

UTCC VOICE

THE NEWSLETTER OF THE UNITED TAXIDRIVERS COMMUNITY COUNCIL

CITY ADOPTS UTCC'S UNIVERSAL DISPATCH PROPOSAL

CURB, Arro win bidding to provide E-hail and E-pay service

BY PETER ALI ENGER

THE UNITED TAXIDRIVERS Community Council has been advocating for a universal dispatch system for several years now.

In the summer of 2014, the UTCC proposed our 10-Point Plan for Cabdriver Income Improvement to the city. Here it is:

1. Remove straight meter rates to suburbs
2. Charge \$1 per each extra passenger
3. Decrease lease cap 20% after first year of use
4. Increase mileage rate to \$0.20 per 1/12 mile
5. Increase wait time to \$0.20 per 24 seconds
6. Create "Chicago City App" to outcompete with rideshares, provide better service to Chicago (Centralized Dispatch System)
7. Charge \$4 only on departure from Airports
8. Increase short-trips to one hour
9. Decrease maximum fine at 400 W. Superior to \$350
10. Mandatory Registered Mail for complaints to drivers (must be signed for)

(As you all can see, we have achieved 6 out of the 10 already, and are still working on the last four. Some things take time.)



UTCC describes benefits of UD system to BACP, July 2014

The city has announced a new dispatch system for all Chicago cabs that should help us compete with Uber and other rideshare companies. All phone orders for cabs will be handled by Verifone/Curb, which is already used by some 3,000 Chicago cabs. Smart phone orders can go through Curb or Arro, a new App currently popular with New York cab drivers. Arro is slated to be launched in Chicago in January, 2016, while Curb has been in use in Chicago and many other

cities in the US for several years. Cab drivers will be required to obtain smart phones or tablets and Apps as necessary, and the cost to drivers will be only a minimal fee charged by the two companies accepted during the bidding process.

History of UTCC Proposal

Seven years ago the UTCC first proposed to BACP officials that our taxi industry would be improved

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Uber Not Paying Airport Tax!

BY CHRIS CHANDLER

UBER AND OTHER RIDESHARE DRIVERS are not paying the \$4 airport stamp tax, even though state law requires all public vehicles to do so.

Mayor Rahm Emanuel's plan to allow the rideshares to pick up at the airports did not include the tax, and when Uber started airport pick ups on the day before Thanksgiving they told their drivers they did not have to pay the tax.

The UTCC notified the Metropolitan Pier and Exposition Authority (MPEA), and they passed legislation on Nov. 16 requiring all ride share pickups to pay the \$4 tax for each departure. To this day Uber drivers are still not paying the tax. Apparently Uber might be planning to pay the tax from corporate funds, subsidizing the airport tax out of pocket. The deadline for payments to MPEA is January 10. We shall see if they pay.

Why would Uber subsidize their drivers? Because they are determined to take over the airport business, but the stamp tax and the city's new fees make it unsustainable.

Consider: an Uber passenger would be paying the new \$5 airport pickup fee, the \$4 stamp tax, and the additional 52 cent general rideshare tax, for a total of \$9.52 for each ride from the airport. This "surcharge" on each and every airport pickup would be a sticker shock to customers, and cost-prohibitive to their business model of remaining substantially cheaper than taxis.

City of Chicago Fees

For all trips that begin or end at **O'Hare, Midway, McCormick Place, and Navy Pier** a \$5 fee will be automatically applied to each trip. Partners do not need to pay for the pickups - because of our GPS technology, when trips occur at these locations the \$5 will be automatically applied.

The \$5 fee will be delivered to the City of Chicago by Uber.

The \$4 Airport Tax does not apply to uberX, uberXL, and UberSELECT partners.

When you add in the 20 percent that Uber takes from each fare, and there is little left for the Uber driver.

So Uber is subsidizing the drivers with the hope they can ramp up their business at the airports and ultimately monopolize the airport pick ups.

Then they will jack up the fares. (See Fayeze's speech to MPEA board, page 4.) ■

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COMMON SENSE CORNER

TIME TO STEP UP OUR GAME, CABDRIVERS!

In January 2008, the United Taxidriver Community Council (UTCC) was established as a diverse member-led community organizing group dedicated to the goals of achieving a living wage, improved safety, better health and fair treatment for taxi drivers in the City of Chicago.



may beat Über at its own game, and we will not be able to do that unless we consider the following:

We should be the first choice because we are the best -- second to none. We should be the safest because we drive safely. We offer convenient rides because we keep our cars clean inside and out. We offer enjoyable rides because we respect our customers and treat them well and we don't

talk on the phone unless it is some kind of an emergency. The most common reasons we hear from the media, from city politicians and staff, and from some passengers themselves are that Uber is beating us because cabdrivers talk on the phone a lot, eat in their cabs, don't clean their cabs, and are not always friendly and upbeat. While some of these complaints may be exaggerated, they do have some kernel of truth in some cases. In order for us to beat Uber, we need to STEP UP OUR GAME!

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While on the roads:

- Use your signals at all times, Just remember the slogan " Take my Lane, Take my Turn, Just Give me a Signal "
- Keep a clean cab at all times—inside AND out
- Try to remain friendly and upbeat—if the customer wants to talk, try to engage them. If they don't, respect their moods and business.
- Do not eat in your taxicab. It's a place of business, and a semi-public space for hire to the customers
- DO NOT TALK ON THE PHONE! (this is Number One complaint!)
- If you are loading luggage please come to the curb so you keep the flow of traffic going; it's safer for you and your passenger.

This is the spirit of our Union, this is the spirit of organized labor, and TOGETHER we will continue to win and strive for more justice for our taxi drivers all over the city of Chicago. And remember, TOGETHER, WE CAN DO IT !

—FAYEZ KHOZINDAR, UTCC CHAIRMAN

- Since then, our advocacy work has continued striving for justice for taxi drivers and our organization has accomplished numerous historic victories that have helped change the face of the taxicab industry as we know it. Despite our limited resources we are proud to tell you about some of them:
- The UTCC called for a Central Dispatch System for many years and now the city is adopting a Universal Dispatch App for use by all taxis to compete with the ride steal companies.
- For the first time in the history of the taxicab industry, UTCC was able to reduce the lease rates by 20-30%.
- The city of Chicago has adopted seven out of our 10-point plan to improve taxi drivers income.
- Our advocacy work led to the establishment of the Taxicab Drivers Fairness Task Force and UTCC has two permanent members in it.
- We have channels of communication and regular meetings with Aldermen and BACP Commissioner and staff, Chicago Police Department and the Dept. of Aviation, the ITTA, and the MPEA Board of Directors
- Our news and victories are published in major and leading media outlets such as the *Chicago Sun-Times*, *Chicago Tribune*, the *New York Times*, *WBEZ* (NPR), *WBBM* and *Crain's Chicago Business*.

There is no doubt that the taxicab industry is facing a huge challenge from the ride steal companies. Therefore, it's imperative to prove our reliability as the only transportation for hire so we

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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A Window to The World

Teaching Adults English as a Second Language May Be a Meaningful Profession for Many Taxi Drivers

BY DANA HORSTEIN

TYPICALLY, WHEN YOU explain to someone that you teach English as a Second Language (ESL), they ask, "Oh, what languages do you speak?" Similarly, when you tell someone that you are a teacher, they immediately respond, "Oh, what grade do you teach?" However, both of these questions make misguided assumptions about what it means to be an ESL teacher.



Prof. Jeanine Nthirageza, Program Chair of TESOL at NEIU.

In fact, it is not necessary for ESL teachers to speak their students' language (and many times there are too many languages for this to be possible!), nor do all teachers work with children. Rather, many teachers work with adults. To this end, there is a new program at Northeastern Illinois University,

the TESOL Graduate Certificate Program, that prepares individuals to teach ESL to adults (TESOL stands for Teaching English to Speakers of Other Languages).

The TESOL Graduate Certificate Program may be of interest to taxi drivers who would like to teach ESL to adults. In particular, there is a need for more individuals who were not originally from the U.S. or English-speakers to become ESL teachers. This is because, while it is not necessary for ESL teachers to speak their students' languages, for those individuals who have themselves gone through the process of adapting to the U.S. and learning English, this experience is an advantage because they can identify with

the challenges that students face while learning a new culture and language.

Jeanine Nthirageza, the TESOL Program Chair, explains how being from another country has aided her as a language teacher: "I'm originally from Burundi and in Burundi, we speak Kirundi, French, and Swahili. Then, of course, I learned English as a fourth language. These languages have been very helpful in my field. I enjoy comparing and contrasting the different structures, the ways people speak." Then she adds, "That's really empowering and I can see it again with my

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Universal Dispatch System

Continued from Page 1

by all taxicabs being on one dispatching system. Our idea was that this would provide better service to the riding public, increase business for the drivers, and also give better service to the neighborhoods. No one listened to us then.

After Hailo and Uber entered the Chicago market, and then UberX and Lyft began eating into our revenues, we once again started talking about creating an App and unified dispatch system in order to compete with them. We still could not find any takers for our ideas.

Included was our **Universal Dispatch system**, with an accompanying Policy Proposal which detailed how it would work, and why we needed it. The city at this time under the leadership of Commissioner Maria Guerra of the Dept. of Business Affairs and Consumer Protection, was receptive to our proposal at last. Using our Policy Proposal, the city put out a Request For Proposal (RFP) that resulted in the bidding process which has resulted in the accepting of the two final bidders. Those bidders are CURB/Verifone (Verifone recently bought CURB), and Arro, owned by Ron Sherman, one of the large taxi fleet owners in New York City.

