabdriver Union organizers to solicit and share ideas about how to do this successfully.

And last but not least: The STRIKE COMMITTEE! The Strike Committee (or Action Committee) will be meeting every Monday at 2 pm at the UTCC office at 2040 N. Milwaukee. This committee will be a forum to recruit leadership among the cabdriver workforce in Chicago, and to discuss and explore the possibilities of taking ACTION to achieve our goals. No decisions have been made about this issue, as it is a delicate and sensitive issue, and very, very hard to come to a collective consensus about. We in the UTCC cannot and will not decide about this issue without YOU DRIVERS coming into political life, and coming to meetings for discussion, struggle and collective decision-making. Only YOU can make it happen. Please come to this forum, every Monday for the month of May and June. Together, WE CAN DO IT!! ■

UTCC Introduces: Liz Nerat, Organizer and Direct Action Worker

Hello! My name is Liz Nerat and I have recently been hired on by UTCC. I am very excited to be working to support your organization! I will also be devising a new system for the UTCC office (at 2040 N. Milwaukee) which will be more beneficial to drivers and will allow things to function more smoothly. In the office you can: report incidents of injustice you have observed or been a victim of; pick up an application for membership; check in about campaigns the UTCC are spearheading; or come by for meetings scheduled in our meeting room. I am an activist and an artist and have been involved in the environmental and social justice movements for several years. As a Chicago native I am dedicated to fighting for fairness and equality in and outside of the workplace and building a movement that will enable that to happen in this city.

One way that I have witnessed and experienced movements gain momentum and success is through the rapidly growing arena of social media. It was exemplified beautifully with the nearly instantaneous success of the Occupy movement this past year, and that success has inspired the use of social media even more within other movements, too. Therefore we have created new social media sites for the UTCC. In order for drivers to have better access to UTCC activities, and to facilitate communication among the various groups and nations in the cabdriver workforce here in Chicago, we have set up accounts for Facebook, Twitter, Tumblr and YouTube as well as a new e-mail address which we will be checking and maintaining frequently. While these sites are in their very early stages in development, they will soon be highly functioning methods of getting UTCC out there to the public as a notable organization.

In addition, we are calling on drivers to "friend"



Liz Nerat

and "like" us on Facebook, to "tweet" us about any activities in the taxi industry drivers need to know about (are they ticketing at Ogilvie? Union Station? Are they towing cabs at the Hyatt? Are BACP investigators harassing drivers at Midway? O'Hare? LET US KNOW!)

And to send us video for uploading to our YouTube site. Let's all share information about our industry, and injustices, with each other and the public! ■

If you have any questions, please feel free to e-mail me or call me at the Milwaukee Ave. office : (773)342-8822

LIST OF THE NEW UTCC SITES:

- * **E-MAIL** — utccchicago@gmail.com, info@goutcc.org
- * **FACEBOOK** — [www.facebook.com/pages/UTCC-United-Taxidriv.../125505620914070](http://www.facebook.com/pages/UTCC-United-Taxidriv...)
- * **TWITTER** — [@utccchicago](https://twitter.com/#!/utccchicago)
- * **TUMBLR** — utccchicago.tumblr.com/
- * **YOUTUBE** — *I am still working on getting the youtube channel up and running. I will let you know as soon as it is.*



ALL CABDRIVERS WELCOME

GENERAL MEETING OF UTCCSATURDAY, MAY 5TH AT 1 P.M.
2040 N. MILWAUKEE

COME HEAR NEW YORK CABDRIVER UNION LEADERS TALK ABOUT THEIR SUCCESSFUL ORGANIZING IN NEW YORK, COME TO UTCC'S GENERAL MEETING, GET INVOLVED IN YOUR UNION—JOIN THE FOLLOWING COMMITTEES, OR FORM A NEW ONE:

- * FARE INCREASE
- * OUTREACH
- * LEGAL
- * ACTION



COME AND VOTE ON FUTURE ACTIONS. CABDRIVERS MUST STAND TOGETHER TO GET A FAIR HEARING FROM THE CITY.



City of Chicago
Department of Business Affairs and
Consumer Protection

PUBLIC VEHICLE INDUSTRY NOTICE

March 23, 2012

Notice No. 12-013

**TAXICAB MEDALLION LICENSE HOLDER
2011 FINANCIAL DATA REPORTING**

The form for taxicab medallion license holders to use to report their January 1 through December 31, 2011 financial data is available to download at

www.cityofchicago.org/bacp

- All financial information filed must be for the individual or company listed as the taxicab medallion licensee as indicated by a unique IRIS number. Submit one form per IRIS number.
- This form may be printed double-sided on a single piece of paper – consider printing or copying double-sided on a single piece of paper.
- **Before 4:00pm on May 1, 2012, submit completed and signed forms to**

Department of Business Affairs and Consumer Protection
ATTN: Medallion Financial Reporting for 2011
2350 W. Ogden, 1st Floor, Chicago, IL 60608

For questions or to join the BACP mailing list to receive industry notices and other department 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.cityofchicago.org/bacp. The Municipal Code of Chicago is available at www.amsigal.com.

