

UTCC VOICE

THE NEWSLETTER OF THE UNITED TAXIDRIVERS COMMUNITY COUNCIL

THE CASE FOR MORE RIDESHARE REGULATION

BY PETER ALI ENGER

THE ORDINANCE PROPOSED BY ALD. Anthony Beale would require city inspections of all rideshare vehicles. This photo of an UberX car at O'Hare shows why this is necessary. Ald. Beale's ordinance would also:

- Require fingerprinting and FBI background checks for all rideshare drivers. Government background checks are already required for ride share drivers in New York and Houston, and Uber and Lyft are fighting against that requirement in Atlanta.
- Require chauffeurs licenses for all ride-share drivers, who now owe the city over \$15 million in fines and fees. Their licenses could be suspended until they pay their debts to the city.
- Require rideshare companies such as Uber and Lyft to provide 5% of their fleets to be wheelchair accessible vehicles, just as the taxi fleet owners are required to.

What the following pictures show are FOUR rideshare vehicles, working in Chicago, who

CONTINUED ON PAGE 4



Uber vehicle at the O'Hare staging area, Feb. 17, 2016

Ald. Beale Backs Rideshare Reform

BY CHRIS CHANDLER

ALD. ANTHONY BEALE'S NEW Rideshare ordinance would go a long way toward leveling the playing field between taxicabs and rideshare companies like Uber and Lyft. The ordinance would require all rideshare drivers to obtain chauffeur's licenses, be finger printed and drug tested, and have their cars inspected by the city. Beale has lined up 30 co-sponsors for the bill, which would normally assure its passage in the 50-member City Council. It's been assigned to the Transportation Committee, headed by Beale, and the Licensing Committee, headed by Ald. Emma Mitts, considered a loyalist to Mayor Rahm Emanuel.

But a hearing on the ordinance had to be delayed because the Mayor's Office is insisting on holding aldermanic briefings first, a tactic unheard of for an ordinance not presented by the administration. It appears the mayor is once again planning to do some arm twisting, like he did last November when he opened the way for Uber and Lyft to work the airports. We must fight back this time.

In addition to requiring chauffeurs licenses for all rideshare drivers, Beale's ordinance

would require Uber and Lyft to make five per cent of their vehicles wheelchair accessible, like the taxi affiliations are required to do. Access Living, a disabled advocacy group, strongly backs the ordinance because the rideshare companies are not providing any wheelchair service, and the taxi affiliations are losing drivers. It is estimated that the Chicago fleets would actually lose WAV vehicles by the end of the year, due to foreclosures and bankruptcies, instead of increasing them, as new city ordinances require.

The new Beale ordinance would also provide that rideshare vehicles be no more than six years old, and junk and salvage vehicles would be banned. "It's a huge step in trying to save the taxi industry," Beale told reporters. "Without it, they're going to continue to be on life support."

The UTCC strongly supports this ordinance, and we call on all cabdrivers to contact their aldermen and come to the City Council hearing to voice your support.

We will alert you to the hearing as soon as it is scheduled.

(See Alderman Beale's statement on the ordinance, page 5)

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COMMON SENSE CORNER

SINCE THE CREATION OF THE United Taxidrivers Community Council (UTCC) in January 2008, its leadership had decided not to accept advertising for any businesses or institutions in our publication, the UTCC Voice, which might pose conflicts of interest in the future. This included the taxicab companies, the city of Chicago, lawyers, garages, and so forth. We knew we needed to gain the trust of the cabdrivers, and did not want to be seen as receiving money from anyone we might have to criticize.



That was represented as an indication and commitment to our principles to fight all kinds of oppression our drivers are subjected to whether it was coming from the regulators or from the medallion owners (i.e., the taxicab companies).

Nowadays, and after the invasion of the Transportation Network Providers (TNP) to the streets of our city, we-as a working force got affected by this major theft- found ourselves in the same battle as the rest of the others who were suffering from this invasion, including the taxicab companies who are on the verge of bankruptcy.

After many deliberations and revisions to our polices, our leadership decided to work with and find common ground with all forces including the taxicab companies, to battle with and defeat the “ride steal” companies.

That is why they opened their doors to the UTCC’s ideas and efforts towards the most important goal, which is leveling the playing fields and a total reform to the taxi cab industry in the City of Chicago.

During our first meeting with the Illinois Transportation Trade Association (ITTA) which represent the taxicab companies in the city of Chicago, one of the owners asked whether we are going to lift the advertising ban in the UTCC VOICE or not. That day we were not ready to promise him or the others with any such thing, because we were just at the beginning of our relationship and we thought of the many more important issues we have to tackle before we give them anything.

One year has passed since we began our formal relations with the ITTA and we saw it grow-

ing and improving day by day to the benefit of both sides, and towards improving the living conditions of the Taxi driver. During that period of time, we all realized that the most important asset in the taxi industry is the DRIVER.

It was logical and only common sense for the UTCC to start with the pressing issue of a living wage, which is why we submitted our Ten Point Plan to the city in 2014, and the city has adopted six of them. We are still working on the other four.

Furthermore, we targeted all those who annoy, harass, and give tickets to the drivers, such as those inspectors who comes to the airports just to watch for the check engine light and removing the medallions over there, and we worked with the Business Affair and Consumer Protection (BACP) Commissioner to ease the pressure on the drivers and remove those inspectors from the airports.

We were successful in decreasing the lease cap 20% after first year of use, reducing the fines from \$1,000 to \$350, increase mileage rate to \$0.25 per 1/9th mile, charge \$4 on the departure from the airport and create “Chicago City App” which is the other name for the UTCC’s Central Dispatch System proposal which was submitted to the city of Chicago seven years ago.

Currently, the UTCC, AFSCME/CDU, ITTA and many Aldermen are working hard to have a real level playing field by mandating a Chauffeur license for all TNP drivers.

Again, it was just logical, and common sense for 30 Aldermen to come forward and support this resolution to require a chauffer license to all TNP drivers to level the playing field for all.

And it was just logical and common sense to modify the UTCC’s policy and lift the advertising ban to allow all entities to advertise thru the UTCC Voice pages.

NOTICE: Interested parties can get our advertising rates and policy by sending a request by email to: utccchicago@gmail.com, or by dropping by our office at 2040 N. Milwaukee during open hours. Please call (773) 342-8822 for more information.

—FAYEZ KHOZINDAR, UTCC CHAIRMAN

EDITORIAL

The Rideshare Battle

THERE ARE CURRENTLY MANY BATTLES GOING on all across this country about “ride-share” companies. Many of these fights are brought to the courts and judges are having to decide on the various and sometimes complicated issues. Political leaders give pat answers such as “there is nothing anyone can do about technology”, as if this were some unearthly entity which humans cannot come against. The truth is that the highly-paid lobbyists got their way and are just passing it off as if nobody can do anything about it. The “gig economy”—It’s absurd! Uber is *not* technology—it’s just that somebody wrote some software, and this software is subject to regulation the same as anything else.

The “rideshare” sales pitch and political mantra has been force-fed to us all. The Mayor is focused on providing safe, reliable and comfortable choices to riders. Another tune played is that it provides jobs, that four letter word politicians love to boast about. The other part of the sales pitch is dirty cabs, drivers on their phones and the taxi monopoly and their powerful lobby. The truth is that “rideshare”

companies are backed by dozens of venture capital firms, hedge funds and private billionaires never seems to make it to the story.

This is what our political leaders bought and sold to the public, and as long as they get a piece of the action with very little effort, their attitude seems to be—what’s the problem? The public has bought this too, swayed by the power of, “let me call my car.”

Technology makes it so easy for the law to be broken. You no longer need to see a vehicle to hail it, your phone will see it for you. In other words the app is allowing private hire vehicles to behave like taxis: to be hailed, to ply for hire in the streets, to do exactly what the law says they are not supposed to do.

We are told by political leaders, “I’m really sorry this is happening to you and it’s bidding down the cost of your labor, sorry, your protections have been taken away from you”. Every economic relationship is a political relationship and our cities and states can regulate the rideshares- If the politicians would let them. The problem is workers

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!

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don’t have any power nor equality when politicians turn their heads.

Workers in the industry have been repeatedly told, its just technology doing this to you. This is false. We have laws. So much of the technology that is so highly praised by politicians in fact just exists to circumvent existing laws and regulations. It’s not like God has foisted this down on us! How about we don’t let them circumvent the laws?