What is needed:

Cabdrivers worldwide are facing the same conditions when it comes to confronting the changing economic conditions that Uber represents. They are a well-funded (\$50 Billion at last count) gigantic corporation with a business model and corporate culture which has them challenging all cities' and nations' laws and regulations to force them to accept private cars and untrained drivers doing the same business as the well-established taxi industry without interference. We in the taxi industry in Chicago are facing these same conditions.

UTCC vision was that if the city could mandate the same Universal Dispatch App, and an accompanying call center for phone-in access to the App-dispatched cabs, then we could compete with the rideshares on the streets, and expand business to the neighborhoods with more reliable service.

What we have here is two bidders who met the qualifications the city laid out in their RFP: Curb/Verifone and Arro, out of New York City.

Following are what each bidder presented to us. We met with representatives of Curb/Verifone for two hours in late November, and UTCC Secretary Peter Ali Enger attended the presenta-

tions both bidders made to the Task Force in early December. In addition, we consulted with people in New York City who are familiar with Ron Sherman, the owner of Arro.

Verifone/Curb:

- Their taxi dispatching system is already in 100K taxis worldwide, and in over 3000 taxis in Chicago. They are introducing their system to two more affiliations in Chicago in the next few months.
- They are currently available in over 100 cities worldwide, and in 11 countries. They are in over 60 cities in the US.
- They are a publicly traded company
- Their system thru the Verifone technology is flexible and adaptable to other systems, even for affiliations in Chicago and to owner-operators who may not have nor want to install MDT systems. They can currently connect to 12 different systems used worldwide. They can use Bluetooth technology to connect to the meters (a Chicago requirement).
- They have two call centers already up and running for phone-in dispatching. They plan to use the Flash Cab company dispatch call center
- Customers can choose to pay cash, or thru their registered credit cards
- Customers can call drivers, drivers can call customers thru a screened phone number (such as Uber already uses)
- Drivers without MDT systems will be offered a driver App to log in (phone or tablet)
- Drivers can opt to be paid directly into their bank accounts
- Fee to drivers for credit card payments will be: a flat \$1
- Fee to drivers for cash payments: \$1
- Fee to passengers will be \$1.50
- No show fee of \$5 charged to passenger after 5 minutes wait time
- Navigation feature on the driver App
- Currently they have a Chicago representative who is available locally to answer the phone, live, from 9-5 pm, Mon-Fri
- They also already have a 24-7 phone line with live people answering for resolution of issues

Arro:

- Launched in Sept. in New York City—planning to launch in Chicago in Jan. 2016
- Seems to work well in competition with Uber in New York, and is popular (with a

caveat—in New York, UberX drivers must have Hack Licenses, and commercial plates. Which means they are mostly “black car” drivers and vehicles)

- Owned by Ron Sherman, President of fleet owners association in New York, and a large fleet owner himself
- Do not have call centers or ability to accept phoned-in calls for dispatching cabs
- Proposed fee to customers: \$2-3
- Fee to drivers: 2.9% plus 25 cents
- Will have Driver Companion App for drivers without CMT or Mobile Knowledge
- Will offer Arro transaction card for payment to drivers

In order to contend with the Uber-monster, and to have any chance of success, these companies will need to:

1. 1. have a national presence;
2. 2. be well-funded;
3. 3. have a good App; and,
4. 4. be willing to work with the drivers.

We would have no problem with paying fees to help fund a company engaged in this battle. After all, taxi drivers who are using Uber are already paying 20-25% to receive orders for fares. What's a \$1 fee compared to that? Having a tool to compete with Uber and Lyft is worth paying for, and we should get behind whichever companies will help us do this. ■

NEWS AND EXPLANATIONS FOR THE NEW UNIVERSAL DISPATCH SYSTEM

Many of you have been wondering and questioning just what the new universal app will mean to our working lives as cabdrivers. The universal dispatch system was the idea of UTCC in the beginning, and we have high hopes for its chances to transform the taxi industry and give us the opportunity to out-compete uber and the other rideshare companies on the streets. The city has listened to our ideas and proposals and the companies that have won the bidding process is adopting our plan. We will be working very closely with both Curb and Arro to provide the best possible service for the drivers and for the passengers.

Here is what we believe will happen:

- Every cab in the city will be required to have a smart phone or tablet (or the existing MDT/Gandalf systems to provide App-provided calls) that more than matches the technology of Uber and other ride share companies. The system will replace the inefficient dispatch systems currently in use, and greatly reduce wait time for our passengers.
- The system will increase business in all neighborhoods. Customers in the neighborhoods will now have much shorter wait times, since the full fleet of working taxis will be available.
- The system will cost less in passenger fees than any of the ride share services.
- The fees to the drivers for using the App will be a minimum fee such as processing credit card charges.
- We included a phone-in feature, so Chicago citizens who don't have smart phones or bank accounts can still call a dispatch office and have their information entered into the App system.
- We are urging all bidders to make it possible for all active cab drivers to invest in the new system, and benefit from its success. The system will need cabdriver support in order to be successful.

GET INVOLVED IN THE STRUGGLE!

Join the fight for rights, respect and human dignity!

Call UTCC Today!
773-342-8822

VISIT OUR NEW WEBSITE: GOUTCC.ORG



SCAN YOUR PHONE WITH THE QR CODE (LEFT) TO VISIT GOUTCC.ORG!

Fayez Khozindar Speech at MPEA Board Meeting on December 15, 2015

Good Morning Ladies and Gentleman,

My name is Fayez Khozindar I am the chairman of the United Taxidivers Community Council.

Thank you for the opportunity to once again speak at your board meeting.

We spoke at your June meeting and believe our reasonable comments were well received by this board. Today, we are once again coming before you to remark on what we understand to be current conditions regarding the MPEA Airport departure tax.

To illustrate what is happening today a brief look back in time is essential. This AUTHORITY was established to support and benefit the convention and tourism business in Chicago. This is good for all the citizens of Illinois and the City of Chicago. Those of us in the transportation business like taxi and limo drivers really appreciate this. We are not always happy that we are being used as tax collectors, but we understand where these funds go is in our interest.

Five years ago the interim MPEA board amended the departure tax ordinance to include an increase of

100%. We fought fiercely at the time in 2010 because of the out-of-pocket losses it represented to cab drivers. As my esteemed colleague, Peter Enger mentioned the board rectified those losses this past month. The UTCC is grateful that this board acted upon our reasonable request. We did not find such open minds nor positive acts from the city officials we first approached in 2014.

In September 2015 the city announced rideshares would be allowed into the airports by the first of the new year. Although we opposed rideshare at the airport from the start we assumed that the MPEA tax would be part of any deal the Mayor made with his brother's company. We were astonished to learn that the tax was not mentioned in any of the legislation or rules! In addition the city fast tracked the airport access to start 3 weeks after the city council voted!

We discovered that the Department of Finance was not involved with collecting the tax. In addition the Dept. of Aviation officials which enforce the tax collection had no authority to either collect or halt the pick-ups of passengers at the airports. That is why we reached out to you to let you know our opinion! This

Mayor threw you guys and the state tax under the bus when he made this deal!

Taxidivers want to know—

- **IS THIS TAX COLLECTION OPTIONAL?**
- **IS IT NEGOTIABLE?**
- **WHEN DO WE GET TO NEGOTIATE?**
- **CAN WE CHOOSE NOT TO PAY IT?**
- **WE DEMAND: SAME SERVICE SAME RULES!**

The taxi drivers along with the general public are completely fed up with different rules for different people. !

It is unreasonable for us to accept the position of "We'll just wait and see if Uber will pay."

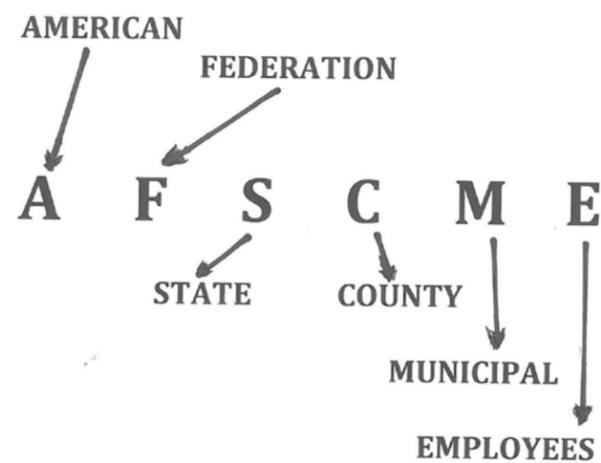
The Mayor needs to get a call from Governor Rauner--who sat on this board not too long ago-- I'm sure you have his phone number-

The governor needs to demand this tax be collected immediately. Given the dire financial circumstances of this board you cannot afford to have this revenue stream remain uncollected. What will the public think about this-leaving money on the table?

And what will you do, if cabdrivers decide we don't want to pay it either?

Thank you for your time.

—FAYEZ KHOZINDAR, UTCC CHAIRMAN



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FOLLOW US ON TWITTER: @UTCCCHICAGO



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

January 12, 2016

Notice No. 16-002

REGISTER FOR CHICABS PROGRAM APPROVED APPS

Taxicab drivers may register directly on-line for both or one of the following CHICABS program approved APPS:

ARRO (goarro.com)	CURB (gocurb.com)
Register at http://goarro.com/drivers	Register at https://gocurb.com/chicabs

CHICABS (www.chicabs.org) is the City of Chicago sponsored e-hail taxicab dispatch program. CHICABS will provide safe and secure options to hail and/or pay for a Chicago taxicab ride. CHICABS will offer options for taxicab passengers to electronically hail (E-Hail) a taxicab through a mobile app. CHICABS approved apps will also let passengers electronically pay (E-Pay) for the taxicab fare through the app. CHICABS apps will benefit taxicab drivers by increasing the number of potential fares and streamlining the cab fare payment process.