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**TAXICAB MEDALLION LICENSE HOLDER REPORTING
of January 1 to December 31, 2011 FINANCIAL DATA**

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- This form may be printed double-sided on a single piece of paper.
- **Before 4:00pm on May 1, 2012, submit completed and signed forms to**
Department of Business Affairs and Consumer Protection
ATTN: Medallion Financial Reporting for 2011
2350 W. Ogden, 1st Floor, Chicago, IL 60608

IRIS ACCOUNT NUMBER: _____

NAME OF LICENSE HOLDER: _____

IF LICENSE HOLDER IS A CORPORATION OR LLC, LIST THE PRESIDENT/MANAGING PARTNER: _____

► Check (ONLY ONE) the statement that applies to the Taxicab Medallion License Holder on this account for JANUARY 1, 2011 to DECEMBER 31, 2011:

- An owner/operator that did NOT lease out the sole taxicab on the account.
- An owner that managed his or her taxicabs and did lease out taxicab(s) on the account.
- An owner that used the services of a Taxicab Medallion License Manager.
⇒ License Manager Name: _____

► From January 1 to December 31, 2011, the taxicab medallions in this account were affiliated with the following Taxicab Affiliation(s). If not affiliated in 2011, list "Independent": _____

A. List the TOTAL NUMBER of Taxicab Medallion Licenses for this account in 2011: _____

B. For this account, the TOTAL COSTS in 2011 were: \$ _____
Costs include insurance, vehicle depreciation, repairs and maintenance, affiliation fees and dispatch costs, vehicle taxes and fees, and any other reasonable expenses related to running this business.

— COMMON SENSE CORNER —

BY CHRIS CHANDLER

Chicago Cab Drivers Are Third Class Citizens

Driving a cab here is like living in a third world country," the Algerian cabdriver said as we drove down the Ohio Street ramp into the majestic high rises of downtown.

He was talking about the new stickers on the back of Chicago cabs asking people to call 311 with complaints, and the Kangaroo Court where those complaints are heard. And about the way the City threw out the cabdrivers' petition for a hearing for a fare increase, claiming 430 bad signatures, and then removed the right to petition with a new ordinance.

"It's like living in Kabul," he said. For the last four years cabdriver Ted Budzynski has gathered signatures on a petition for City Council hearings for a fare increase. Last year transportation committee chairman Tom Allen (38) was supportive, but Commissioner Norma Reyes said it was out of the question.

This year the new head of the transportation committee, Ald. Anthony Beale (9th), threw out the petition. Then Mayor Rahm Emmanuel pushed through a new "reform" cab ordinance that no longer includes the right to petition for a hearing. "It's just a big charade" said Budzynski, a cabdriver for 24 years.

The new cab ordinance was bitterly opposed at the City Council hearing. Fayed Khozindar, speaking for the United Taxidrivers Community Council, said "I'd like to set the record straight. What is the engine that makes our cab system work? Is it the Crown Vic? Is it a hybrid? No. It's the driver. So why were we never consulted on this new ordinance? The drivers were not at the table."

He pointed out that the ordinance will increase the leases drivers pay without any compensation. The chairman cut him off by saying that was a matter for the transportation committee. After hearing many

more objections, several aldermen favored postponing action, but the mayor's staff huddled with them, and the ordinance was pushed through the committee. At the full City Council meeting, Ald. John Arena (45) cast the sole no vote, saying that the hearing had made it clear "we didn't get enough input from drivers."

So what is this new cab ordinance that

So what does the new "reform" cab ordinance do? It eliminates the repeat offender and the five strikes rules! The only provision left to regulate owners is that they can be cited if a cab driver has a violation after two offenses in a 24 month period, an unworkable standard considering the miles driven every year. And even then, the Tribune reports, cab owner lobbyists amended the ordinance to make it "optional for regulators to enforce."

It appears that Mr. Garber, a close friend of Mayor Richard M. Daley's son Patrick, still has a lot of clout in this city.

"This ordinance must be amended," Khozindar said.

"It eliminates any reasonable regulation of the cab companies

and puts an unreasonable burden on cab drivers who must average less than an infraction a year to avoid being placed on a city watch list."

The new ordinance also eliminates the right of cab drivers to petition for a wage increase, he said. It's no surprise that the ordinance is a step backward, he added, because it was drafted by two young consultants with no knowledge of the industry, and approved in a so called Town Hall meeting attended only by some 20 millionaires.

Khozindar said the UTCC planned to sue the city for improperly rejecting a hearing on a rate increase. The organization will also demand changes in the new ordinance, reinstating the right of cabdrivers to petition, and reinstating penalties for reckless cab owners like Garber.

As for the handful of dangerous cab drivers, he said, they would have lost their licenses a long time ago if the city had enforced its own rules at the hearings court on West Superior. Instead, it is a kangaroo court only interested in collecting fines.

"They are treating us like third class citizens," he said. ■

I'd like to set the record straight. What is the engine that makes our cab system work?.....It's the driver.

is touted by the Mayor as a way to get dangerous cab drivers off the street? A spokesperson for taxi mogul Symon Garber praised it as "bringing Chicago a safer and more efficient taxi system."

The headline story in the February 16 Chicago Tribune read "Meter Running out on Repeat Violators." "By summer," the sub headline proclaimed, "cab companies will be more accountable for their dangerous drivers." But the end of that story shows that the new ordinance is in fact a big step backward.

The story describes some atrocious offenders, who were allowed to keep driving because the city never enforced it's rules. One rule requires a \$750 fine for owners when a cabdriver is convicted of the same serious offense twice. It's never been enforced. The Tribune estimates that from 40 to 80 fines could have been levied under that rule, including at least seven cases involving Garber owned cabs. A second rule, called the five strikes rule, requires the city to revoke the medallion for a cab with five serious offenses. That too has never been enforced, even though Garber owns a cab that clearly qualifies, the article states.

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May 28, 2011

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 City Hall, Room 800
 Chicago, IL 60602

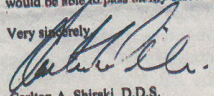
Dear Ms. Reyes:

RE: COMMENDATION FOR MR. JIMMY ALANAJ

On May 15, 2011 upon returning to my hotel room, I found that I had left my wallet in the taxi after I had finished paying the fare. I was frantic as I hadn't taken down the cab driver's name or number, I only had a receipt with the fare on it and the company name. I quickly called the cab company to put out an alert; notified our hotel security if anything were to be turned in. I feared the worst, either the next ride or the driver would keep the contents of the wallet, and I would never see any of it again; not to mention the hassle of cancelling all the charge cards.