Something is brewing in the city council. Leveling the playing field is on the table, with the

CONTINUED ON PAGE 17

MPEA Sues Uber/Lyft for Airport Tax

TWO LOCAL TOURISM AGENCIES AND A northwest suburb filed suit on March 18, 2016 against Uber and Lyft, claiming the ride-hailing services have refused to pay a tax imposed on all persons providing transportation from O’Hare and Midway airports.

The Metropolitan Pier and Exposition Authority, commonly known as McPier, along with the Choose Chicago, the city’s tourism bureau, and the village of Rosemont filed the lawsuit, claiming the ride-hailing companies have neither collected nor paid the fee, called the Airport Departure Tax, since the city allowed them to pickup passengers at the airports in November 2015.

The departure tax pays for McPier’s capital improvement projects and funds Choose Chicago and the maintenance and improvement of the Donald E. Stephen Convention Center, according to the lawsuit. McPier manages McCormick Place convention center and Navy Pier.

McPier is allowed to impose the tax “on all persons, other than a governmental agency, engaged in the business of ground transportation for hire to passengers in the metropolitan area at a rate of \$4 per [vehicle]...from commercial service airports in the metropolitan area,” the suit said.

On Jan. 7, McPier notified Uber and Lyft of their obligation to pay the tax, no payments have been received, according to the lawsuit.

The Chicago-Sun Times has reported that Uber and Lyft owe Chicago taxpayers \$15 million in unpaid parking tickets, red-light and speed camera fines and overdue water bills, which has fueled demands for them to get chauffeur’s licenses.

Ald. Anthony Beale also alleged that Uber and



Lyft owed “millions” more because they’re not collecting the \$4-a-ride departure tax, the Sun-Times reported.

“If any company owed that kind of money to the city of Chicago, they could not renew their license,” Beale said at the time.

In response to the lawsuit, spokeswomen for Uber and Lyft both said MPEA does not have the authority to levy the tax since their drivers are not operating for-hire vehicles like taxis and liveryes. They also said the \$4-a-ride tax, if imposed, would be passed on to consumers.

Besides the unpaid taxes, the lawsuit asks for interest and penalties.

An Uber spokeswoman said the ride-hailing services, under their deal with the city allowing them airport access, already pay \$5 per pickup and \$5 per drop off.

“We look forward to defending the consumers who would be harmed by this illegal tax in court,” said Uber spokeswoman Brooke Anderson.

—DANIEL BROWN

CONTRIBUTING BY FRAN SPIELMAN, THE CHICAGO SUN-TIMES, 03/18/2016

UTCC Made it Happen

Rideshare drivers are not paying the \$4 airport departure tax, even though state law requires all vehicles for hire to do so. The Metropolitan Pier and Exposition

Authority (MPEA) passed legislation on Nov. 16, 2015 requiring all ride share pickups to pay the \$4 tax for each departure from Chicago airports, just like all taxi and livery vehicles do.

The UTCC has been working HARD on this issue since last October, when the city announced that the “Ridesteals” would be allowed airport access. WE informed the MPEA Board that they needed to require payment of this \$4 tax, we informed the media, and we informed Aldermen and city

regulators of their duties to make sure this tax was included with the airport access.

Well, we all know what happened—Uber and Lyft DID NOT pay the tax, they DID NOT charge their customers, and Chicago city regulators (BACP, Dept. of Aviation, and Dept of Finance) DID NOT enforce the payment like they do for taxis, limos and Airport Express vans.

So the MPEA Board was finally forced to take Uber and Lyft to court to get their money. Now it is up to the Commissioner of BACP, Maria Guerra Lapacek, to do her job, and do what Ald. Beale said at the hearing last week: “IF any company owed that kind of money to the city of Chicago, they could not renew their license.” ■

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Rideshare vehicles working the streets of Chicago with no visible "trade dress" required by city ordinance

Rideshare Regulation Needed

Continued from Page 1

have so much disdain for even the light regulations passed in good faith by the Chicago City Council, that they do not even bother to display the "trade dress" required by city ordinance. These drivers were observed either picking up or dropping off passengers from the rear seats of their vehicles. No Uber or Lyft signage in front or in the back.

Our elected officials, the regulators and the citizens of Chicago should be outraged at the flagrant flouting of the law that the rideshare drivers exhibit. Our current estimates are that up to 50% or more of rideshare vehicles display no signage.

The UTCC feels that it is too much to expect the hard-working officers of the Chicago Police Dept., who have much more serious crimes and issues to be dealing with on our city streets, to also have to identify, investigate and enforce the simple regulations that currently exist for the 35,000 rideshare drivers and vehicles. Less regulations for taxis, and some more regulations for the rideshares would go a long way towards leveling the unequal and unfair playing field that currently exists for our industries. The BACP under Mayor Emanuel has done an admirable job of relaxing some of the regulations that have oppressed taxi drivers for years. Lease decreases, fare increases, reducing maximum and minimum fines at 400 W. Superior and removing finable offenses has helped, and is helping. But we still have a long way to go.

The regulations currently proposed by Ald. Beale will be a significant first step towards improving the service provided by the rideshare drivers providing transportation choices for Chicago residents and visitors, and to providing more oversight by regulators over this evolving industry.

The "best practices" argument

ALL cities nationwide are struggling to come up with defining what constitutes the "best practices" in facing the challenge of Uber and the other rideshare companies. New York City already requires Chauffeur Licenses and fingerprint background checks, and there are currently six US airports that are looking at requiring fingerprints for

drivers servicing airports. In addition, many cities are looking at the same requirements for fingerprint background checks for all the rideshare drivers. San Francisco has recently decided that "rideshare" drivers will have to purchase yearly business licenses from the city. At \$91 each, this will bring in over \$3 million dollars annually for the city of San Francisco. In Boston, a judge recently gave the mayor six months to completely rewrite all the city ordinances for the taxi and rideshare industries to level the playing field. The same could happen here. Chicago lawmakers could get ahead of this trend, and start by passing the Beale ordinance before they are forced to rewrite everything.

Uber tells us that these new regulations will "destroy rideshare as we know it" in Chicago. But what is being done to the pre-existing Taxi Industry? Just who is being protected and favored? And why?

- Does Uber believe their drivers cannot pass a simple geography test?
- Does Uber feel their drivers cannot pass fingerprint background checks?
- Does Uber feel that their vehicles cannot pass safety inspections?

In response, we claim that Uber does not need 35,000 drivers to service the riding public who prefer their services. Providing safer drivers (due to fingerprinted background checks), who can take and pass a simple geography test, and whose vehicles are newer and safety-inspected more regularly can only provide the riding public with even better service.

In addition, many Uber drivers are actually in favor of new rules. They complain about lowered income due to the ever-growing surplus of drivers, and the deterioration of the quality of cars, drivers and service. (see conversations on "uberpeople.net")

Mayor Rahm Emanuel claims that Chicago residents deserve to have "choices" for their transportation needs.

Our response: having the choice to choose less-safe drivers, older vehicles with potential safety issues, and untrained drivers is no choice at all. Would people prefer to have the choice to purchase cheaper meat that has not passed any health or safety inspections? Maybe some would,

but government has the responsibility to proactively protect the public by regulating meat and other food options, just as it has standards for all other choices for public transportation—planes, trains, buses, taxis, limos, even pedicabs!

City politicians and regulators have the responsibility to work constantly and consistently towards the "best practices" to ensure the safety of residents and visitors in any new OR old transportation industry. Even the new industry of pedicabs have had licenses for their operators and safety standards for their vehicles imposed on them by the city council.

Commissioner Guerra of the BACP has stated she is not in favor of requiring Chauffeur's Licenses for the rideshare drivers, because she "does not have the staff" to process them. This is disingenuous. If the regulators cannot regulate this new industry, they had no business allowing them a license to operate in the first place.

Our response:

1. Commissioner has authority to grant temporary licenses while applicants are going to school and obtaining background checks. The same applies to cabdrivers, something the companies have been lobbying for
2. Olive Harvey College has seen a huge drop in enrollment for chauffeur license classes. Close to zero new students. No one is applying to become a cab driver. It is currently underutilized.
3. According to the current rules for TNPs, Uber and Lyft, (or the affiliations, or fleet owners) can set up their own classes for "restricted" chauffeur licenses—no burden to city.
4. And lastly, the Chauffeur Licenses for taxi drivers was recently altered from a one-year renewal to a two-year license, thus cutting the work load at BACP offices in half.