Pursuant to Taxicab Medallion License Holder RULE TX5.10, taxicab medallion license holders must participate and support the City's E-Hail Dispatch Apps program. Taxicab drivers shall enroll and participate in one or both CHICABS selected apps by January 31, 2016.

- ▶ For questions, comments, or to join the City of Chicago's Department of Business Affairs and Consumer Protection-Public Vehicle Operations (BACPPV) e-mail list to receive industry notices and other news, send an email to BACPPV@cityofchicago.org.
- ▶ Rules and Regulations governing City of Chicago licensed public vehicles and public chauffeurs are available at www.cityofchicago.org/bacp.
- ▶ The Municipal Code of Chicago is available at www.amlegal.com.

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UTCC after attending MPEA Board Meeting to lobby for changes

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PLEASE SUPPORT OUR
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Chicago Cabdrivers to charge FULL \$4 MPEA Tax on Departure from Airports!

UTCC lobbies MPEA Board—new ordinance will save cabdrivers \$2.5 Million per year

What is the MPEA stamp? And what is it for?

The MPEA (Metropolitan Pier and Exposition Authority) was established by Illinois State Law over 20 years ago to promote the convention business in Chicago and Rosemont. It called for the collection of what is known as “Airport Departure Tax” from taxis, limos, vans and buses that leave the airports carrying passengers. All of the limos, vans and buses must buy the stamps and collect fees from the passengers as a “pass-through” charge when leaving the airport. ONLY cabs were not able to charge the full amount when leaving the airports! Instead, taxicabs had to purchase a \$4 stamp, and then charge \$2 to passengers going TO the airports, and then charge \$2 to passengers who are LEAVING the airports. This was an unfair system to the Chicago cabdrivers.

Let’s be clear on this. The Convention business is good for the taxicab drivers. Tens of thousands of extra people in the city needing to get around is more business for us. But ever since this system was set up, cabdrivers have been complaining. Why? Mainly because when we drive empty to the airports, we still must buy \$4 stamps, and then only get to charge \$2 when we leave the airports. And this is especially true of those going on short trips, who almost always come back to the airports, and then lose \$2 out of their pockets again and again. It is not fair, and we have a legitimate complaint. But what to do about it?

UTCC calls for reform in our 10-Point Plan of 2014

After analyzing the system as it is working (or not working, for us) we decided to include this proposal in our 10 Point Program for Cabdriver Income Improvement last year: Let us charge \$4 upon LEAVING the airports, and not \$2 and \$2. That way, we would never lose another dime—buy a \$4 stamp, then charge the passenger \$4! End of story! End of problem and complaints! Commissioner Guerra Lapacek was sympathetic to the analysis, and to our proposal. But the MPEA is a State of Illinois institution, and the BACP has no authority. The BACP officials told us they *did* go to the Board of Directors of the MPEA, but did not find a sympathetic ear. So now what?

The UTCC decided to take the matters in our

own hands. The Board of Directors of the MPEA includes several union representatives, and we felt they might be more sympathetic to our arguments and proposals coming from a cabdriver union of workers. But we needed to make a strong, scientific argument, and so we needed to do more research. This is what we discovered:

- Item: The MPEA collects about \$10 Million from Chicago cabdrivers every year
- Item: Our survey showed that ~40% of drivers go empty to the airports in the morning
- Item: About 60% of drivers go empty to the airports in the afternoon
- Item: About 90% of drivers go empty to the airports in the evening

Conclusion: Out of the roughly \$10 million dollars the MPEA collects from cabdrivers every year, about **\$2 1/2 MILLION DOLLARS** comes out of the pockets of cabdrivers! This is unfair and unacceptable! It has been going on for the last 20 years, and as we get no direct benefits from this fund, we believe it is time to reform the collection process.

UTCC attends MPEA Board meeting to call for reforms

The UTCC and supporters attended the MPEA Board meeting in June. The MPEA Board was surprised and sympathetic to our arguments. We told them:

- 25% of the money collected from cabdrivers buying stamps comes out of our pockets.
- limos and suburban cabdrivers collect the whole \$4 when they leave the airports.
- 12 other cities in the US also allow the cabdrivers to collect the whole fee when they leave the airports.
- The MPEA Board had the authority to change the method of collection that was written in the State law.

MPEA Board votes to accept UTCC’s proposal!

On Nov. 16, 2015, the MPEA Board of Directors voted unanimously to change their law to benefit the cabdrivers. The language for collection of the \$4 MPEA tax was changed to allow the Chicago cabdrivers to collect the FULL \$4 tax upon departure from the airports. The ordinance language follows: (Box to the right) ■

ORDINANCE NO. MPEA 15-03

Section 1 Amendment 1-5 Authority to Reimburse

“(i) Category 1. By imposing a charge of \$4 per departure with passengers for hire from a commercial service airport in addition to the metered fare, in the case of taxis, or the agreed fare, in the case of liveries, provided that the taxpayer shall separately state the amount of the charge authorized hereunder on account of the tax and shall post a sign prominently in the passenger compartment of the taxi or livery in letters and figures at least 1/2 inch high stating “An additional charge of \$4 is add to the total fare on each trip from O’Hare International Airport or Midway Airport under authority of the MPEA Airport Departure Tax Ordinance.”

These new procedures will be included in our new rate sheets in the new year, and in announcements at the cab lines at the airports. We in the UTCC would like to publicly thank all of the MPEA Board of Directors for being receptive and sympathetic to our case, and for the support they have shown our taxi workers by voting unanimously for this ordinance amendment.

[By the way, Chicago cabdrivers—they also voted the same day to require TNPs, (rides-teal) vehicles to also pay this \$4 tax. It is a state tax, and they MUST pay it! So far, they are not. Stay tuned for further developments]

DAY WITHOUT A CABDRIVER

[The UTCC announced a Cabdriver Holiday—A Day without a Cabdriver, for Oct. 8, 2016 to protest the Mayor’s new budget and policy changes allowing rideshares to pick up at Chicago airports, increased costs to drivers and owners, and a rate hike to the passengers. We made a valiant attempt to affect these policies. Although we failed to stop them, we WERE able to effect several changes before the budget was finally passed by City Council. Following is a copy of our Press Release at the time, and a follow-up Thank You to cabdrivers who participated in our action]

What: Press conference to announce citywide 24-HOUR Strike to protest Mayor Emanuel’s plan to open the airports to UberX and the other rideshares.

Why: The Mayor has allowed Uber and other rideshares to take over much of the cab business, and allowing them in the airports will finish us off, which is apparently his plan.

When: 11 AM Wednesday, Oct. 7, 2015

Where: United Taxidriviers Community Council (UTCC) Office at 637 S. Dearborn, Ground Floor.

Over the summer, 30-40% of the taxi business has dried up on the streets. The rides to the airports have also disappeared from the cabbie’s economic landscape. All due to city policies which favor unlimited and lightly- to non-regulated Transportation Network Provider vehicles or “rideshares” being allowed free and easy access to the business of public transportation traditionally reserved for the highly regulated taxi industry.

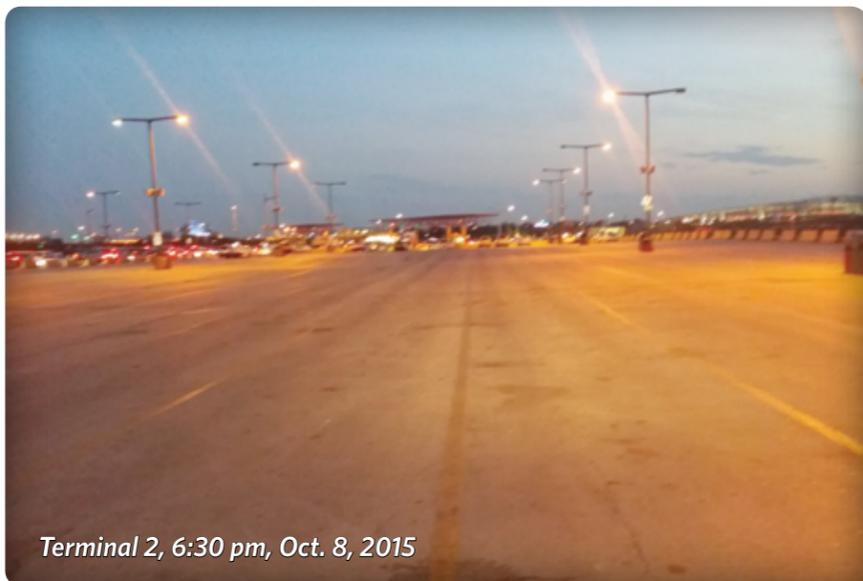
The UTCC has conducted hundreds of interviews, taken surveys and consulted with the drivers, and the consensus is we must do **all we can** to resist this Mayor’s policies.

We are calling for a **“DAY WITHOUT A CABDRIVER”** for Thursday, Oct. 8 to Friday morning October 9th. A 24-hour STRIKE to let our opposition and discontent be made clear.

JUST SAY NO!