Within a half hour, Mr. Alanaj returned to the hotel with my wallet and everything in tact. It was a busy night after the Chicago Bulls game, and I am sure he could have picked up more rides instead of returning directly to my hotel. I was astonished and amazed at this man's honesty and never expected to see my wallet, let alone all of its contents.

I just wanted to be sure that you are aware of the fine cab driver, Mr. Alanaj, that City Service employs and what a fine example of Chicago hospitality he showed in demonstrating such honesty and integrity when it is quickly becoming a thing of the past. I would hope that you would be able to pass on my sincere thanks and gratitude for his actions.

Very sincerely,

 Carlton A. Shiraki, D.D.S.

✓ cc: City Service

Town Center of Milliani
 95-1249 Meheala Parkway, Suite 20-11
 Milliani, Hawaii 96789-1763

Kahala Office Building
 4211 Waiialea Avenue, Suite 201
 Honolulu, Hawaii 96816-5312

Telephone: (808) 625-5000
 FAX: (808) 627-0028
 cshiraki@dds.com

Hawaii Association of Orthodontists

LEFT: Letter to Consumer Services by a grateful customer


BELOW: Letter received by an honest Chicago cab driver, Jimmy Alanaj



Jimmy,

Thank you so much for taking the time to track me down and get my wallet back to me. It was a HUGE help and I really appreciate it!

I have also included a check to cover your postage and for the "leg" work. I know that life is better when the meter is running so please accept this as a token of my gratitude

Thank you very much.
 Your friend,

 1/20/12

The New Cab Ordinance

PLAY THINGS

BY BILL BURNS

CITY HALL IS THE PEOPLES HALL, OR IT'S supposed to be. Right now City Hall is a place where the Mayor and Aldermen play, and we the taxi drivers, we citizens of Chicago, get played with.

The Aldermen had a Licensing Committee meeting on January 17th to consider the new Taxi Ordinance, an ordinance that is changing our lives. The Ordinance, as you know, passed. We are going to pay more on our leases. We no longer will have the right to petition for a fare increase. The City with its big foot on our necks will control our hours of work. Gas prices are going up and up and we are getting poorer and poorer.

The Government of Chicago in its abuse of power and its arrogance laughs at us when they eliminate the gas surcharge and slide it over to the left and call it a meter increase. Do they think we are fools to be played with?

I am writing this article because I want my fellow taxi workers to understand the cynical and illegal shenanigans by which this Taxi Ordinance was passed.

I got to the Licensing Committee Hearing early to get a seat because I knew that they would play games and try and keep taxi drivers out. First thing I saw when I entered the room was a lot of filled seats. There would be several groups that would testify on different issues. Fortunately the Taxi Ordinance was to be discussed second.

After about an hour and a half we were called to testify. The Hearing was conducted by Alderman Emma Mitts who is chairman of the Licensing Committee. The first person she called was Ald. Anthony Beale, who is chairman of the Transportation Committee and sponsor of the new Taxi Ordinance along with Mayor Rahm Emanuel. Usually taxi matters come before Beale's Transportation Committee. Why was the Ordinance switched to another Committee? It would seem that there were games about to be played!

Beale announces that there have been changes made to the Ordinance. It would seem these changes were made by way of secret meetings. Meetings that included Beale, Baxter Swilley, a lobbyist for big taxi owners, and the Mayor's people. These secret meetings were in violation of what is called the Open Meetings Act. Right now UTCC is talking with the Attorney General of the State of Illinois about the actions of Alderman Beale and his cronies.

So now we were looking at a new Ordinance that none of us had seen. Called to testify from what I remember were George Lutfallah, who is Publisher of the Chicago Dispatcher. George made a strong, passionate statement criticizing the City for taking away our right as Drivers to petition for a fare increase.

George Kasp, an owner operator who has worked hard over the years to bring benefits to drivers and small owners, asked why was he and people like him left out of the process?

We were not contacted even though there was much knowledge that we could have shared with the aldermen and the City. Other drivers and

UTCC members tried at the hearing, including Peter Engler, Favez Khozindar, Diane Santucci, Finn Ebelechukwu, and Sandra Videkic.

All made important points about the process by which this Ordinance was put together. THE WRITING OF THE TAXI ORDINANCE

suggested the Ordinance be delayed until more evidence could be gathered. Soon as that was said Emanuel's people came in from a side door and while people were still testifying began to whisper in the ears of the aldermen.

Quickly a vote was taken by voice vote(yeas

We are going to pay more on our leases. We no longer will have the right to petition for a fare increase. The City with its big foot on our necks will control our hours of work. Gas prices are going up and up and we are getting poorer and poorer.

DID NOT INCLUDE THE DRIVERS, THE SMALL OWNERS OR THE RIDING PUBLIC. This was made clear when a person representing the Disabled Community of riders said that she was also left out of the process.

Play time Play time. Every time any of us would make a good point Alderman Mitts, Beale, or Commissioner Rosemary Krimble of the Department of Business and Consumer Affairs would make sure they got in the last word.

Finally two aldermen, Arena and Fioretti, were so impressed by our testimony that they

and nays). The Ordinance passed easily with only Alderman Arena and Fioretti voting against it. When it reached the City Council only Arena voted no.