For all of these previous reasoned arguments, the Steering Committee of the UTCC believe the Aldermen of the City Council of Chicago should consider, debate and pass the recent ordinance amendment introduced by the Chair of the Transportation Committee, Ald. Anthony Beale. ■



SAME RULES FOR TAXI AND RIDE SHARE PROVIDERS

BY ALD. ANTHONY BEALE

EVERY DAY, THE CITY OF CHICAGO undercuts the taxi industry by allowing an unfair advantage to multi-billion-dollar private ridesharing corporations like Uber and Lyft. The lack of equal regulation among transportation providers is bad for everyone, and passengers, pedestrians and taxpayers are suffering on a daily basis.



tant consumer protections that taxis do, like City-sponsored background checks, fingerprinting, drug testing and adequate vehicle inspections. The ordinance outlines common sense policies and goes further to protect our most vulnerable community members. I am requesting that a minimum of 5% of ridesharing vehicles be wheelchair accessible so that all of our citizens are afforded

equal transportation options. To me, the solution is simple - ridesharing drivers and taxis should be required to operate under the same rules to ensure public safety. I agree with the *Chicago Tribune's* recent editorial that if taxis are "handcuffed by rules that don't apply to their competition, then the solution is to subtract rules, not to add to them." We are certainly not acting in the public's best interest by avoiding uniform regulations.

Unfortunately, the City's Administration has shown no interest in loosening the unnecessary chokehold they have placed on taxi and delivery drivers. Instead, they've let Uber and Lyft play by unfair rules and have decided the City's airports, major attractions (Navy Pier) and convention centers are free reign as well. At this rate, the taxi industry will not survive, putting thousands of families and livelihoods at risk across our city.

I refuse to see hard working and honest drivers and riders suffer unnecessarily, and I recently introduced an ordinance that will require ridesharing companies to abide by the same impor-

tant consumer protections that taxis do, like City-sponsored background checks, fingerprinting, drug testing and adequate vehicle inspections. The ordinance outlines common sense policies and goes further to protect our most vulnerable community members. I am requesting that a minimum of 5% of ridesharing vehicles be wheelchair accessible so that all of our citizens are afforded equal transportation options. This ordinance recognizes that there is no reason that different companies providing the same service should operate under different rules. The public safety safeguards I've proposed are important to protect people and these protections will not cut into ridesharing's lucrative business here in our City.

We need to understand that simply increasing fares for taxi drivers will not address the mounting disadvantage this industry faces. Chicagoans should not have to settle for transportation options that put their safety at risk. Or settle for a City that allows multi-billion dollar corporations to line their pockets at the expense of consumers.

I am proud to say 31 aldermen have joined on as sponsors of this important common sense legislation. Chicagoans deserve better - not inequitable - transportation options, and I hope the Mayor and remaining aldermen join us in supporting fairness and public safety. ■

List of Aldermanic Sponsors of Ald. Anthony Beale's Ordinance

- Beale, Anthony,
- Dowell, Pat,
- Hopkins, Brian,
- Mell, Deborah,
- Reboyras, Ariel,
- Taliaferro, Chris,
- Maldonado, Roberto,
- Burnett, Jr., Walter,
- Austin, Carrie M.,
- Ramirez-Rosa, Carlos,
- Waguespack, Scott,
- Santiago, Milagros S.,
- Napolitano, Anthony V.,
- Curtis, Derrick G.,
- Moore, David H.,
- Munoz, Ricardo,
- Foulkes, Toni,
- Sposato, Nicholas,
- Cappleman, James,
- Pawar, Ameya,
- Sadlowski Garza, Susan,
- Thompson, Patrick D.,
- O'Shea, Matthew J.,
- Cochran, Willie,
- Brookins, Jr., Howard,
- Arena, John,
- Scott, Jr. Michael,
- Lopez, Raymond A.,
- Tunney, Thomas,
- Burke, Edward M.,
- Silverstein, Debra L.

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MAY DAY MARCH 2016

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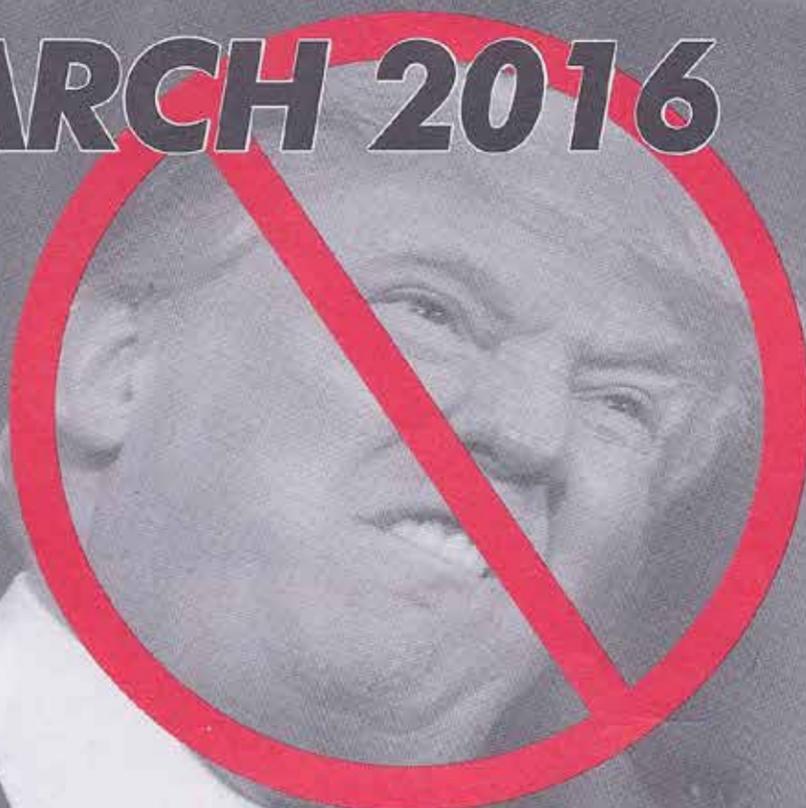
YES TO DAPA/DACA!

YES TO WORKERS' RIGHTS!

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UBER IN THE NEWS

Uber settles driver background-check case for at least \$10M

BY JUSTIN PRITCHARD (LOS ANGELES (AP), 4/31/2016)

RIDE-HAILING COMPANY UBER WILL PAY AT least \$10 million to settle allegations by California prosecutors that it misled passengers about the quality of its driver background checks.

The settlement was signed Thursday in San Francisco, where Uber is based and where the district attorney led a lawsuit that said Uber falsely claimed its criminal screening of would-be drivers was the most comprehensive available.

San Francisco and Los Angeles prosecutors sued in 2014, saying Uber's background checks were inferior to what taxi drivers undergo because they did not include fingerprint checks for past convictions. Instead, Uber's process relies on a name search of other criminal databases and motor vehicle department files going back seven years.

Uber has defended the safety of its service amid a steady stream of allegations that its drivers have assaulted passengers, or, in the case of a driver in Michigan earlier this year, killed people. The app lets passengers share their location in real time, Uber points out, and the person who booked the

ride is required to rate the driver after each trip, helping weed out unsavory characters.

Under the settlement, Uber agreed to pay \$10 million within 60 days. If the company does not comply with the terms over the next two years, Uber would have to pay an additional \$15 million, prosecutors said.

Uber did not admit wrongdoing, as is standard for such settlements, and said it already has made many changes prosecutors sought.

For example, Uber stopped claiming its background checks were "industry leading" when it settled a separate case brought by riders. Under that \$28.5 million settlement reached in February, Uber also renamed its "safe ride fee" as a "booking fee."

Prosecutors ratcheted up pressure on the company in August, expanding the lawsuit with claims that Uber failed to uncover the criminal records of 25 California drivers, including several registered sex offenders and a convicted murderer.

"The result we achieved today goes well beyond its impact on Uber," San Francisco District

Attorney George Gascón said in a written statement. "It sends a clear message to all businesses, and to startups in particular, that in the quest to quickly obtain market share, laws designed to protect consumers cannot be ignored."

Originally, the district attorneys also filed a claim against Lyft, another ride-hailing company. Lyft settled its case last year by agreeing to pay \$250,000 and stop claiming its background checks were among the industry's best.

Thursday's settlement also touched on airport trips. Uber agreed to operate its lower-cost UberX service only at airports where it has been granted permission. And it cannot charge riders an airport fee unless all that money goes to the airport, prosecutors said.