- TO TNP PICKUPS AT AIRPORTS AND MCCORMICK PLACE!
- TO A FARE INCREASE!
- TO A \$.50 SURCHARGE ON EACH FARE!

The Mayor has had ample opportunity to consult with, and negotiate with, the cabdrivers through his own Mayor’s Taxi Driver Fairness Task Force, codified in the Taxi reforms of last year, and he neglected to do so. The Task Force has met with the Commissioner and the Mayor’s people for over six months of this year, and never once mentioned these policy changes. The Task Force itself is unanimously against these reforms and have rejected this plan. We demand the Mayor rescind this plan and agree to sit down with ALL stakeholders in the industry to work on compromise.



Terminal 2, 6:30 pm, Oct. 8, 2015



O’Hare Staging Area, 6:30 pm, Oct. 8, 2015

THANK YOU CHICAGO CABDRIVERS!

UTCC wants to say a big **“THANK YOU”** to all the drivers who participated in the STRIKE on October 8, 2015. We heard from drivers that they used the **“VACATION DAY”** as an opportunity to accomplish several objectives including... relaxing with family and friends, housecleaning, car cleaning, movies, shopping...just to mention a few.

We know the loss of wages for that day is inconsequential compared to the struggle against the Mayor and the multibillion dollar rideshare companies. However, be reminded that some people have sacrificed a lot, sometimes even losing their life in the fight for a struggle they believe in. WE cabdrivers, being from different nations across the globe are never given due respect or recognition for the hard work we do every day to move this city.

Mayor Rahm Emanuel and his cronies think we are nobody, which was why he threatened to give riders other options on the day of the strike; however, he is now getting the message that the city cannot move without the cabdrivers. The BACP commissioner also called us to call off the strike with threats of allowing UberX to pick up at the airport--however, that did not deter our determination and commitment to carry out the wishes of the drivers. We shall continue fighting until we are giving our due respect and recognition while working towards a viable and agreeable resolution.

This fight is not about **what union you belong to**. The fight is for equal rights and justice for all the cabdrivers irrespective of your union affiliation. We therefore admonish all cabdrivers in the spirit of fellow-

ship and solidarity to unite in the struggle or see our industry go under.

We also want to remind and inform those cabdrivers who thought that the day was an opportunity to make extra money at the expense of their fellow cabdrivers who stayed home to fight the cause that the laws of **Karma** shall prevail. Those drivers are worse than UBER taking money out of their cabdriver’s pockets.

We are happy to inform you that UberX will not be picking up at the departure level of the airport.

We know that as far as Rahm Emanuel is still the Mayor, UBER and its technology is here to stay, however, we shall never stop fighting for a level playing field.

We shall always shoot for the moon and maybe settle for the cloud.

“THE STRUGGLE CONTINUES”

NEW AND IMPROVED REFORMS COMING TO THE TAXI INDUSTRY IN CHICAGO!

—at O’hare, Midway, 400 W. Superior, Ogden, and MORE!

UTCC MEMBERS PETER ALI ENGER AND Karen Chamberlain have been working hard on a host of reforms to the Taxi Industry since December of 2014. Since the UTCC was formed in 2008, we have been collecting a long list of changes we would like to see in the taxi industry. We have gained a lot of experience and knowledge from advocating for drivers with the DBACP and at 400 W. Superior. We also learned a lot from the concrete work we did in research and investigation of laws, rules and regulations, from consulting with lawyers here in Chicago and with reaching out to taxi organizations across the country—New York, San Francisco, Los Angeles, Philadelphia, Boston. On approaching our work on the Task Force we brought a lot of ideas and a vision for a better-managed taxi industry that would provide a just and fair workplace for cabdrivers and ultimately better service to our passengers and a more professional workforce for the city to serve the citizens, tourists and conventioners.

Since the Task Force was formed, we started by meeting and strategizing about goals and how to approach them outside of the regular meetings with all the other members who agreed to meet with us—George Kasp, Karamjeet Singh, Grace J. Czachor, Tarig Kamill, Bill Burns, Tarik Siddiqui, David Mangum and Imran Mirza.

When the city officials asked us for a “wish list” of what we wanted to see changed, we were able to give them the broadest and most expansive list possible by working with each other so we wouldn’t duplicate each other’s ideas.

These are just a short list of some of the ideas that we discussed, and that we expect the city will introduce very soon in concrete form—whether changes to the Municipal Code of Chicago through the City Council, or through ad-



Commissioner Guerra Lapacek at the June 17 Taxicab Fairness Task Force Town Hall meeting where the cabdrivers heard from the Task Force and the Commissioner about the new reforms that are coming soon.

ministrative changes that the Commissioner can make on her own to the Rules and Regulations for Public Chauffeurs:

MCC changes:

- No more giving up Chauffeur’s Licenses for routine traffic tickets
- Eliminate “courteous behavior required” as a ticketable offense

Rules and Regulation changes:

- Eliminate or change “3 complaints and/or citations” within one year rule
- Provide for automatic temporary license issued to give drivers time to fight parking tickets

- Allow hands-free phone usage
- Eliminate Rule number 5.08 rule—“discourtesy, abusive behavior”—unfair because no definitions for terms, and police use this rule as a default charge in almost every case.

Here are some of the reforms to city practices we discussed with officials from the BACP, the Dept. of Finance, 400 W. Superior, Dept. of Transportation, the Dept. of Aviation, the Dept. of Administrative Hearings (400 W. Superior), McCormick Place, the Dept. of Transportation, and the Chicago Police Dept.:

- Streamlining of process for obtaining a Chi-

CONTINUED ON PAGE 14

TAXICAB INDUSTRY LAWS EFFECTIVE JANUARY 1, 2016

Please note the following with an effective date of January 1, 2016:

1. Taxicab Fare increases to \$0.25 per 1/9 mile distance charge. *MCC §9-112-600.*
2. Taxicab medallion transfer fee lowered to a flat \$2,500.00 per transfer. *MCC §9-112-430.*
3. Taxicab medallion license holder ground transportation tax increases to \$98/month. *MCC §3-46-030.*
4. For non-WAV taxicab medallion licensees, the \$200 biennial accessibility fund fee is replaced with a monthly \$22/month accessibility fund fee payment. *MCC §9-112-150.*
5. Taxicab medallion licensees may recoup the increases in ground transportation taxes and accessibility fund fees payments by charging taxi chauffeur lessees an additional lease fee: \$2.50 per 12-hour daily lease; \$17.50 per 12-hour weekly lease; \$5.00 per 24-hour daily lease; and \$35.00 per 24-hour weekly lease. *MCC §9-112-230.*
 - ▶ Updated Uniform Taxicab Lease Agreement form reflecting new laws is posted at www.cityofchicago.org/bacp.
6. The maximum service fee/transaction fee charged to the lessee taxi chauffeur for the processing of electronic payments may not be greater than four percent (4%). *Taxicab Medallion License Holder Rule TX5.08.*
 - ▶ Updated Taxicab Drivers Know Your Rights Flyer posted at www.cityofchicago.org/bacp.

GET INVOLVED IN THE STRUGGLE!

Join the fight for rights, respect and human dignity!

Call UTCC Today!

773-342-8822

8 UNITED TAXIDRIVERS COMMUNITY COUNCIL

UTCC has formed and maintains relationships with Chicago city officials and Taxi Industry members



UTCC Steering Committee attending regular meeting with CPD brass



UTCC meets with the Commissioners—Commissioner Guerra of the BACP on left, Commissioner Evans of the Dept. of Aviation on right



Discussing issues with the CPD



UTCC meeting with fleet owners and members of the ITTA—at Blue Ribbon garage



UTCC meeting with Ald. Reilly (43rd Ward)—2015



UTCC meeting with Ald. Waguespack (33rd Ward)—in 2009 during the Driver Safety Campaign

Over the years, UTCC has supported social justice campaigns, and formed relationships with major media outlets in Chicago



UTCC supports recent calls for justice for Laquan McDonald



UTCC attending May Day march in 2010



UTCC in City Hall press Conference, Feb. 2015



UTCC Press Conference—Day Without A Cabdriver, Oct. 8, 2015



UTCC supporting recent marches for justice



UTCC supports Community Power

Window to the World

Continued from Page 3

students, with their students. It's beautiful to have a multilingual background."

Teaching ESL to adults is not only a good option for individuals who are immigrants. In addition, many people want to be teachers, but do not have the time, resources, or interest to go through the Illinois licensing requirements to teach children in the public schools. On the other hand, for adult teachers, Illinois only requires that they have a bachelor's degree. Thus, the Certificate Program provides a much quicker and easier route towards entering into the teaching profession.

The TESOL Graduate Certificate Program is designed to be completed in one year; students typically take two classes per semester (two weeknights per week) for three semesters. All Certificate classes are offered during weekday evenings, so that students can work during the day. Classes are held at Northeastern's El Centro campus, which is located in Avondale off the 90/94 Kimball exit. Northeastern Illinois University is a public state university, which makes it a very affordable institution of higher education.

Students who complete the TESOL Graduate Certificate Program are prepared to teach adult English language classes at community colleges, community-based organizations, or language schools in the U.S. or abroad. The Certificate consists of six courses (18 credits) and includes a 60-hour practicum, which allows students to gain practical teaching experience and make contacts in the field before finishing the Certificate Program. The other Certificate courses inform individuals about the linguistic components of English, and prepare them to create lessons, develop materials, and assess English language learners.

Courtney Francis, the graduate advisor, explains, "We also teach methodology, so that students have lots of tools in their tool chest, so that when they're out there, teaching in their classrooms, they can choose from a smorgasbord of methods and figure out what's right for their objectives."