So there you have it. The majority of these aldermen, our representatives, were not operating on behalf of drivers or the riding public. They were acting like trained sheep being led around by City officials. And those City officials clearly violated the Open Meetings Act, a violation that is now being investigated by the Attorney General's Office. ■

BELOW: Article from *Vivelo Hoy* about New Ordinance Hearing in January 2012



Taxi circula en el centro de Chicago. WILLIAM DESHAZER/CHICAGO TRIBUNE

Taxistas de Chicago se quejan por reformas

A los taxistas de Chicago no les gustan las reformas a la industria del taxi que fueron aprobadas por el municipio en enero. Para ellos, el municipio les debe una audiencia pública para discutir los cambios al precio del pasaje. Favez Kho-

zindar, el presidente del United Taxi Drivers' Community Council, dijo durante una protesta el miércoles que los cambios no toman en cuenta los intereses de los taxistas.

BY PETER ENGER

City Must Start Enforcing Lease Caps

The overcharging on leases in the taxi industry is an old and familiar story for the UTCC. Some brief history of the lease cap in the Chicago Taxi Industry:

- The lease cap that is currently in place was set up in the Rules and Regulations for Taxicab Medallion License Holders approximately eighteen (18) years ago. It is a jumbled mess of vagueness, and very hard to read to find out just what exactly constitutes an overcharge on a lease. It also reflects a very different taxi industry, though it's hard to tell exactly what the intentions of the authors of this messy set of rules were. It is also a wonder that the cap, the maximum lease rate allowed, for 12 and 24-hour leases for daily and weekly rates, was set so high so long ago!
- According to the rules as UTCC has read them, the maximum daily rate for a 12 hour lease is \$63 (including supplemental insurance and new car fee) and \$85.50 for a 24 hour lease. The cap for a weekly lease for a 24-hour cab is \$513, and no weekly rate is specified for a 12-hour shift cab. We assume the maximum allowed is the $\$63 \times 7 = \441 .
- There is a stipulation in the Rules which says a lessor (owner) can appeal for an increased lease rate if they can show that "current lease rates are insufficient to cover its reasonable operating costs and provide a fair return on its investment". One of the confusing things about this part of the Rules is the lack of transparency about whether any owners have actually done this, and are thus charging over the lease rates with the City's permission.
- We in the UTCC believe it's about time these overcharges are challenged by the complaint system in order to find out just where we stand, and just where the City stands regarding this issue. If there are secret deals with companies to charge over the rates, we have the right to know about it! If the City won't prosecute these cases and return the money defrauded from the drivers by the owners, then we recommend taking the case to Civil Court.
- Several clues we have had over the last four years concerning the City's position about what the lease rates are, and what constitutes "overcharges" are the following: In 2008, then Commissioner of Consumer Services Norma Reyes gave public testimony at a hearing of the Transportation Committee concerning a fare increase for cabdrivers. She said the maximum allowable rate for a 24-hour weekly lease was "\$493, and [with some additional charges,] it could increase... to \$530 or so". Recently, an investigator with the Dept. of Business Affairs and Consumer Protection was asked what was considered an overcharge on a 24-hour weekly lease, and he responded that he thought it was "around \$535".
- It is no doubt true that when the lease cap was set eighteen years ago, it was set so wildly high that no lease even approached it. But over the course of 12 or 14 years, the lease rates have been creeping up and

up. This is understandable. The prices of everything go up over time, and so do the expenses of the owners of cabs. It wasn't until about four years ago that the prices the owners were charging for weekly leases started to approach the lease caps. Instead of doing what they should have done, which is open up their books to the City, and make a case that they couldn't make a "fair return on investment", and appeal for a higher lease rate, they simply started charging over the maximum allowable rate.

- In order to be fair to the drivers, they also could have joined with us and lobbied the City for an increase in our pay, to help pay for increased lease rates. After all, we are the only players in this whole system who are bringing money INTO the industry! WE ARE THE WEALTH CREATORS! But they didn't do that—they decided instead to violate the rules, and steal money from the drivers.
- In the last few years, the lease overcharge issue has been getting worse and worse. The City policy of encouraging new "green" technology has not helped matters any. The problem is the "green" technology cars (hybrids, natural gas, electric) cost substantially more to put on the street than regular old gas guzzling internal combustion engine driven cars. Our estimate is somewhere in the range of 300-500% more (roughly \$10K for a used Crown Vic vs. \$30-40K for a new hybrid vehicle). These increased costs for the owners have to be made up somewhere—and guess where they are made up? Yup, by charging the drivers more money for leasing them. Substantially more. In violation of the current lease caps. Without giving the drivers any pay increase for the last 6 years!
- Here's how the perception of increased savings for new hybrid vehicles works in real life:
- First, the City promotes and encourages "green" technology, and the federal government gives incentives to cab owners for investing in it.
- Second, City officials (Commissioner Rosemary Krimbel, anyone?) announce that this is in the interest of drivers, because they save gas money! (This might actually be true, if the City had any interest in enforcing the lease caps currently in place—or had shown any indication of intentions to enforce the new proposed lease caps, recently passed by the City Council).
- Third, there is already a substantial increase in hybrid and natural gas vehicles



in the Chicago taxi industry.

- Fourth, cabdrivers, particularly those new to the industry, seek out the new hybrids, for the gas savings they entail, when gas prices skyrocketed in recent months.
- Fifth, they find that the companies that own hybrids refuse to lease them at weekly rates, but will charge a daily rate times seven (for a 12 hour weekly lease). Or even a daily rate times two times seven (for a 12 hour x 2 = 24 hour x 7 = a weekly rate). This results in a driver paying close to the weekly lease cap (\$493 in the current Rules and Regulations) of a 24 hour cab for the 12 hour lease. (One company is charging \$66 x 7 = \$462 for a 12 hour weekly shift).

Or even worse, if the driver wants to lease for 24 hours on a weekly basis, he is forced to pay \$924 per week, PLUS GAS! To make a simple comparison, one garage charges a weekly rate of \$360 for a 12 hour shift, and a driver might pay an average of around \$60 a day for gas, for a total of about \$780 total, as compared to the driver above, who has to come up with \$1100 plus per week just to break even. It's not even possible, without working enormously long hours.