"We're glad to put this case behind us and excited to redouble our efforts serving riders and drivers across the state of California," Uber said in a written statement. ■

Read more at: phys.org/news/2016-04-uber-driver-background-check-case-10m.html#jCp

Boston ordered to revise regulations on taxis, ride-hailing services

BY JIM O'SULLIVAN (BOSTON GLOBE 3/31/2016)

AFEDERAL JUDGE THURSDAY GAVE Mayor Martin J. Walsh's administration six months to revise the way it regulates taxis and ride-hailing firms such as Uber and Lyft, part of an ongoing legal and political battle still shaping the way the two industries operate.

US District Judge Nathaniel M. Gorton pressed city officials on their decision to impose one set of regulations on traditional taxi companies and another on the up-and-coming transportation network companies, or TNCs, showing sympathy to the cabs' claim that their equal protection rights had been violated.

Gorton said the differences between the way the two sides operate is significantly narrower than defendants had argued.

"They are both 'hackney carriages' as the term is defined by" a Boston Police Department regulation governing taxicabs, the judge wrote.

The taxi and livery industry quickly claimed that Thursday's ruling represented a legal victory.

"The decision that the judge made with respect to whether or not TNCs are different from taxis because they are tech companies or use an app, he basically threw those claims out the window," said Jenifer Pinkham, an attorney representing the Boston Taxi Owners Association and two Boston taxi license owners, who brought the case.

A Walsh spokeswoman said Thursday the administration was "reviewing the decision."

The judge dismissed several counts, including ones against Police Commissioner William B. Evans and state officials, citing legislative progress on measures to change the way the state regulates the two industries.

Uber spokeswoman Carlie Waibel said in an e-mail, "We are pleased to see the bulk of these meritless claims were dismissed."

Gorton instructed the city "on or before" Sept.



30 to tell the court what regulatory changes it intends to make and to argue why the court should not force city officials to regulate TNCs the way they do taxis.

Governor Charlie Baker entered the fight last year, filing a bill that he said balanced innovation and public safety. The House passed a refined version in early March that would increase state supervision and require new government background checks for drivers at the ride-hailing companies. The state Senate is expected to take up its own proposal this year.

Gorton acknowledged one dilemma that is facing policymakers on all sides of the high-stakes fight, writing that the question of whether the two types of firms should be treated similarly "is not easily disentangled and is subject to reassessment as the transportation industry evolves apace."

As both Boston and Massachusetts work to market the business climate as welcoming to tech firms, the politics of regulating such businesses have grown more complicated.

The newer transportation firms have argued that imposing new regulations on them would discourage the growth of the area's tech economy. The older companies say the current set of policies leaves them at a stark competitive disadvantage.

Scott Solombrino, spokesman for a coalition of taxi and livery industry members, said in an e-mail, "We applaud the court's decision today in recognizing what we have known all along — that the city of Boston has the authority to regulate Uber and Lyft and should be taking action to level the playing field between these companies and the law abiding taxi and livery industries."

Gorton noted that evolutions in the taxi industry, like app-based taxi requests and credit-card payment systems, have brought the two types of ride services more closely in line.

That interpretation appears to conflict with the ride-hailing companies' contention that they should be regulated not as part of the transportation industry, but as part of the technology sector. ■

Rest in Peace, Kamil Shamji



Kamil Shamji was a Chicago cabdriver for over 35 years. He lost his wife in 2001 and became a single parent. He worked hard for so many years with his main concern his girls. His daughter, Jessica will graduate with a bachelor's degree next month and plans to continue on to medical school. Kamil spoke to her every day, and sent money to her sometimes several times a week.

Kamil drove for Flash Cab. He took a call over their dispatching system on Sunday February 21. The fare was at the McDonalds on Clark Street and Pratt Avenue, in Rogers Park, at 10:20 PM. It was the last fare he would ever take.

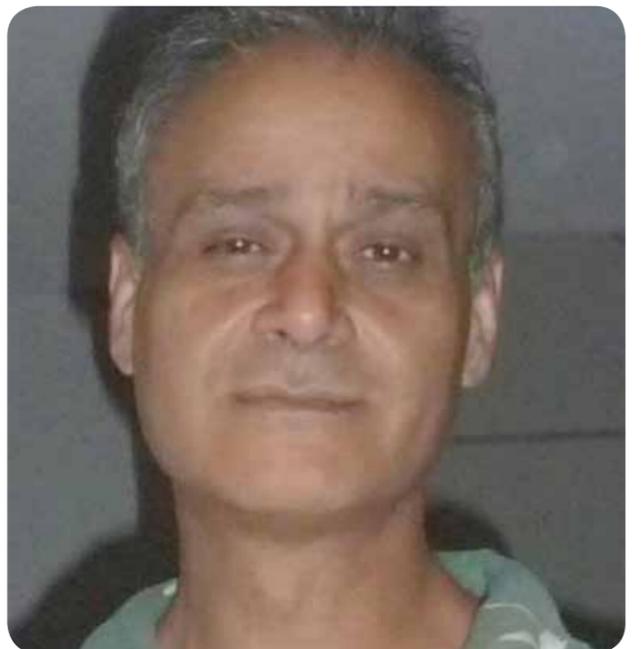
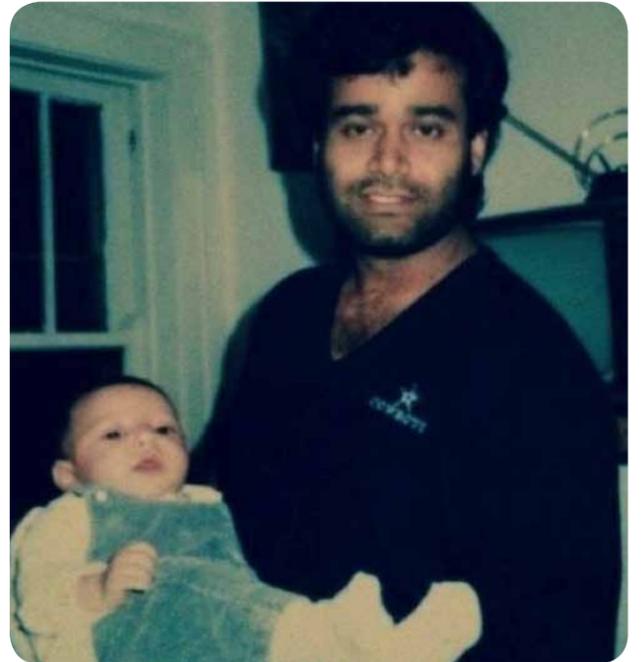
The first sign of trouble came on Monday morning, February 22. A passerby noticed a man slumped over the steering wheel of a Flash cab on the 4400 block of North Leavitt, behind the Sulzer Library on N. Lincoln Avenue. When police came, they found a man had been shot. It turned out to be the cabdriver, Kamil Shamji.

One of the first things they noticed was that the camera from the cab was taken. They called Flash Cab Affiliation, who sent out a technician, who was able to obtain video footage from a backup chip embedded in the taxi external to the actual camera. Once they had this video, they were able to piece together exactly what happened, and were able to track the movement of the murderer both from before the murder to his steps afterwards. The police obtained video of the attacker's movements from the Loyola Red Line stop, and from the McDonalds on Pratt and Clark St., where he called a cab from his own phone. They also were able to identify him from fingerprints he left on a cigarette pack in the taxi.

After the murder, the police tracked his movements from video obtained from the Montrose Brown Line stop, where he caught a train to Kimball, and then they tracked him on the Kimball bus to Roosevelt. From the phone number they got from Flash cab when he ordered the cab, they were able to trace him through GPS technology to Joliet, Illinois, where Lamon Weathers was finally arrested three days later!

The police held a press conference to announce this arrest, and the officers expressed shock at how cold-blooded the murder was. As they told it, "The driver turns and obviously tells him what the fare is. He begins to pull out money and the driver turns his head back. [the offender] puts the money back, pulls the gun out and shoots him, like instantaneously. He never saw it coming."

The UTCC would like to thank the Chicago Police Department for their excellent police work in this case.



THE UTCC WOULD LIKE TO EXTEND ITS GRATITUDE TO ALL OF YOU DRIVERS FOR YOUR GENEROUS DONATIONS TO KAMIL SHAMJI'S DAUGHTER JESSICA. WITH YOUR HELP AND SUPPORT WE COLLECTED \$4,000.00 WHICH WAS PRESENTED AS A SMALL TOKEN OF SUPPORT AND TO HONOR ONE OF OUR FELLOW DRIVERS. THANK YOU.