To apply for the TESOL Graduate Certificate Program, applicants need to have a bachelor's degree with a minimum of a 2.75 G.P.A. The bachelor's degree can be in any subject; it does not have to be related to English or teaching. In addition, native speakers of English are required to have nine credits of foreign language study and non-native speakers must demonstrate a high level of English language competency on English language tests.

More details about the Certificate Program and a video featuring TESOL instructors and students appear on the Certificate website at neiu.edu/tesolgraduatecertificate. The Program Coordinator (and author of this article), Dana Horstein, can also be contacted directly at 773-442-5876 or dhorstein@neiu.edu.

So, for a taxi driver who wants to be a teacher, go back to school, or simply wants to help immigrants learn English and adapt to life in the U.S., teaching adults ESL is a good option to consider. Moreover, for those drivers who enjoy the fact that they interact with a variety of people and that every day is different, they will find the same qualities to be true of teaching. Furthermore, by helping adult students learn English, teachers are able to have a long-lasting impact on their quality of life, and that of future generations to come.

Teddy Bofman, who taught in the TESOL Program at Northeastern Illinois

University for over three decades, has certainly seen this impact. "I think you change the world with education," she said, "and it means a lot to me to be able to do that. I think it's the window to life in so many ways." ■

THE MAYOR'S TAXICAB DRIVER FAIRNESS TASK FORCE HAS BEEN WORKING ON REFORMS FOR THE TAXI INDUSTRY SINCE DECEMBER OF 2014. IT HAS ALSO BEEN TRYING TO HAVE A PUBLIC VOICE THAT IS RECOGNIZED BY THE POLITICIANS AND THE CHICAGO MEDIA. THIS PRESS RELEASE AND PRESS CONFERENCE WAS ONE OF THEIR ATTEMPTS TO HAVE AN EFFECT ON PUBLIC POLICY. THE TASK FORCE WAS MENTIONED A HALF DOZEN TIMES IN RECENT CITY COUNCIL MEETINGS—WHICH IS A GOOD SIGN FOR THE FUTURE.



Mayor's Taxi Driver Fairness Task Force: "Not Fair, Mr. Mayor!"

[The Mayor's Taxicab Drivers Fairness Task Force was established by the City Council in the Taxi Industry reforms of 2014. The ordinance was actually called the "Taxi Driver Fairness Ordinance of 2014". The Task Force of 12 cabdrivers and various other city employees from DBACP and the Mayor's office have been working on a review of and recommendations for the Chicago Taxi Industry since December of last year.]

*****FOR IMMEDIATE RELEASE*****

WHO: CABDRIVER MEMBERS OF THE MAYOR'S TAXI DRIVER FAIRNESS TASK FORCE

WHEN: Oct. 14, 2015—9:15 AM

WHERE: 2nd FLOOR, CITY HALL

WHAT: TASK FORCE UNANIMOUS IN OPPOSING MAYOR'S REFORMS

We, the undersigned cabdriver members of the Mayor's Taxicab Driver Fairness Task Force listed below would like to make the following statement:

On Tuesday, Oct. 13, the Mayor's Taxi Driver Fairness Task Force met with Commissioner Guerra Lapacek and Deputy Commissioner Bapat of the BACP, and Rosa Escareno, from the Mayor's office for an hour and a half. In a sometimes loud and tumultuous meeting the Task Force members vociferously and adamantly and categorically expressed their unanimous opposition to every one of the Mayor's proposals to fix the City's budget woes by increasing taxes on the Taxi Industry, and trading a fare increase for granting airport access to the Transportation Network Providers. The consensus was that this would be a death knell for the taxi industry.

We made the following decisions, to oppose:

1. No to TNPs at Airports!
2. No to Fare Increase!
3. No to increase in Ground Transportation Tax!

And made the following counterproposals:

1. TNPs must have Chauffeur's Licenses for airport pickups
2. TNP vehicles should be safety inspected by city
3. TNP vehicles should have commercial insurance same as taxis
4. TNP vehicles should have visible logos from all sides, and be required to display Call 311 stickers
5. TNP vehicles license fees increase--from 50 cents to \$600 per year (Taxis pay \$600/year medallion license renewal fees)
6. TNPs would pay back taxes on Ground Transportation tax they didn't pay prior to 2014 legislation
7. Improve delivery of taxis to Terminals before considering introduction of TNPs

We undersigned members of the Mayor's Taxicab Drivers Fairness Task Force are pledged to continue to press for reforms and for accountability and transparency for any and all changes being considered by the city authorities when it concerns the Taxi Industry in Chicago.

Karamjeet Singh
Grace J. Szachor
Tariq Siddiqui
Karen Chamberlain

(773) 719-8293
(774) 934-2675
(773) 419-4857
(773) 544-1143

Peter Ali Enger (773) 550-7921
George Kasp (312) 203-3305
Dave Mangum (312) 808-1000

Rest in Peace, Josef Slivo



The UTCC Steering Committee has lost its second member to the stresses of the Taxi Industry in Chicago this year. Last January, we lost one of our earliest members, Stanley Chen, and this week Josef Slivo passed away from a heart attack, leaving a wife and a seven year old son.

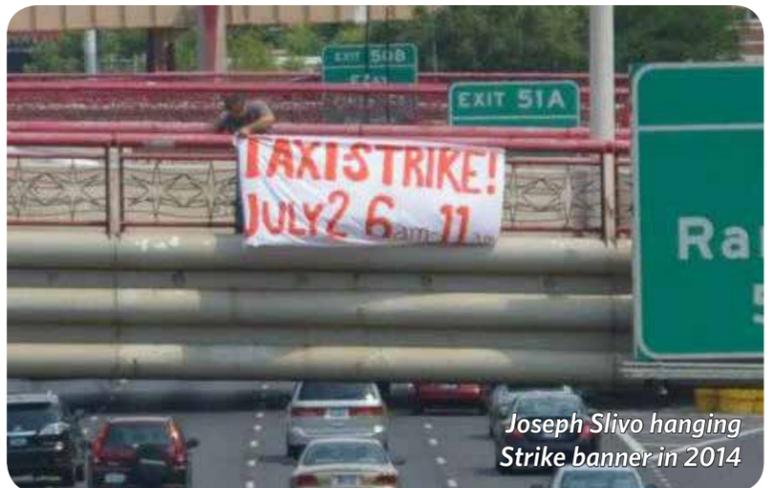
Josef was a passionate champion for justice. He was a Steering Committee member for the past four years, attending meetings, rallies, demonstrations, and organizing for the last two strikes in 2012. He was well known and beloved for his spirit, his energies and zealous anima-

tion in political discussions at the O'Hare Staging area. In 2012, he was threatened with arrest for leafleting for the Strike several times, yet still persisted in defiance of those threats.

Josef bought a medallion few years ago. And since the introduction of Uber in 2012, he has seen his dream of investment and retirement slowly slip away with the collapse of the Medallion Market. His Medallion under water, and having to work ever-longer hours to keep up with payments, he began to suffer for his physical and emotional health in recent months. He had several breakdowns, before finally surrendering his medallion and declaring bankruptcy, his dreams shattered. He was seen on the week just before his death, agitating for the UTCC-called Cabdriver Holiday, proudly wearing his UTCC T-shirt, and posting homemade signs promoting our Strike for Justice. A day or two later, we heard he had collapsed from a massive heart attack. We will miss him and we raised funds for his family for several weeks. The check we presented to his widow is shown below. Thank you for all of your contributions!



Josef Slivo at UTCC Lease Overcharge protest in 2013



Josef Slivo hanging Strike banner in 2014



Josef Slivo at UTCC Fare Increase protest in 2014



Josef Slivo at UTCC protest at Ald. Beale office in 2014



Hanging Strike banner over I-90/94, 2014

REST IN PEACE, JOSEPH SLIVO 1959-2015

THE UTCC WOULD LIKE TO EXTEND ITS GRATITUDE TO ALL OF YOU DRIVERS FOR YOUR GENEROUS DONATIONS TO JOSEPH SLIVO'S FAMILY.

WITH YOUR HELP AND SUPPORT, WE COLLECTED \$2823.00 AND THIS WAS GIVEN TO HIS FAMILY AS A SMALL TOKEN OF OUR SUPPORT.



UTCC raises funds for Joseph Slivo's family

ONE UBERX RIDE FROM O'HARE TO ROSEMONT HYATT REGENCY:

FARE BREAKDOWN	
BASE FARE	1.70
DISTANCE	2.56
TIME	1.35
SUBTOTAL	\$5.61
SAFE RIDES FEE (?)	1.20
CHICAGO SURCHARGE (?)	0.50
CITY OF CHICAGO AIRPORT, MCCORMICK PLACE, NAVY PIER SURCHARGE (?)	5.00
CHARGED	\$12.31
BREAKDOWN OF DRIVER'S PROFIT:	
(UBER'S 20% FEE)	\$5.61
	- 1.12
	=4.49
(SUBTRACT SAFE RIDES FEE)	- 1.20
	= \$3.29

The driver told me he waited 15-20 minutes in the staging lot. It took him 15 minutes to get to the pickup area. It took about 10-12 minutes to get to Rosemont. It will take him 10 minutes to get back to the staging area. And then another undetermined time to wait. So the UberX driver gets \$3.29 for the hour or so he worked. This is the Mayor's big plan to make money for the city. Actually, never mind! The city made MORE money than the driver on this ride!