- The UTCC has some serious policy recommendations to propose concerning this lease issue. We have been calling on DBACP (Dept. of Business Affairs and Consumer Protection) to implement some of them for several years now:
- We recommend the City implement a Standard Lease Form for the entire industry, to be published and posted at each garage for the drivers (consumers) to compare rates and comparison shop for lease rates
- We call for a Taxi Industry notice to be published calling for drivers to submit leases to DBACP for inspection for lease cap overcharges, and a commitment to follow up with investigation and prosecution for fraud by violators
- We call for a Taxi Industry notice to be published promising drivers protection from retaliation for filing complaints
- We call for field investigators for DBACP be trained and authorized to identify and write tickets for lease overcharges to the owners when they inspect leases at the airports or downtown (they are currently not authorized to do so)
- We call for the lawyers who work at the Administrative Hearing Offices at 400 W. Superior prosecuting cabdrivers for various offenses and who inspect up to 500 leases per week, be also trained and authorized to write tickets to owners who violate the lease caps

We in the UTCC feel that these much-needed, and easily implemented reforms would put the owners on notice that the City will take this issue seriously, and would go a long way towards gaining the confidence of the drivers that the City will look after their interests. After all, we are consumers too, and deserve the protection in our business affairs of the Dept. of Business Affairs and Consumer Protection. ■

History of Our Campaigns to Enforce the City's Lease Caps

SAME ISSUE, DIFFERENT YEAR: LEASE CAPS VIOLATED WITH IMPUNITY

BY PETER ENGER

THE UTCC WAS FORMED IN 2008, RIGHT WHEN the lease overcharges started to take off. Our first campaign was to go after Chicago Carriage Cab Company, or Royal 3CCC. They seemed to be the worst violators at the time. We went on a big leafleting campaign, rented a meeting hall at Jackson and Ashland, and called for a big meeting of Carriage drivers to come and discuss what should be done. Hundreds of drivers told us they would be there. Only six showed up. We found out later that Carriage had sent some spies to find out who was going to testify, and what our plans would be. The drivers were understandably nervous about losing their jobs, and rightly so despite the fact there is a clause in the Rules that prohibits retaliation against drivers for filing complaints.

In 2009 we tried again. This time we collected hundreds of leases from drivers for several months, identified what kinds of violations were most common, and who were the worst perpetrators. We testified that year at the Transportation Committee Hearing on a fare increase for cabdrivers, where we notified the City and the public that we had hundreds of leases in violation of the lease cap. Consumer Services seemed interested in having us turn over our evidence, but

as we did not have permission from the drivers, we could not just hand them over. Negotiations broke down with the City over this issue.

Next, we identified one particular garage owner who was grossly violating the lease caps. We called for a meeting of drivers for his garage, and fifteen of them showed up. We had lawyers working for us, and gave the drivers several options to pursue their case. They chose to fill out complaint forms, and turn them all in at Consumer Services on Ogden, all on the same day the following week. When we called a meeting the next week, none of them came back, and they didn't return our calls. Once again, the drivers were afraid of retaliation. But not only that, even when they start working for another company, they are still afraid of retaliation. The bottom line is, Chicago City cabdrivers DO NOT TRUST THE CITY, AND DO NOT TRUST THE SYSTEM! It's no wonder! Our only experience with City officials, from Consumer Services investigators, to Traffic Management personnel, to police officers, to tow truck operators, to safety inspectors, to lawyers and hearing officers at 400 W. Superior, is one where we are being screwed over, taken from, disrespected, ticketed, not listened to, and our dignity violated! What reason would any cabdriver have to believe the system could ever work for us? ■

TAXI DRIVERS!

DO NOTHING

JOIN UTCC

VISIT UTCC'S OFFICE!

2040 N MILWAUKEE AVE / 2ND FLOOR

OFFICE HOURS: MON-WED / 1PM-7PM

PHONE: 773-342-8822

Drivers Picket Beale Office

Cabdrivers picketed the office of Ald. Anthony Beale on Monday, demanding that his transportation committee hold a hearing on a fare increase. Beale has rejected the cabdrivers petition for a hearing, and eliminated the right to petition in his new cab ordinance.

A delegation led by Fayez Khozindar, chair of the United Taxidriers Community Council, delivered a letter to Beale's office, at 34 East 112th Pl., in the Roseland community. Beale had left his office before the demonstration began, but one of his aides accepted the letter.

The UTCC demands include an immediate hearing on a fare increase, the return of the right to petition, and changes in the new cab ordinance.

The picketers outside Beale's office chanted "Alderman Beale, Alderman Beale, Taxi Drivers Deserve a Deal," and "City Hall is Drivers Hater, and We are the Wealth Creator." They were joined by supporters from Occupy Chicago and AFSCME.

"We came here today to show the people in his community just what kind of an alderman they have," said Ted Budzynski, who gathered 1500 signatures on his petition for a hearing. Beale claimed there were 430 faulty signatures on the petitions, which Budzynski says is impossible.

"He cheated us out of a hearing, got rid of our right to petition for a hearing ever again, and then raises the rates on the leases we pay," Budzynski said. "He betrayed us." ■



Fayez Khozindar leading picket: calls on Ald. Beale to support a fare increase



We Are The Wealth Creators!



Ted Budzynski's Speech



Peter Enger leads chants: "Gas prices are killing us! Everyone soon have to take the bus!"



Budzynski, Khozindar deliver letter to Ald. Beale's staff

Mayor Washington Backed Cabdrivers

UTCC Building Coalitions with Community Organizations

BY CHRIS CHANDLER

NO MAYOR HAS DONE ANYTHING FOR CABDRIVERS. He's the only one." Harold Washington, Chicago mayor from 1983 to 87, is the one being described by Minister Robert Floid Plump, a cabdriver for 40 years and a life long civil rights activist.