THE UTCC UNDERSTANDS CABDRIVERS have little to no benefits when we get injured, become ill or the worst murdered while on duty. This creates difficulties for families as often there is little savings at hand. We believe it is an important part of our organization to recognize the loss of a fellow driver, help to raise funds for the family and important to allow drivers to donate which helps the grieving process.

Kamil's death was a shock to the entire taxi industry, hitting the drivers most profoundly, because it could have been one of us. The Northside was also shocked due to the brutality of an innocent man working and killed so close to home. His friends and family will miss the tall soft spoken good natured man.

We reached out to the family of Kamil to get assurance that a simple fundraiser would be acceptable. Our fundraising efforts comes is to help express the love, solidarity and support of the cabdriver community for a fellow driver who was murdered so brutally. And by giving to loved left behind.

In two short weeks of fundraising, the UTCC was able to raise \$4000 from the loving hearts of cabdrivers. We thank the drivers who contributed their hard-earned dollars to express their



solidarity with their fallen comrade. WE thank the drivers from O'Hare, Midway, cabstands and restaurants who donated.

IN the last year, we raised funds for the family

of Chinedu Madu, murdered in a robbery on the west side of Chicago, and for the family of Joseph Slivo, a friend and member of our Steering Committee who died of a heart attack. ■

UberX Vehicles on the streets of Chicago and at our airports



We are not sure why so many “rideshare” vehicles do not display any signage at all. Maybe because



A small percentage of “rideshare” vehicles are from out of state. What this means is that any profits made from passengers who are the residents of and visitors to Chicago are deposited in bank accounts in other states.



Some “rideshare” vehicles signed up and were authorized SO QUICKLY they didn't even have time to get permanent plates!



they don't want to invite any regulatory oversight. Or maybe because they just don't feel like it.



And the taxes paid on these incomes are paid in other states. Something to think about.



We wonder how long a background check takes? And how long to get a safety inspection on their cars?

MIDDLE EASTERN
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1 Baked Spinach Pie



2 Baked Meat Pie

STARTERS

- ✓ 1. **Baked Spinach Pie:** Freshly chopped spinach with onion, olive oil and lemon juice, seasoned with traditional spices, folded into dough and baked. \$2
- 2. **Baked Meat Pie:** Minced beef and lamb mixed with fresh herbs, tomatoes and spices folded into dough. \$2
- 3. **Baked Egg and Cheese Pie:** Fresh dough topped with egg, mozzarella and provolone cheeses. \$2
- ✓ 4. **Baked Zatter Bread:** Zatter is a traditional spice blend of sesame seed, thyme, sumac and oregano - similar to pesto. It is then mixed with olive oil and rubbed over fresh dough. \$2
- ✓ 5. **Hummus:** A smooth blend of chickpeas, tahini, olive oil, garlic, lemon juice, and sea salt, topped with olive oil and served with pita. \$M. \$4 / Lg. \$5
- ✓ 6. **Baba Ganuj:** Smoked eggplant blended with parsley, garlic, lemon juice and tahini, drizzled with olive oil, served with pita. \$M. \$5 / Lg. \$8



3 Baked Egg and Cheese Pie



✓ 4 Baked Zatter Bread



✓ 5 Hummus



✓ 6 BABA GANUJ

SOUPS



✓ 7 Grandma Zariya's Lentil



8 Mama Masada Chicken Soup

- ✓ 7. **Grandma Zariya's Lentil Soup:** Red lentils simmered with red bell peppers, onions and spices, served with lemon wedge. \$M. \$2 / Lg. \$3
- 8. **Mama Masada Chicken Soup:** A light chicken broth with cubed chicken, potatoes, celery and carrots, made daily from scratch. \$M. \$2 / Lg. \$3

SALADS



✓ 9 Tabuli



✓ 10 Jerusalem Salad

- ✓ 9. **Tabuli:** Finely diced romaine lettuce, parsley, tomatoes, cucumbers and onion mixed with cracked wheat, fresh lemon juice and extra-virgin olive oil. \$M. \$3 / Lg. \$5
- ✓ 10. **Jerusalem Salad:** Diced cucumber, tomatoes, & parsley mixed with tahini, olive oil and lemon juice. \$M. \$4 / Lg. \$6

RICE



✓ 11 Rice and Lentils



✓ 12 Curry Basmati Rice

- ✓ 11. **Rice and Lentils:** Long grain rice with whole brown lentils simmered in aromatic spices, topped with Jerusalem or Tabuli salad. \$M. \$3 / Lg. \$4
- ✓ 12. **Curry Basmati Rice:** Basmati rice simmered with curry spices, red bell peppers and sweet peas, topped with Jerusalem or Tabuli salad. \$M. \$3 / Lg. \$4

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FRESH | FAST | FAMILY



✓ 13 Falafel Sandwich



14 Chicken Shawerma

SANDWICHES

AVAILABLE: SPICY, MEDIUM OR MILD



15 Lamb Shawerma



16 Baked Kefta Kebab

✓ 13. **Falafel Sandwich:** A warm pita lined with hummus, stuffed with falafel, tomatoes, topped with Jerusalem salad. \$3.75

14. **Chicken Shawerma:** A warm pita lined with hummus, stuffed with marinated, roasted chicken with onions, tomatoes and Jerusalem salad. \$4.75

15. **Lamb Shawerma:** Marinated, spit roasted and thinly sliced lamb, served in a pita with hummus, onions, tomatoes and Jerusalem salad. \$5.75

16. **Baked Kefta Kebab:** Ground lamb mixed with herbs, spices, onion, tomatoes, stuffed in a warm pita with hummus, roasted onion, tomatoes and Jerusalem salad. \$5.75



17 Baked Egg and Cheese Fetta



18 Baked Zatter Fetta

17. **Baked Egg and Cheese Fetta:** Egg, mozzarella and provolone cheeses, topped with (choose one) hummus or baba ganuj, romaine lettuce, tomatoes and onions. \$4

18. **Baked Zatter Fetta:** Freshly rolled dough seasoned with zatter (a spice blend of thyme, oregano and sumac) cut into halves, topped with hummus or baba ganuj, feta cheese, tomatoes, lettuce and onions. \$4

DINNERS

ALL DINNERS SERVED WITH HUMMUS, PITA BREAD AND A CHOICE OF RICE (CURRY RICE OR LENTILS & RICE) AND CHOICE OF SALAD (TABULI OR JERUSALEM SALAD).

19. **Chicken Shawerma:** Marinated, roasted boneless chicken. \$8

20. **Lamb Shawerma:** Marinated, spit roasted lamb. \$8

21. **Kefta Kabob:** Ground lamb mixed and seasoned perfectly with fresh herbs, tomatoes and onions. \$8

✓ 22. **Vegetarian Combination:** Hummus, Tabuli and two pieces of falafel, served with a pita. \$7

23. **Meat Combo:** Lamb Shawerma, Chicken Shawerma and Kefta Kebab. \$9

24. **Mediterranean Style Tilapia:** A 6 oz. fillet of tilapia layered with seasoned tomatoes, thinly sliced onions and lemon, baked to perfection. \$8

EXTRAS

HUMMUS: 50¢
 PITA: 50¢
 FALAFEL: 50¢/EA
 BABA GANUJ: 75¢

ADD FETA: 50¢
 EXTRA SALAD: 50¢
 EXTRA MEAT: \$1



19 Chicken Shawerma



20 Lamb Shawerma



21 Kefta Kabob



✓ 22 Vegetarian Combination



23 Meat Combo



24 Mediterranean Style Tilapia

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FINANCIAL ESSENTIALS

IDENTITY THEFT: HOW TO PROTECT YOURSELF

BY ROCKY OROK, FINANCIAL PLANNER

Part 2 of 2

ACCORDING TO A 2015 study by Javelin Strategy and Research, about 13.1 million Americans had their identity stolen; the highest number in six years losing a total of about \$15 billion to fraudsters.

As individual consumers, we have all heard on the radio or TV and must have read it in the papers or the internet that nobody can absolutely stop or prevent identity theft.

However, there are some things you can do to reduce your risk and protect yourself from identity theft. Most of these safety practices, some of which are mostly common sense can help protect you from getting your identity stolen.