BENEFITS AND SERVICES

The UTCC provides a range of services to our members as part of our mission to Protect Your License. We offer discount legal representation for Business and Consumer Protection tickets written on Chauffeur's Licenses, advocacy to resolve issues with the BACP, Departments of Finance and Aviation, affiliations and references to where to obtain Free Legal Advice. More than this, we assist you to resolve individual complaints against garages, the BACP, CPD and other Industry Grievances. We organize campaigns for change at the city, state, and federal levels which seek to protect the long-term interests of Taxi Drivers. We strive to empower drivers to fight back against corruption and exploitation, financial or otherwise. **VISIT: WWW.GOUTCC.ORG FOR MEMBERSHIP DETAILS**

CITY OF CHICAGO 'RESPECT YOUR TAXI DRIVER' CAMPAIGN REMINDS BATTERY OF A TAXICAB DRIVER IS A CLASS 3 FELONY

Aims to Keep Drivers Safe and Call Attention to the Consequences of Violence Towards Taxi Drivers

"Be Polite, Not Violent – Respect Your Taxi Driver!" is a new campaign by the City of Chicago Department of Business Affairs and Consumer Protection (BACP). The campaign is geared toward keeping Chicago's public chauffeurs safe while working and reminding passengers that battery of an on-duty taxicab driver is a class three felony, punishable by up to five years in prison.

"This campaign is intended to remind passengers that Chicago's public chauffeurs deserve respect, and there is no reason for violence," said BACP Commissioner Maria Guerra Lapacek. "If an issue arises, passengers should report it to BACP by calling 311 and not by taking the law into their own hands."

The 'Respect Your Taxi Driver' campaign includes six infographics BACP is sharing on its social media sites, website, e-newsletters, and is producing an educational [video](#) to be shared on multi-media sites. The department is encouraging other City departments, aldermen, and community partners to share the message so all residents and visitors are aware of the law. Here is a link to the infographics: http://www.cityofchicago.org/city/en/depts/bacp/supp_info/ridesmartchicago.html

The campaign is the result of a recent criminal case involving the alleged battery and theft of longtime taxicab driver Henry Rone, who was assaulted by a passenger who tried to walk away from his cab without paying. A criminal complaint filed in Cook County alleged when Rone approached the passenger she slapped him in the face, which caused his glasses to break and fall to the ground.

"We are hardworking people, trying to do our jobs to the best of our ability," said Rone, who drives his taxi 12 hour days and works six days a week. "Every day you step out of your house to drive and you worry a little and think, 'what might happen today?' Riders should know there is a consequence for doing something to the driver. It will give us more respect."

Rone said he is proud of the service he offers to Chicago residents and its millions of visitors. Several of his passengers have called 311 to compliment his services. One person called him the "safest cab driver ever," and another compliment said he "was very courteous" and said "This is the best experience the caller has ever had in a cab." A third compliment was a letter of appreciation from a passenger who accidentally left their wallet in Rone's taxicab and was happy to have it returned the same day. The letter said "I respect his honesty and integrity."

BACP oversees the licensing of Chicago's public chauffeurs and public vehicles including taxicabs, liveries, charter and site seeing buses, horse drawn carriages, ambulances, water taxis and tour boats. The department oversees the purchasing of taxicab medallions, vehicle inspections and rates of fare. Learn more about BACP's Public Vehicle Operations at www.cityofchicago.org/BACP.

DUE TO THE WORK OF THE UTCC OVER THE YEARS TO EXPOSE AND HIGHLIGHT INJUSTICES TO CABDRIVERS BY THE PASSENGERS AND REGULATORY AUTHORITIES, THE BACP IS FINALLY ATTEMPTING TO PROTECT AND DEFEND THE RIGHTS OF DRIVERS. IT MAY NOT BE MUCH TO START, BUT IT IS THE BEGINNING OF TURNING AROUND DECADES OF IGNORING, AND EXPLOITING US. THE WORK WILL CONTINUE.

IDENTITY THEFT: HOW VULNERABLE ARE YOU? YOU BETTER THINK TWICE.

BY ROCKY OROK, FINANCIAL PLANNER.

Part 1 of 2

SO YOU THINK YOU ARE SAFE? Consider this; about 10 million Americans are hit by identity theft each year. We could assume that this number is insignificant considering the population of the country; however, this crime is rapidly growing and becoming more and more sophisticated with technological advances. It was recently reported in the news of how hackers may have stolen personal information of four million federal employees' and a week later another report



of possible stolen applications for security clearances from government employees up to "top secret" level. Some time ago, it was also reported in the news of how so many rich celebrities were hit by identity theft. Some of these celebrities include; Michelle Obama, Joe Biden, Hillary Clinton, Oprah Winfrey, Warren Buffet, Steven Spielberg, Beyonce, Will Smith, just to mention a few. So you are saying, "I am not a celebrity and I am not rich... why should I worry"? Guess what? You may be amazed to find out that there are so many people who are

willing to be plain-old you and are ready to go to any extent to get their hands on your identity. They sometimes use it to commit simple crimes like impersonation and credit card fraud or more serious crimes like robbery or murder. The government has been dealing with identity theft for years, however, the threat is now more pervasive and the scams more sophisticated than ever.

WHAT IS IDENTITY THEFT?

Identity theft occurs when someone illegally or wrongfully obtains your personal information by any means and uses it without your permission in some way that involves fraud, deception or obtaining other benefits, typically for economic gain. Such information includes but not limited to; your name, social security number, date of birth, driver's license number, bank account number, credit card number etc. Such information in the wrong hands, could spell disaster for the individual affected. There have been cases of criminals taking over someone else's identity and creating havoc and crime in that person's name thereby resulting in huge financial losses and sometimes, the victims have been held responsible for the perpetrator's action pending the confirmation of their identity. Your identity could be used to apply for loans, open up a bank account, rent an apartment, establish account with utility companies, obtain a job or even file for bankruptcy. Some victims may not even be aware of it for months or even years.

Imagine if there was a terrorist attack somewhere and your stolen identity card or driver's license was left behind at the scene, just something to think about. It sometimes takes years and additional financial cost to restore your identity and reputation back to normal.

HOW DOES IDENTITY THEFT HAPPEN?

Often times, identity theft is mostly portrayed as a high tech crime affecting those who shop or do business on line. However, thieves can and are known to obtain information offline via other methods without breaking into your home. Some of the methods include but are not limited to tax documents, garbage or dumpster diving, intercepting mail, stolen credit/debit cards, smart phone, stolen wallets etc. Other places that they could get your information from include your place of work, your doctor, lawyer, accountant, school and any other place with your personal information.

The phone scam involves someone calling you and claiming to work for a company you trust or do business with like your bank or insurance company. They may tell you that your account was compromised and they will need some security information from you to confirm that they are speaking to the account owner. Do not give out any personal information for a call you did not originate.

There are different types of online scams available today, however, more and more scams are being conceived each and every day.

Most online scam occurs when a criminal poses as a legitimate business entity and tricks you out of disclosing personal and financially sensitive information and uses that information to illegally conduct transactions on your existing account.

This is popularly known as "phishing" and examples include fake unsolicited e-mail, look-alike unsecured web sites, pop-up windows, downloads, fake links or any combination of these.

Fake unsolicited E-mail called "spam" promises some type of benefit but would require personal identifying data with no intention of keeping the promise.

There are new variations of phishing now known as "vishing" and "smishing". Vishing uses the phone or email to trick people into divulging personal information while smishing uses alarming SMS text messages that urge the recipient to take immediate action to correct an

Taxi Affiliation Services December, January & February Convention/Sports

Date	Convention	Location	Attendees
Nov 29-Dec 4	RSNA 2105 Annual Meeting	Lakeside Center At McCormick Place	55,000
Dec 05-Dec 08	IFB Annual	Hyatt Regency Chicago	2,700
Dec 07-Dec 11	American Seed Trade Association's CSS 2015 & Seed Expo	Hyatt Regency Chicago	2,000
Dec 16-Dec 19	The Midwest Clinic 2015 International Band And Orchestra Conference	McCormick Place West	16,948
Dec 26-Dec 28	MAS-ICNA Annual National Convention 2015	McCormick Place North	12,000
Dec 31-Dec 31	Big Night Chicago New Year's Eve 2015	Palmer House Clinton	3,000
Jan 07-Jan 10	Chicagoland Region Of Narcotics Anonymous 2016 Annual Meeting	Hyatt Regency McCormick Place	1,000
Jan 16-Jan 18	The Winter Volleyball Championship 2016 (Boys/Girls)	Lakeside Center At McCormick Place	7,500
Jan 28-Jan 30	2016 IAPD/IPRA Soaring To New Heights Conference	Hyatt Regency Chicago	4,500
Feb 04-Feb 07	2016 Model United Nations Of The University Of Chicago	Palmer House Hilton	1,750
Feb 12-Feb 21	Chicago Auto Show®	McCormick Place North	Public
Feb 16-Feb 17	NAA 2016 Student Housing Conference & Exposition	Hyatt Regency Chicago	1,200
Feb 25-Feb 27	Chicago Dental Society Midwinter Meeting 2016	McCormick Place West	30,000

Bulls Home Game Schedule

Dec. 2 @ 7:00pm Denver	Jan. 1 @ 7:00pm New York
Dec. 5 @ 7:00pm Charlotte	Jan. 5 @ 7:00pm Milwaukee
Dec. 7 @ 7:00pm Phoenix	Jan. 7 @ 7:00pm Boston
Dec.10 @ 7:00pm Los Angeles	Jan.15 @ 7:00pm Dallas
Dec.12 @ 7:00pm New Orleans	Jan.20 @ 7:00pm Golden State
Dec.14 @ 7:00pm Philadelphia	Jan.25 @ 7:00pm Miami
Dec.16 @ 7:00pm Memphis	Feb.10 @ 7:00pm Atlanta
Dec.18 @ 7:00pm Detroit	Feb.19 @ 7:00pm Toronto
Dec.21 @ 7:00pm Brooklyn	Feb.21 @ 7:00pm Los Angeles
Dec.28 @ 7:00pm Toronto	Feb.24 @ 7:00pm Washington
Dec.30 @ 7:00pm Indiana	Feb.27 @ 7:00pm Portland



Taxi Affiliation Services LLC

account problem.