Mayor Washington, Chicago's first black mayor, "implemented unity and respect," Plump said. He also began a lottery to reward three cabdrivers each year with their own medallions. He was a strong supporter of the working man.

These days are not the same. "Every cabdriver knows we're hurting," Plump said.

Plump was at Selma with Dr. Martin Luther King, and marched with him in Chicago in 1966. He met Harold Washington in 1977 and worked for his election to the state legislature, and then for Congress, and then for mayor. He explained why Washington understood cabdrivers.

"He was a cabdriver himself," Plump said, explaining that Washington drove weekends while attending Roosevelt University.

Plump joined the UTCC picket line at City Hall and is ready to join the next action.



Minister Plump is President of the Harold Washington Foundation, found at www.theharoldwashingtonfoundation.com

FAYEZ KHOZINDAR'S SPEECH

APRIL 2nd, 2012 PROTEST

UTCC FORMED 4 YEARS AGO TO WORK ON BEHALF OF OUR UNDERPAID AND OVERWORKED CABDRIVERS—TO FORM A UNION SO WE COULD NEGOTIATE ABOUT OUR WORKING CONDITIONS WITH THE COMPANIES AND THE CITY

OUR INCOMES AND WORKING CONDITIONS HAVE STEADILY DETERIORATED IN THAT TIME—WE HAVE STRUGGLED AND MET WITH CONSUMER PROTECTION OFFICIALS TIME AND TIME AGAIN, TO NO GOOD RESULTS. OUR VOICES ARE NOT HEARD, OUR REQUESTS ARE NOT MET.

ONCE AGAIN, NEW RULES ARE INTRODUCED TO THE TAXI INDUSTRY, 3RD TIME IN THE LAST FOUR YEARS, AND WE, THE WORKERS WHO SUFFER FROM THE "SWEAT SHOPS ON WHEELS" THAT ARE OUR WORKPLACES, WERE NOT INCLUDED, WERE NOT CONSULTED

THE CITY NEEDS TO UNDER-

STAND—THE TAXI DRIVERS, THE WORKERS IN THIS INDUSTRY, ARE THE ONLY ONES WHO BRING IN MONEY—WE ARE THE WEALTH CREATORS! AND WE DEMAND A SEAT AT THE TABLE WHEN THERE ARE SERIOUS CHANGES AND REFORMS THAT NEED TO BE MADE!

WE ARE DEMANDING THAT:
A HEARING BE CALLED FOR A FARE INCREASE ON THE METER
INVESTIGATION OF LEASE OVERCHARGES

A MORATORIUM ON THE NEW LEASE RATES IN THE NEW RULES FOR ONE YEAR

A SEAT AT THE TABLE TO DISCUSS NEW, NEEDED REFORMS IN OUR INDUSTRY

THIS IS NOT THE END. WE WILL STRUGGLE AGAIN AND AGAIN UNTIL OUR VOICES ARE HEARD. WE CANNOT SURVIVE UNDER OUR CURRENT ECONOMIC CONDITIONS, AFTER ALL, WE BURN GAS FOR A LIVING!

TED BUDZYNSKI'S SPEECH

MY NAME IS TED BUDZYNSKI, I HAVE BEEN A CABDRIVER FOR 24 YEARS.

WE WILL NOT STOP HERE. WE WILL CONTINUE FIGHTING UNTIL OUR DEMANDS ARE MET.

THANK ALL OF YOU FOR COMING OUT HERE—ALL THE CABDRIVERS AND SUPPORTERS. I'D LIKE TO GIVE A SPECIAL THANK YOU TO ALL THE DRIVERS WHO SIGNED THE PETITION.

I COLLECTED 1500 SIGNATURES, WHICH THE CITY DENIED BECAUSE THEY SAID 430 OF THEM WERE "INVALID". HOW COULD THEY BE INVALID WHEN I COLLECTED THEM FROM WORKING CABDRIVERS WITH CABS AND LEASES AND CHAUFFEURS LICENSES WHEN THEY SIGNED THE PETITION?

WE HAVEN'T HAD A RAISE IN 6 YEARS, AND ALDERMAN BEALE DENIED OUR PETITION, AND SAID WE COULD HAVE A HEARING IN 6 MONTHS, CAUSE IT WAS "THE RIGHT THING TO DO". ALDERMAN BEALE, THE RIGHT THING TO DO IS TO GIVE US A HEARING **NOW!**

ALDERMAN BEALE DOESN'T UNDERSTAND, COMMISSIONER KRIMBEL DOESN'T UNDERSTAND—OUR LEASES GO UP EVERY YEAR, MY RENT GOES UP, FOOD PRICES GO UP, AND NOW GAS IS GOING UP!

THEY DON'T UNDERSTAND, WE ARE CABDRIVERS! **WE BURN GAS FOR A LIVING!**

IF I COLLECT A SURCHARGE FOR GAS ALL DAY, AND GIVE IT TO THE GAS STATION AT NIGHT, THAT IS NOT AN INCREASE!

NOW THESE NEW RULES GIVE LEASE INCREASES TO THE BIG COMPANIES, AND THEY GOT ALL THESE NEW GREEN CABS THAT COST MORE, AND ALL THAT NEW COSTS ARE COMING OUT OF OUR POCKETS! IT'S NOT **FAIR**, IT'S NOT **JUSTICE**, AND IT'S NOT **RIGHT!**

WE NEED THIS HEARING TO TALK TO THE CITY COUNCIL ABOUT ALL THESE ISSUES. IF ALD. BEALE AND COMMISSIONER KRIMBEL WON'T LISTEN, WE ARE ASKING THE MAYOR TO STEP IN AND GIVE US WHAT WE NEED

THANK YOU ALL AGAIN FOR COMING OUT.