Protect your Social Security Number (SSN)

Never carry your social security card in your wallet, always leave it at home locked in a safe place. Make sure you don't have any other personal information like your date of birth, account number, pin number or password in your wallet. Limit what you carry to things like identification and credit or debit cards

Do not give out your SSN to anyone except you know for what purposes and if it will be safeguarded and not be shared. You can give it out for valid reasons like tax preparation, employment or credit approval. Don't give out any of your personal information on the phone unless you initiated the call or know that it's from a trusted source. You can never tell who is on the other end of the line.

Review and monitor your bank and credit card statements:

Make sure to check your bank and credit card statements regularly and carefully to enable you detect any discrepancy or suspicious activity no matter how small and take action immediately. Some theft occurs with small amounts of money being charged over a long period of time to avoid detection. It's advisable to review your bank and credit card statements at least once a week to be ahead of the game and sign up for alerts from your bank to receive text messages when a withdrawal above a certain amount is made.

Other ways to keep yourself safe on line is to limit what financial information you have on your PC. Preferably, use one PC to conduct online financial transactions.

Use a cross shredder to shred any documents with personal or financial information. Shred checks, bank statements, insurance forms, medical forms or any similar documents if you don't need them any longer and any application for pre-approved credit cards that you don't intend to apply for should be shredded.

Check your credit report annually:

Check your credit report annually for suspicious activity. You are entitled to one free credit report once a year. Make sure to order your free copy of your credit report from www.Annualcreditreport.com or by calling 877-322-8228.

You can also order your credit report by contacting any one of the three major consumer credit reporting companies namely,

Equifax - 1800-349-9960

Experian- 1-888-397-3742

TransUnion- 1-888-909-8872



If you find any suspicious activity, quickly contact your credit card company or the creditor immediately.

Be cautious of prescreened and pre-approved offers of credit cards and insurance by mail. You can opt out of prescreened offers for 5 years or permanently by calling 1-888-567-8688 or online at www.optoutprescreen.com. The phone

number and website is operated by the 3 nationwide credit reporting companies. You can also take your name off marketers' hit list by adding your name to the Do-Not-Call registry at 1-888-382-1222.

Protect your information online:

Most people now conduct their banking and shopping on line and some of these users don't have the knowledge of how to protect themselves from online danger. Know who to share and what to share on line. Make sure your computer has comprehensive security suite that can protect against online threats with up to date anti-virus, anti-spam, anti-malware, spyware and firewall installed on it. Don't forget to always update your software when prompted.

Most criminals use a method known as "phishing" by posing as legitimate businesses on line sending out fraudulent email with links to trick you out of disclosing personal and financially sensitive information. Some of these emails may contain your name, address, phone number and even family information. Examples of phishing include fake unsolicited emails, look alike unsecured websites, pop-up windows, downloads, fake links or any combination of this. Most legitimate businesses won't email you to ask you for your passwords or account number.

Avoid clicking on links or attachments in email if you are not sure of the sender. When in doubt, call the sender or company to confirm. Links, attachments, pop-up windows and downloads are some of the ways that these harmful programs can install malware on your computer and from there can steal your information and passwords thereby having possible access to your personal data like your credit and banking information

Create strong passwords

The increase in online banking and shopping by most people now makes it easier for the identity thief to steal their finances with just a username and password. Create strong passwords that are at least 9 or more characters long, containing at least one uppercase and lowercase letter, one number and one special character because there are computer programs that are able to guess passwords. Avoid using words from the dictionary and other common passwords like pet names or the like. Do not use variations of one, make sure different sites have different passwords and change your passwords as frequently as possible. Never save your password on any financial site and make sure to have a screen security on all your electronic devices.

Social Media

With the advent of numerous social media sites like Facebook, twitter and LinkedIn etc, more and more people are exchanging unprecedented levels of personal information on line without weighing it against the risk and benefits of social

networking. Most thieves are using social media sites to collect volume data about consumers and using those data to steal their identities.

They use a method known as "spear phishing". And this is not the sport you think, this is a scam that thrives on familiarity. The scammers knows your name, email address, and some other personal information about you including your friends and family list from your social media postings enough to personalize the message as if it came from one of your friends or family. They may enquire about the new bike you bought from an online retail site and then ask you for the password to your photo page. When you respond with the password, they will then use that password and other variations to try to access your account on that online retail site. If they succeed, they'll use it to make purchases on your account. They can also use the same information to pose as somebody from the online retailer and request that you reset your password, user-ID, PIN or re-verify your credit card number. This ultimately results in financial setback.

It's essential to curtail the amount of information about your presence on social networking sites to reduce the potential of identity theft. Remember; never give up too much personal information on line like your SSN, address, and birth date or mothers maiden name. Such information could be used to answer challenge questions, thereby giving them access to your account.

Public Wi-Fi

Be cautious when using public Wi-Fi. Because they are unsecured, thieves are getting better at hacking into the network and intercepting your information. It's advisable not to do any online banking or financial transaction in a public Wi-Fi location.

Wait until you get home to your secure wireless network to conduct financial transactions.

IRS Scam

The IRS would never request for personal or financial information by email or social media. Any email purported to be from the IRS requesting for information is always a scam. In addition, any unexpected phone call from someone claiming to be an IRS agent, either threatening you with arrest or deportation if you fail to pay immediately is a scam.

Any such scam should be reported to the Treasury Inspector General for Tax Administration at 1-800-366-4484 or on line at IRS Impersonation Scam Reporting.

Most IRS transactions are done by mail.

Other methods of protection include:

Never share your health care plan with anyone offering free health products or services.

Deface or destroy personal information on prescription labels before throwing them out.

Make sure your mailbox is always secure and promptly remove mail from your mailbox.

Request a vacation hold on your mail if you have to travel or be away from home for a long time.

Avoid putting any sensitive personal or financial information on you phone.

Before you dispose off a desktop, laptop or phone, make sure to delete or wipe out your personal information. You can defrag the hard drive or use a good wipe utility program to overwrite the hard drive, ■

Uber People comments

THE UTCC HAS BEEN MONITORING THE website “uberpeople.net” for a long time. After all, many cabdrivers have become uberX drivers, and some of them still are. They are doing the same job we are, transporting people from Point A to Point B for a metered rate of fare. The difference is their meter rates and working conditions are dictated by a mercenary, greedy company who does not care about them, they have even less workers’ rights than we do, and they have much less regulations that are enforced by city authorities than we do.

Here are some of the comments they have been making over the last few months:]

UberX drivers opinions about their passengers and Uber:

“There’s really nothing to like about the Uber pax (passengers). Most of them know what they’re doing is wrong deep down, and the whole ride ends up extremely awkward because of it. Not only that, they try to make their wrong decision to be your fault somehow. Also, Uber knows all this is happening. Talk about an evil company.”

*“I once denied my phone charger in plain sight to this entitled university d*uche during a 5 minute trip. It was the way he just “expected” it that got me mad. He asked why not? I offered no explanation and I kicked his punk a*s out. Never made it off his street. He told me his dad works for Uber and I just laughed at him lol. This made him even angrier to the point of being red in the face and trembling. He just couldn’t wrap his head around being told no. I continued to laugh as I drove off. This gave me a surprising amount of satisfaction lol.*

I have had similar situations where someone will help themselves to my radio or climate control and I will just ruthlessly put them in their place. If only they would have asked me if it was ok, because it would have been. I refuse to be disrespected for pennies. The higher the surge, the higher my tolerance for stupidity lol.”

BREAKING THE RULES:

Uber passenger in Chicago:

“Just boarded an Uber at 4:15 Police are on the street on bikes doing checks for dress, Chicago tax ID with the city emblem and the bar code. and inspection. Uber I picked up didn’t have ANY of it.

(I told the police he was my brother in law picking me up from shopping on Michigan ave. I climbed from the backseat into the front while talking to the cop. Told the cop he was picking me up on his way home from work and heading to my sister’s house)”



Uber driver having a bad shoe day

“My buddy got pulled over last night for speeding while driving on the Uber app.

He’s been driving UBER since early 2015. He was arrested for driving on a suspended license since 2014.

If Uber does a background check how the hell do they not catch this? You would think the first thing they check is the driving record. How do they let someone drive on a suspended license.”

“So, this weekend I’ve been using my wife’s car because mine is in the shop. Her car is not registered on the app. One is a Hyundai, one is a Chevy. Of 12 rides, not one rider asked about why the car is different, but half thought it was a good idea that the rates have come down, because after all, cost of gas is down. One guy even thought that \$16 from Fanwood to EWR was too much.”

ON DISPLAYING SIGNAGE IN CHICAGO:

50% of Rideshare drivers display no signage!