These scam artists are reinventing their methods everyday as new safety methods are put in place.

WHAT IS THE GOVERNMENT DOING ABOUT IT?

In 1998, Congress passed the Identity Theft and Assumption Deterrence Act. This legislation created a new offence of identity theft, which prohibits "knowingly transferring or using, without lawful authority, a means of identification of another person with the intent to commit, or to aid or abet, any unlawful activity that constitutes a violation of Federal law, or that constitutes a felony under any applicable State or local law"

This offence, in most circumstances, carries a maximum term of 15years' imprisonment, a fine, and criminal forfeiture of any personal property used or intended to be used to commit the offence.

Federal prosecutors work with federal investigative agencies such as the FBI, the United

States Secret Service, and the United States Postal Inspection Service to prosecute identity theft and fraud cases.

THE REALITY

There is very little or nothing that most people can do to prevent identity theft, and sometimes you can't even detect it until it's probably too late. However, there are numerous steps you can take to reduce or minimize the risk. Due to the nature of the crime, it is not very easy to catch or let alone prosecute them. In most identity theft cases, the burden of proving innocence rests solely on the shoulders of the victim. Maybe it should be the other way around; however, it's not always the case.

You may want to think of identity theft as a cancer that you do not want to have. And if you do have it, early detection is good; however, prevention is much better.

In the next issue, we will discuss the various steps to protect your identity and what to do if you suspect you're a victim of identity theft. ■

New and Improved Reforms

Continued from Page 7

Chicago Chauffeur's License, including offering some courses online

- Improve relationship with the CPD—improved training for 911 operators to deal with calls from cabdrivers
- Provide a system for reporting CPD officers who abuse their authority when dealing with cabdrivers
- End the common practice of issuing multiple tickets for one traffic stop
- Add some training for police officers regarding cabdrivers and the taxi industry to their curriculum
- Create policy to end tickets on the drivers for routine minor equipment failures—such as brake- or head-lights, “check engine” lights, bald tires and so on, that can be easily fixed with a visit to a 24-hour garage
- Improve facilities at O'Hare—restrooms, food purchase options, maintenance of shelters, and new construction
- Improve working relationship with airport “starters” and other airport personnel—include a complaint system
- Improve efficiency of taxi delivery system from staging area to Terminals
- Improve systems at 400 W. Superior to provide more options for resolution of



UTCC Steering Committee member Javaid Ahmed proposes 2-year Chauffeur's Licenses at Town Hall meeting with Commissioner and Task Force

- complaints or tickets
- Reform the issue of “fly tickets” and how tickets are issued without contact with the drivers
- Increase education for drivers about lease rates, the different kinds of leases, and what the lease terms mean
- Streamline and publicize process for drivers to file complaints about lease viola-

tions and other fraudulent acts committed against them.

Chicago cabdrivers! These are only a few of the many, many issues we debated and discussed with the city officials over the last year. AS the Task Force will be an ongoing body, this means cabdrivers will have a permanent seat at the table for debate and discussion about how our industry is managed. ■

An Essay

BY FAYEZ KHOZINDAR

I AM A PALESTINIAN, BORN IN GAZA. I know first-hand what it feels like when a colonizer takes over my land. When the Israeli army occupied the Gaza Strip, during the Six Day War, its troops descended upon the headquarters of the defeated Egyptian army. And because our home was on the same block my parents had decided to move us away from that dangerous area and we found ourselves going west of the city toward the refugee camps where my grand father and his family lived. Later that week, we heard that the soldiers are moving in to all houses in that vicinity, therefore, we had to walk back 10 miles to secure our belongings in the house. We moved everything in one corner room and shut it down thinking that was the only solution under the circumstances. After a few days, my dad asked me to go back home to check on its condition, I did not believe what I saw in and around of the house, shell casings all over the area as if it was carpeted with that yellow lead coloring. I have seen the kids begging the soldiers for food or anything eatable “Ya Khawaja! Aiteeni Lakhem “ Sir please give me bread.”

One of the kids told the guard at the door that this was my home, so he let me in when I saw more things I could not see from the outside. They removed all the doors and made them into beds to sleep on. When I walked to the kitchen I noticed black walls as if it had been on fire some time before. After that I went back to my dad to give him my report.

The Chicago Taxicab driver workforce is made up of more than 80 nations, speaking more than 100 languages, coming from all parts of the world. Almost every one of us comes from a nation that suffered from some form of colonialism in the past—we know what it feels like to have our land invaded, our political systems



AFSCME Organizer's car at Midway, summer of 2014

destroyed and taken over, and new colonial systems put in place to replace them. We know from our history how our self-governing institutions, our cultural traditions, our natural leadership, was replaced by outside systems, and neo-colonial systems were put in place to govern us. We saw, and some of our nations still suffer from, the resources that were taken, and are still being taken, from our countries.

This story is an old one. I talked about my personal history to bring it to life, but each and every one of us has heard stories from home about how the colonizers came to our land, and how our peoples were treated, and how our national resources were taken to enrich outsiders. We know from our families and national histories how it feels.

When I look around me at the landscape of the cabdriver in Chicago, and all of our workplaces—the airports, the garages, the cabstands, the restaurants—I feel so proud of how the UTCC has worked so hard to organize the cabdrivers, to give them hope, to reform the taxi industry. We finally have the city authorities listening to us. The companies and garages are also listening, and they know we are watching them. We have achieved so much! In seven years we have come a long way—just in the last year and a half, we have:

1. reduced the maximum fine at 400 W. Superior from \$750 to \$400.(The average

fine has been reduced in half—from ~\$200 to ~\$90);

2. Increased the “short trip” time from 40 minutes to one hour (no more rushing back in heavy traffic to make the deadline);

3. Decreased the leases by up to 20-30% (a savings to EVERY cabdriver of up to \$100-150 every week);

4. Altered the method we collect the Airport Departure tax—now we can collect the FULL \$4 every time we leave the airports, never again losing the \$2 when we come empty;

5. And soon we will have a Universal APP system in every taxicab to be able to compete with UBERX in the streets!

Chicago cabdrivers! Do not be fooled! You know what colonialism looks like: outsiders coming into YOUR territory, telling you what's best for you, choosing your leaders, telling you how to govern yourself, and taking your resources while giving you fancy promises.

On the other hand, the UTCC Steering Committee is made up of *only* cabdrivers. We make all our own decisions, and decide how to spend our money. Our membership fees are reasonable--\$100 per year for your dues to support a cabdriver-led organization that has been fighting for justice, rights and dignity for the Chicago cabdriver for over seven years, and has won numerous victories already. The UTCC will continue its path striving for justice for all drivers in the City of Chicago, and we urging you to join our visionary bunch to build a strong UTCC to ensure more victories for all of us in the road to prosperity and safety for all.

You know what to do—common sense will tell you. I don't need to. ■



SCAN YOUR PHONE WITH THE QR CODE (LEFT) TO VISIT GOUTCC.ORG!

How Uber Is Fixing Chicago's Cab Problems

A study shows how Uber is causing Chicago taxicabs to improve their service

BY JIM DALLKE



THE BATTLE BETWEEN CABS AND ridesharing companies has been well documented. In Chicago, taxi drivers have tried to fight Uber and Lyft tooth and nail on things like regulations, fees, and access to O'Hare and Midway airports. But at the end of the day, the success of the taxi industry may have less to do with how well it can stop Uber, but how well it can adapt and change its service to meet the needs of riders.

And according to a study, taxis are starting to do just that.

In order to compete with Uber (which now has more than 35,000 drivers on the streets of Chicago), Chicago taxi drivers are increasingly improving aspects of their service like broken air conditioners and faulty credit card readers, according to a study released by the Technology Policy Institute.

Chicago taxi drivers have seen fewer rider complaints in year years since Uber arrived in Chicago, and cabbies are improving their quality of service in a number of ways in response to the rising popularity of Uber and other ridesharing options, the study suggests.

The City of Chicago tracks taxi complaints over time and breaks them down by type, including complaints of reckless driving, broken AC, mechanical problems, and other issues. The chart

below shows how complaints have tapered off over the last three years.

The chart spikes in 2012, which the author notes is due to a taxi campaign that placed bumper stickers on cabs that read, "How's my driving? Compliments or Concerns, Call 311 Report Taxi Number ____". Uber launched in Chicago in September 2011.

But as you can see, after the spike in 2012 taxi complaints have steadily fallen as the popularity of Uber has increased. The study's author found a statistically significant negative correlation between Uber's growth and rider complaints in four areas: poor air conditioning, broken credit card machines, rudeness, and talking on the cell phone.

All four type of complaints have decreased alongside Uber's rise, the study says.

The implication of this study is that Uber and other ridesharing companies are not only providing an improved rider experience themselves, but are also prompting traditional industry players to bolster their quality of service as well.