NEWS

FOR IMMEDIATE RELEASE
March 8, 2012

Contact: Joelle McGinnis
630-241-6800, ext 2380
jmcginnis@getipass.com

I-294/I-90 TRI-LEVEL BRIDGE PROJECT TO BEGIN MARCH 18
Full closure and detour needed to expedite construction project to extend bridge life

DOWNERS GROVE, IL – Construction on the I-294/I-90 Tri-Level Bridge Project is scheduled to resume March 18. This year's work will require a full closure through early July of the ramp bridge carrying northbound Tri-State Tollway (I-294) traffic to the westbound Jane Addams Memorial Tollway (I-90) and full closure of the eastbound I-190 ramp from O'Hare International Airport to westbound I-90. Electronic message signs and directional signs will be put in place to alert drivers to the closures and detour.

The Tri-Level Bridge Project will extend the life of the complicated interchange that connects I-294 to I-90 and provide safe and convenient travel for Tollway customers. The project began in 2011 with the reconstruction of the ramp carrying southbound I-294 to eastbound I-90. In 2012, the Tollway will complete the project with the reconstruction of the ramp bridge carrying northbound I-294 traffic to westbound I-90. The \$13 million project will be complete by the end of 2012.

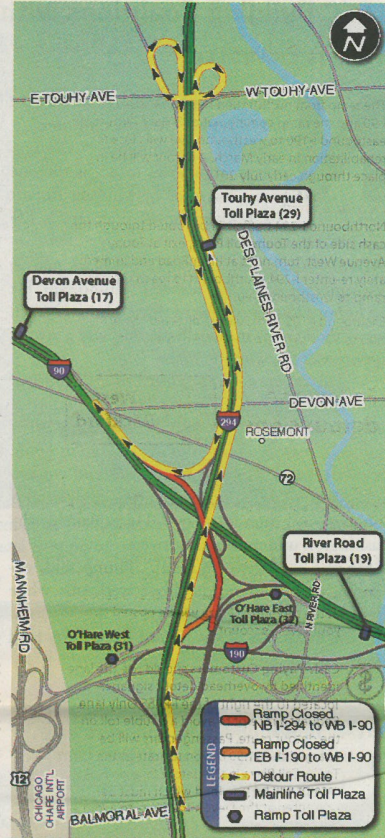
"After carefully evaluating all of our options, we believe that a full closure of the ramp until early July will be the safest and most efficient way to move this reconstruction project along," said Illinois Tollway Executive Director Kristi Lafleur. "We understand that the closure and detour will present an inconvenience to some of our customers, but this plan will allow us to complete this work in nearly half the time."

The Tollway's construction plan will enable the agency to complete the work more efficiently, with the full closure allowing the Tollway to complete work in four months rather than the seven months required if one lane remained open to traffic during construction. In addition, without having to maintain a lane for traffic during construction, the Tollway will be able to complete the bridge rehabilitation work using a "single-pour" method and will avoid a joint running down the middle of the bridge, making the bridge stronger and more resistant to traffic vibration and requiring less maintenance on the bridge in the long run.

Westbound I-90 Detour Scheduled

The ramp from eastbound I-190 to westbound I-90 is scheduled to close in the early morning hours of March 18. The ramp from northbound I-294 to westbound I-90 is scheduled to close in the early morning hours of March 19. The detour route is expected to be in place through early July directing traffic to travel north to Touhy Avenue west, to River Road and then immediately re-enter I-294 southbound to reach the exit ramp to westbound I-90.

Although the detour route will take drivers north through the Touhy Toll Plaza on I-294, before sending them through the Devon Toll Plaza as they get back on their route on I-90, customers will not be charged twice. The Illinois Tollway has programmed its toll collection system to ensure that only the 75 cent toll at the Devon Toll Plaza will be posted to I-PASS accounts. In addition, the Tollway is providing a designated I-90 detour lane at the Touhy Toll Plaza on I-294 so that cash-paying customers can obtain a receipt to present at the Devon Toll Plaza on I-90 to avoid a double toll.



I-294/I-90 TRI-LEVEL BRIDGE RECONSTRUCTION PROJECT
NB I-294 to WB I-90
Detour Route



DRIVERS & OWNER-OPERATORS!

NEXT TIME YOU HAVE A DATE WITH COURT AT 400 W. SUPERIOR, CALL YOUR UTCC ORGANIZATION AND LAWYERS HERE WILL RESOLVE YOUR ISSUE FOR AS LITTLE AS \$20 AND LESS THAN 30 MINUTES OF YOUR TIME FOR EVERYTHING. UTCC REPRESENTS DRIVERS IN COURT WITH CONVICTION AND ALL YEAR ROUND WE CONTINUE TO WORK FOR YOUR RIGHTS.

CALL: 773-342-8822

MEDALLION TRANSFER FROM 1/19/12 TO 3/22/12

I-294/I-90 TRI-LEVEL BRIDGE RECONSTRUCTION PROJECT
NB I-294 to WB I-90 Detour Route

Ramp Closure:

The ramp from northbound I-294 to westbound I-90 and the ramp coming out of O'Hare Airport on eastbound I-190 to westbound I-90 will close for rehabilitation in early March. A detour will be in place through early July 2012.

Detour Route:

Northbound I-294 traffic will be routed through the cash side of the Touhy Toll Plaza, exit at Touhy Avenue West, turn right at River Road and immediately re-enter I-294 southbound to reach the exit ramp to westbound I-90.

Eastbound I-190 traffic will be directed to northbound I-294 to follow the same detour route via Touhy Avenue.