“I have been taking especial notice the last few weeks, and I continue to see significant rideshare vehicles with NO signage at all. I am sure they are rideshare: 1. they have phone on dash, sometimes with obvious Uber map displayed 2. passengers getting in back seat after checking license plates 3. passengers getting out of back seat.

Isn’t this risky? what does anyone think about this? If the police, public, regulators and politicians realize this, doesn’t it make us look bad?”

“Nope. Drivers are coming to the conclusion, attitude,

and perception that there isn’t much reason to put forth a lot of effort, considering the current pay and general headaches involved. Ridesharing is a sidegig or loose part-time job at most.

Pax are more than welcome to look at my license plate if they want to confirm a positive match. Haven’t been hassled by authorities once since I started last year btw.”

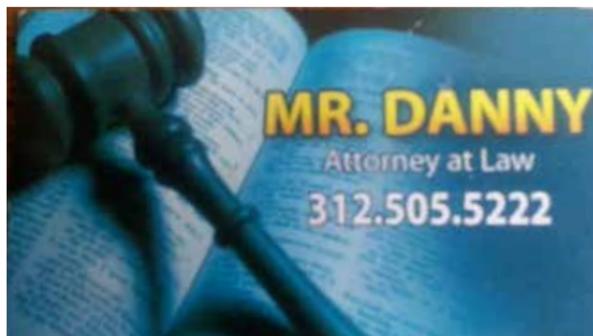
“I see way more than 50% don’t display. I am always hoping they get pulled over by the cops.”

“We already look bad for having a job consisting of driving our cars into the ground for peanuts. And I don’t want to display to society that I do such a thing at times. I’m ashamed of myself. No signage for me. I’m tempted to drive around with a paper sack over my head if I could as well.”

“You are taking a risk not displaying signage. But, you will regret it that ONE TIME a cop will request for signage. I think not displaying signage looks BAD overall for us that DO DISPLAY.”

“I keep my signage, and other Lyft documents in a manila folder wedged between seat and center console. I remember reading that if you’re picking up passengers at Ohare/Midway, signs need to be properly displayed. Otherwise, it’s at the driver’s discretion isn’t it?”

“UberKim, you are very observant! Since my phone is attached to the air vent, and I’ve only had more than 2 passengers, 3 times out of 137 rides, you’d have a hard time identifying me as a rideshare driver. Since this is my personal vehicle, that only does Lyft part-time, I aim to keep it sign and sticker free.” ■



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ARE YOU A MEMBER YET?

In its seven and a half years of existence, the UTCC has developed official and professional relationships with: BACP, the DOF, AH (400 W. Superior), the Depts. of Aviation at O’Hare and Midway, the CPD, lawyers and law firms, taxi organizations around the country and others. These are relationships that we have the experience and track record for addressing and resolving issues for the benefit of the cabdriver community here in Chicago. **This is why YOU need to join YOUR TAXI UNION—the UTCC. ARE YOU A MEMBER YET?**

Call (773) 342-8822 or visit GOUTCC.org for more information

Objections to Renewal of TNP Licenses

On March 27, 2016, the UTCC released the following Press Release:

Cab Drivers Demand Uber and Lyft Pay Up

Chicago cab drivers called Monday for the city to insist that ride share companies Uber and Lyft pay their outstanding \$15 million in fines and fees before renewing their licenses to operate April 1st.

In a letter to Commissioner Guerra Lapacek of the Department of Business and Consumer Protection (BACP), the United Taxidriers Community Council demanded that she enforce the requirements of the license application for Transportation Network Providers:

“Only applications submitted by applicants that have paid or resolved outstanding debt owed to the City of Chicago will be reviewed.”

Last week Ald. Anthony Beale revealed that Uber and Lyft drivers owe the city over \$15 million in unpaid debt, such as speeding, red light and parking tickets.

In addition, we have the pending spectacle of one state of Illinois regional authority (McPier) suing Uber and Lyft for nonpayment of Airport Departure taxes that every other “passenger vehicle for hire” pays when picking up at Chicago airports. The City of Chicago’s

Departments of Revenue and Aviation facilitate the collection of and disbursement of these taxes to the MPEA, and so are directly in the center of this lawsuit and this controversy.

Uber and Lyft are costing the Metropolitan Pier and Exposition Authority (MPEA), Choose Chicago and Rosemont hundreds of thousands of dollars a month by refusing to pay the \$4 Airport Departure Tax, according to their suit filed last week. MCPier is asking for \$15 million dollars in unpaid taxes, fees and penalties. State law requires all “passenger vehicles-for hire” serving the airports to pay that tax.

We followed this up with a letter to Commissioner Guerra Lapacek demanding that she refuse to renew the rideshares’ TNP licenses until they have paid all their taxes and their drivers have settled city debt. IN addition, if she was going to renew their licenses, we asked for an explanation for why she would do that, as when taxi drivers, Medallion owners and Affiliation owners owe money for taxes or city debt, we sure don’t get to renew our licenses!

(We never heard back from her on this issue) ■

Chicago Airport Issues: Public Meetings at O’Hare and Midway

The UTCC has had a long relationship of mutual respect and fair negotiation for resolution of conflicts that have arisen over the years between Aviation personnel and policies and cabdrivers. They have mostly been done on a case-by-case basis between the UTCC and Marco Fernandez from the Dept. of Aviation. Last year, the Mayor’s Taxicab Driver Fairness Task Force held a series of meetings with Aviation personnel from both Midway and O’Hare airports to discuss more systemic analysis and reforms to address the cabdrivers’ experiences at the airports. In addition, the UTCC had a meeting with Commissioner of Aviation Ginger Evans last fall where we discussed potential reforms to the taxi and limo infrastructure in the staging areas, and improving delivery systems for the ease of cabdrivers, limo drivers, and the passengers. The following is a list of issues for continuing discussion and dialogue:

- Why is the Dept. of Aviation NOT collecting the MPEA Airport Departure tax stamps from the TNP (rideshare) drivers and vehicles?!
- How to deal with corruption and abuse at the airports: System for collection of Incident Reports, plus accountability and follow-up. Accessibility and transparency of Aviation Incident Reports.
- Food trucks at airports. We will continue to lobby for access to a better and more healthy range of food options for cabdrivers at the airport staging areas.
- Rebuilding the shelters at O’Hare. They are



Drivers Meet with O’Hare Dept. of Aviation

in a state of collapse and decay.

- Building new rest rooms. The row of rest rooms next to the shelters are not fit for human use. They are barely fit for animals. We are not animals. We are sure they are not OSHA compliant. We were told last year that new bathrooms would be built.
- Move Limos to a separate area. With airport expansion, the Rideshare Staging Area will be re-located. Give the same consideration for the taxis and limos.
- Expand taxi lanes. Provide for easy exit for taxis once in the staging area to provide for answering new Curb and Arro calls from terminals. If airports can accommodate rideshare apps, they can do the same for CHI-Apps Curb and Arro.
- Consider changes to rules for WAV vehicles use of vouchers so they don’t flood the short trip lanes when business is slow.

Meetings at O’Hare and Midway are open to the public. We suggest cabdrivers who have issues and would like to attend and discuss with airport personnel please contact UTCC or the Dept. of Aviation for meeting schedule. ■

The new Ordinance adding 50 cents “technology fee” for processing credit cards

TIMELINE FOR CREDIT CARD USAGE IN CHICAGO TAXI INDUSTRY

- 2005—credit cards become mandatory for usage/acceptance in Chicago taxis
- 2005—now: Cabdrivers begin asking “why can’t the customer pay—why do I have to pay 5%!?”
- 2005—until 2012. Costs are minimal to companies. They make profit on 5% fees.
- 2012—City mandates “rear seat swipe” machines for customer usage
- 2012—now: Verifone and CMT become industry standards—costs, contracts go UP for companies
- 2014—AFSCME/CDU propose credit card fees reduced to 3%
- 2015--City agrees to reduce credit card fees to drivers
- 2015—now: Companies show that their costs/contracts are MORE than 5% for new technology (Verifone and CMT rear seat swipes)
- 2015--Companies claim they cannot cover costs—propose they collect a \$.050 “technology fee” from passengers using credit cards, or they will stop cashing credit cards
- 2015—now: City drags its feet on approving “technology fee” of fifty cents
- 2016--Yellow and Flash begin charging fifty cents “technology fee”
- Some customers sue Yellow in a class action lawsuit to recover the unauthorized fifty cent “technology fee”.
- Yellow stops charging fifty cents to customers, but announces it will charge the Medallion owners the 1% it is losing
- City Council passes ordinance legalizing fifty cent “technology fee” to be charged to customers who use credit cards

Since credit cards became mandatory on the drivers, and the city began requiring expensive equipment to protect the customer and the credit card data, the CABDRIVERS HAVE HAD TO PAY THE TOTAL COST for the equipment and systems for credit cards!