"...this analysis begins to shed empirical light on the competitive effects of the sharing economy, demonstrating that benefit may accrue not just to those who avail themselves of new options, like ride-sharing, but also to those who stick with traditional providers," the study says. ■

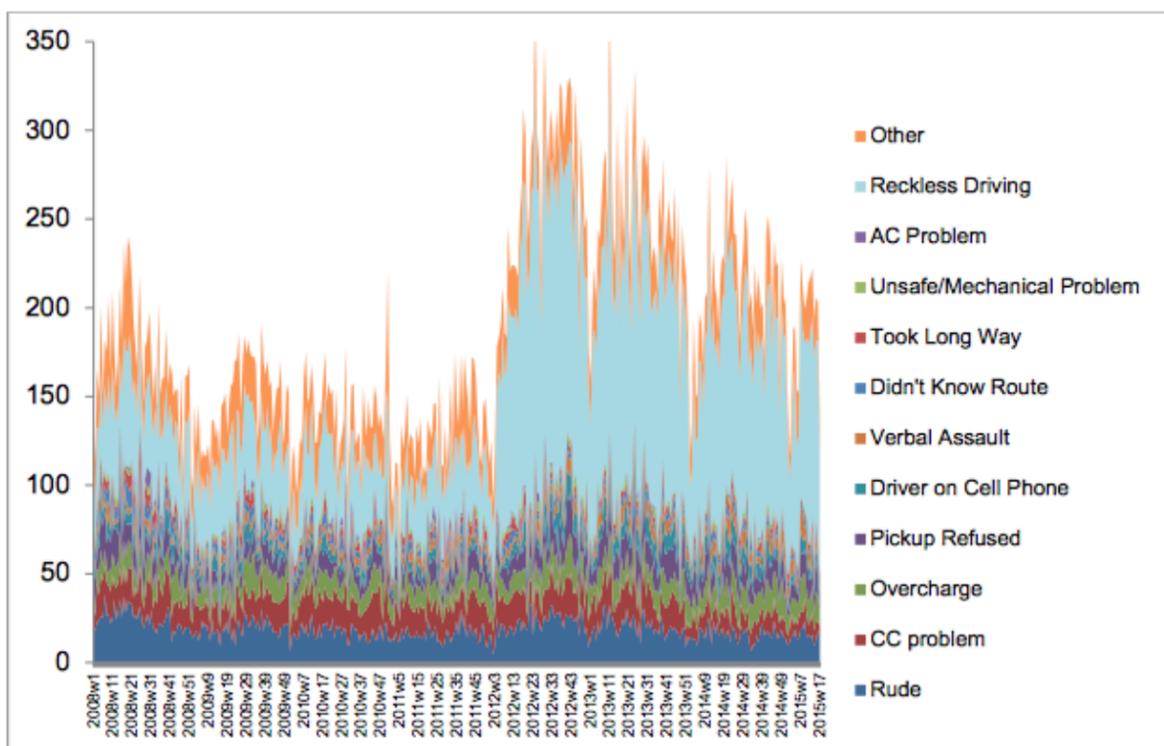
Uber Got Dealt Another Blow in the Lawsuit That Threatens Its Business Model

BY ALISON GRISWOLD

AT THE START OF SEPTEMBER, A FEDERAL judge dealt a major blow to Uber when he granted class-action status to drivers suing the company. Now the courts have handed down another. On Tuesday, the 9th U.S. Circuit Court of Appeals denied Uber's request to appeal that class certification ahead of trial. The court didn't rule on the merits of the class certification itself and could still choose to do so if Uber appeals again at the end of the case, or if changes are made to the size of the driver class. Effectively, though, the denial has cleared the way for the plaintiff drivers to prepare for trial, currently scheduled for June 2016.

The case deals with one of the big question marks in the so-called gig or "sharing" economy: worker classification. The drivers in the suit allege that they have been misclassified as independent contractors and that the amount of control Uber exerts over their work makes them employees in everything but name. Uber argues that its drivers enjoy the flexibility the platform affords them in a way that traditional employees couldn't. On the issue of class certification in particular, Uber has insisted that there is "no typical Uber driver" and so any class wouldn't be appropriately representative. (When U.S. District Court Judge Edward Chen granted class action status to the drivers in September, he seemed decidedly unimpressed by this line of argument.) ■

Figure 6: Taxi Complaints by Complaint Subject, Chicago



GET INVOLVED IN THE STRUGGLE!

Join the fight for rights, respect and human dignity!

Call UTCC Today!

773-342-8822

WHY SHOULD YOU JOIN UTCC FOR \$100 PER YEAR?

Hmmm—let's see.....

1. After 8 long years of struggling for a voice with the city, the companies, and the news media, we finally achieved a "seat at the table" in 2014. We now have professional and mutually respectful and productive relationships with: the BACP, Aldermen across the city, the CPD, the DOF, the officials at AH (400 W. Superior), the Airport officials, the MPEA Board of Directors, numerous contacts within the Chicago news media, and with Taxi Unions across the country
2. We submitted our "10-Point Plan For Cabdriver Income Improvement" in the summer of 2014 to the Commissioner of BACP—so far we have gotten 1. A 10-20% decrease in the lease rates; 2. the "short trip" time increased to one hour; 3. the maximum fine at 400 W. Superior reduced from \$1000 to \$400; 4. a Universal Dispatch App issued by CURB and Arro was authorized by the city to give cabdrivers the tools to compete with the "ridesteal" industry in the streets; 5. the right to charge the FULL \$4 MPEA stamp tax when leaving the airports ; and, 6. the fare increase on the meter that we have needed for over eight years, plus we are working on many more reforms.
3. We have a place on the Taxicab Driver Fairness Task Force, and have taken a leadership role in pushing and advocating for concrete reforms to the Municipal Code of Chicago and the Rules and Regulations for Public Chauffeurs
4. We have successfully advocated for numerous cabdrivers receiving restitution (payback) for lease overcharges from the companies—we have gained the confidence of the drivers to file complaints, and we have worked with the city officials to identify and prosecute and punish the companies who do the wrong things
5. We maintain an office available for drivers that is open 18 hours a week, and at other times by appointment, to come and bring their issues and complaints for advice, advocacy and access to a Legal Plan for a lawyer try to get a dismissal or get the best deals at 400 W. Superior
6. There are some benefits, and plans to provide more—however, it takes resources to get them for you. We need your membership dues in order to do that.

There's more—but how much more do you need?

YOUR UNION. WORKING FOR YOU EVERY DAY. ARE YOU A MEMBER YET?

HOW YOU CAN JOIN OR RENEW YOUR MEMBERSHIP IN UTCC:

1. Come to our Membership Recruitment tables, fill out an Application, and pay by cash, check, money order or credit card
2. Come to our office at 2040 N. Milwaukee on Mon-Tues-Wed from 1-7 pm and fill out an Application and pay by cash, check, money order or credit card
3. Call in to our office during office hours and pay by credit card—(773) 342-8822
4. Go to our new website at www.goutcc.org and pay using your credit card and Paypal
5. Go to our new website and download the Application, fill it out and send it in by mail. Be sure to send us your picture to www.utccmemberphotos@gmail.com.

BENEFITS AND SERVICES

The UTCC provides a broad range of services for our members and we have plans to provide much more once we obtain our minimum thousand dues-paying members to qualify for official Union status. We currently provide discount legal representation for BACP tickets written on Chauffeur's Licenses as part of our mission to Protect Your License. We also provide access to advocacy to resolve issues with the BACP, the DOF, the Dept. of Aviation, affiliations and references to where to obtain Free Legal Advice. More than this, we assist you to fight individual complaints against garages, the BACP and CPD and other Industry Grievances -- and run campaigns for change at the city, state, and federal levels which seek to protect the long-term interests of Taxi Drivers and empower you to fight back against corruption and exploitation, financial or otherwise.

Current Benefits of UTCC

- Legal Assistance at 400 W. Superior
 - \$10 co-pay for getting the best deal
 - \$60 discount on representation at Hearings
- Consultation on lease fraud and other driver issues

Instructions for membership:

- Fill out form below
- Bring to our office at 2040 N. Milwaukee to make a payment and get your picture taken for your Membership card
- Payment is \$100 per year
- Office hours: Mon-Tues-Wed 1-7 pm
- Or call for appointment: 773-342-8822

JOIN NOW!

NAME: (print) _____ GENDER: MALE/FEMALE

CHAUFFEUR LIC. #: _____ Lease Driver: Yes No Shift: Day Night Mix/Swing

Street Address: _____ Apt. # _____

City: _____ State: _____ Zip: _____

Cell Ph.: _____ Home: _____ Email: _____

Signature: _____ Date: _____ Yearly Membership: \$100

Payment type: cash/credit/money order/check Amount received: _____ Due: _____ (within 6 weeks)

FOR MANY YEARS PASSED, THE UTCC HAS ESTABLISHED VERY GOOD RELATIONS WITH MANY FUNDERS IN THE AREA AND WE ARE SEEKING MORE. TODAY, WE WOULD LIKE TO EXTEND OUR GRATITUDE AND THANKS FOR THE CROSSROADS FUND OF CHICAGO FOR THEIR CONTINUED SUPPORT FOR THE UTCC WORK AND MISSION WHICH IS SERVING CHICAGO'S TAXI DRIVERS, THEIR FAMILIES AND THE PUBLIC AT LARGE.

—FAYEZ KHOZINDAR, UTCC CHAIR