Follow the detour signs



Tolls on Detour Route:

The detour route will take drivers through a second toll plaza but customers will not be charged twice.



I-PASS Customers should go through the I-PASS Only lane at the Touhy Toll Plaza and at the Devon Toll Plaza. Only the 75 cent toll at the Devon Toll Plaza will be posted to your I-PASS account.



Cash-Paying Customers should use the lane identified by overhead detour signage, located to the right of the I-PASS Only lane. Request a receipt to avoid a double toll on the detour route. Passenger cars will be charged the \$1.50 Devon toll rate at the Touhy Toll Plaza in the detour lane only. A receipt will be provided which must be presented at the Devon Toll Plaza to avoid a double toll.

For more information:
www.illinoistollway.com 1-800-TOLL-FYI



**FOLLOW US
 ON TWITTER!
 @UTCCCHICAGO**

TAXI DRIVERS!

Do nothing

Join UTCC

Closing Date	PV Number	Sale Price	Closing Date	PV Number	Sale Price
1/19/12	1392	\$305,000	2/22/12	1045	\$260,000
1/20/12	1043	\$308,000	2/22/12	3499	\$260,000
1/20/12	12	\$325,000	2/22/12	4252	\$260,000
1/26/12	4452	\$300,000	2/22/12	5598	\$260,000
1/30/12	3389	\$240,000	2/22/12	6104	\$260,000
1/31/12	2377	\$318,000	2/22/12	1205	\$275,000
1/31/12	4966	\$312,000	2/22/12	1777	\$275,000
1/31/12	6406	\$275,000	2/22/12	2236	\$275,000
1/31/12	3267	\$285,000	2/22/12	3043	\$275,000
2/10/12	4721	\$320,000	2/22/12	4340	\$275,000
2/14/12	5036	\$260,000	2/22/12	1410	\$275,000
2/14/12	2206	\$87,000	2/22/12	3971	\$275,000
2/14/12	2396	\$87,000	2/22/12	4813	\$275,000
2/14/12	5402	\$87,000	2/22/12	2566	\$275,000
2/14/12	5587	\$87,000	2/22/12	2572	\$275,000
2/14/12	5746	\$87,000	2/22/12	4274	\$275,000
2/14/12	5814	\$87,000	2/22/12	5562	\$275,000
2/16/12	4272	\$325,000	2/22/12	6011	\$275,000
2/16/12	3690	\$325,000	2/22/12	4735	\$275,000
2/17/12	4634	\$325,000	2/22/12	5355	\$275,000
2/17/12	2520	\$255,000	2/22/12	5425	\$275,000
2/22/12	629	\$260,000	2/22/12	5709	\$275,000
2/22/12	950	\$260,000	2/27/12	6028	\$290,000
2/22/12	1656	\$260,000	2/27/12	4490	\$285,000
2/22/12	5498	\$260,000	2/28/12	6197	\$330,000
2/22/12	5856	\$260,000	2/29/12	3494	\$330,000
2/22/12	365	\$260,000	3/6/12	3599	\$280,000
2/22/12	1066	\$260,000	3/13/12	4484	\$350,000
2/22/12	2383	\$260,000	3/13/12	4967	\$355,000
2/22/12	4815	\$260,000	3/15/12	5720	\$315,000
2/22/12	5706	\$260,000	3/16/12	3381	\$290,000
2/22/12	5711	\$260,000	3/16/12	3341	\$325,000
2/22/12	3496	\$275,000	3/16/12	6681	\$325,000
2/22/12	4208	\$275,000	3/16/12	555	\$325,000
2/22/12	4517	\$275,000	3/16/12	2587	\$325,000
2/22/12	5290	\$275,000	3/16/12	3368	\$312,000
2/22/12	5876	\$275,000	3/22/12	3434	\$350,000
2/22/12	1501	\$260,000	3/22/12	655	\$320,000
2/22/12	3277	\$260,000	3/22/12	6412	\$320,000
2/22/12	3932	\$260,000	3/22/12	3075	\$330,000
2/22/12	4467	\$260,000	3/22/12	5207	\$300,000
2/22/12	5150	\$260,000	3/22/12	4943	\$320,000

VISIT UTCC'S OFFICE!

2040 N MILWAUKEE AVE / 2ND FLOOR
 OFFICE HOURS: MON-WED / 1PM-7PM

PHONE: 773-342-8822

**THE UTCC PROUDLY INVITES YOU TO
UPCOMING "HEALTH FAIRS"★ WHERE
YOU CAN HAVE A FREE SCREENING FOR:**

- . Blood Pressure and Blood Tests (Checks for: Anemia, Infections, Kidney Function, Cholesterol and Liver Function). (It is preferred to fast (no food) 8 hours prior to blood test.)
- . Check For Any Pain or Injury of the Back , Neck , Arm , Leg or Herniated Disc.
- . Free Chair Message for All.



**COME TO THE STAGING
LOT AT O'HARE AIRPORT
ON MAY 12TH, AND JUNE 16TH
BETWEEN 11am AND 5pm.**

* SPONSORED BY "ADVANCED MEDICAL CLINIC" DR. MOHAMED MALAS,
4009 W. FULLERTON, CHICAGO, IL 60639,(773-276-3333)MULTI-SPECIALTY.

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SPECIALIST**

DR. MOHAMED MALAS - Chiropractic Physician
DR. MICHAEL MALEK - Neurosurgeon
DR. BASSAM OSMAN - Neurologist

*If you have an injury at work, Workers Compensation
Insurance covers 100% of medical bills and compensation*

Licensed Massage Therapists On-Site:
MANUEL SALGADO • JOSEPH VASQUEZ
MARIA SALGADO

4009 WEST FULLERTON AVE.
CHICAGO, IL



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