We have been paying 5% on every credit card transaction for over 12 years! That’s \$50 on EVERY \$1000 we cash! Two years ago AFSCME/CDU proposed the credit card fees be reduced to 3%. The city agreed to this reform. Subsequent analysis by the companies revealed that the COSTS of the credit card cashing has gone up and is now OVER FIVE PERCENT! The companies who cash our credit cards CANNOT AFFORD to absorb the costs, and if the cabdrivers are not going to pay it any more, they will refuse to cash credit cards for us.

SOLUTION:

- The companies asked the city to approve a new “technology fee”, or a service fee of 50 cents per transaction, to be paid by the customers. There is precedent across the United States for such fees. IN Las Vegas, they charge \$3 for using credit cards in taxis.
- Since the drivers themselves have paid the total cost for all the new technology for over 12 years, we think it is only fair that someone else share the costs for a change. We will still be paying the majority of the costs. 3% is still a lot of money for the amount of credit cards we take.
- Reporters—please get this right! The 50 cents is NOT FOR THE DRIVERS! It is to help pay for the expensive equipment that secures credit card data, and other related expenses. ■

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Encounter with a Deadbeat

BY PETER ALI ENGER

I WAS DRIVING MY CAB WESTBOUND ON BELMONT, approaching the red light at Racine. There was a cab in front of me, and two cars in front of him stopped at the light. All of a sudden, the passenger door of the cab in front of me opened, and a white male came out, slammed the door shut, and stumbled off to the sidewalk. After 10 seconds the light turned green and the line started to move. The cab in front of me did not move, and his top light did not go on. I suspected trouble.

I tried to pull over and indicate to the driver to do the same, but he did not see me. He turned his cab around and went back the other way. His top light was still off, indicating that he did not turn his meter off. I suspected that he did not turn his meter off because he did not get paid, and that his customer had left without paying.

I couldn't make a U-turn because I was approaching the intersection, so I made a right turn onto Racine, another right turn into the alley, and then two more right turns to get back onto Belmont. I saw the other cab pulled over on the other side of the street, and the driver just sitting there, with his top light still off. He still didn't turn off his meter. I pulled over and rolled down my window.

"What happened? Are you OK?" I shouted.

"He doesn't know what he's doing!", he shouted back. He pointed past me, to the sidewalk next to my cab. I looked over. There was his former passenger, stumbling along on the sidewalk.

I shouted again, "Did he pay you?"

"No!", he responded.

I got out of my cab, and went over to the stumbling drunk. "Hey!" I said, "You need to pay your driver!" I told him. He mumbled something. I couldn't understand what he was saying. I said more forcefully, "Look—you have two choices. You can pay your driver, or you can go to jail. Which one do you want?" He seemed to consider, and then reached in his pocket for his wallet. Good sign. I indicated that we needed to cross the street. I made sure not to touch him in any way. Any touching could be considered "assault", legally. I know the laws, and my rights and his rights. It's important.

We crossed the street to the other cab.

"How much does he owe you?" I asked the driver.

"Sixteen dollars", he responded.

"OK", I said. "Sir—you need to pay your driver sixteen dollars, or go to jail. OK?" He started flipping through his wallet.

"Did you call the police?" I asked the driver.

"No", he replied. He was fumbling with his phone, like he didn't know how to call police. "Why not?" I asked him. "You should always call police first, and tell them you have a 'theft of service'".

The passenger was still fumbling in his wallet. He pulled out his Venra card. I said, "No, that's a Venra card." He pulled out his ID. "No! —that's your ID!—don't you have a credit card? I see some bills—do you have cash?" He pulled out his cash. Three dollars. I turned to the driver. "Call the police—call 911. He doesn't have any money." The driver started to call the police. Then I noticed the passenger pull out a credit card. "Never mind! He has a credit card! OK—sir, you need to get in the back seat and run your card," I told him.

After some fumbling with the credit card and the machine, he was finally able to run the card, and the driver got paid. We had to coax him out of the back seat again, but we finally sent him on his way, the driver thanked me for my help, and we

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Convention Schedule

EVENT NAME	VENUE	START	END	ATTENDEES
2016 NFL DRAFT	Grant Park	04/28/2016	04/30/2016	200,000
2016 RETIREMENT INCOME SUMMIT	The Westin Chicago River North	04/29/2016	05/05/2016	300
2016 AMERICAN ASSOCIATION OF NEUROLOGICAL SURGEONS ANNUAL SCIENTIFIC MEETING	McCormick Place West	04/30/2016	05/04/2016	6500
2016 AAMC HEALTH WORKFORCE RESEARCH CONFERENCE	Hyatt Regency Chicago	05/04/2016	05/06/2016	200
THE HEALTHY & NATURAL SHOW	Navy Pier	05/05/2016	05/07/2016	600
INTERNATIONAL TELECOMS WEEK 2016	Hyatt Regency Chicago	05/08/2016	05/11/2016	6300
13217 - ENERGY FORUM EAST	theWit Chicago - A DoubleTree By Hilton Hotel	05/10/2016	05/10/2016	80
BOOK-EXPO AMERICA (BEA)	McCormick Place South	05/11/2016	05/13/2016	30000
CHICAGO GOSPEL TRUTH SEMINAR	The Westin Lombard Yorktown Center	05/12/2016	05/15/2016	500
2016 INTERNATIONAL PEDIATRIC RADIOLOGY MEETING	Fairmont Chicago, Millennium Park	05/14/2016	05/20/2016	600
AIC 2017 ANNUAL MEETING	Hyatt Regency Chicago	05/17/2016	05/20/2016	1000
GELATO WORLD TOUR	Hard Rock Hotel Chicago	05/19/2016	05/31/2016	45
NATIONAL RESTAURANT ASSOCIATION RESTAURANT, HOTEL-MOTEL SHOW 2016	McCormick Place North, McCormick Place South	05/21/2016	05/24/2016	63000
BEVERAGE ALCOHOL FOR RESTAURANTS (BAR) AT NRA SHOW	McCormick Place South	05/22/2016	05/23/2016	3500
NCA'S 2016 SWEETS AND SNACKS EXPO	McCormick Place West	05/24/2016	05/26/2016	16000
2016 DI CONFERENCE	Hilton Chicago	05/24/2016	05/27/2016	1300
2016 ABAI ANNUAL CONVENTION	Hyatt Regency Chicago	05/27/2016	05/31/2016	5000
2016 ABAI ANNUAL CONVENTION	Fairmont Chicago, Millennium Park	05/29/2016	05/30/2016	400
AMERICAN SOCIETY OF CLINICAL ONCOLOGY ANNUAL MEETING	Lakeside Center at McCormick Place, North, South	06/03/2016	06/07/2016	32730
2016 NACE ANNUAL MEETING	Hilton Chicago	06/07/2016	06/10/2016	1700
JEAN PIAGET SOCIETY	Holiday Inn Chicago Mart Plaza River North	06/07/2016	06/12/2016	300
HOME CARE 2016	Sheraton Grand Chicago	06/08/2016	06/10/2016	450

\$68 billion dollar Uber opposes consumer protection

Claims 1 day driver class & fingerprint background check will end Uber in Chicago



But Uber Lies all the time. →

Chicago Tribune

April 8, 2016

Uber settles for \$10M over driver background checks lawsuit

Chicago Tribune

February 12, 2016

Uber to pay \$28.5M to settle claims company misled customers

CURRENT REQUIREMENTS

LICENSING & CONSUMER SAFETY		CHICAGO			NEW YORK
		TAXI	LIVERY	UBER	UBER
Criminal Background	Fingerprint	✓	✓	REFUSE	✓
	Social Security #	✓	✓	???	✓
Drug Test		✓	✓	REFUSE	✓
Physical Exam		✓	✓	REFUSE	✓
City of Chicago Debt Clearance & Good Standing On Child Support		✓	✓	REFUSE	NA

THE BEALE ORDINANCE

- ☑ Treat Uber drivers like livery drivers
- ☑ 1 day class
- ☑ \$100 a year fee
- ☑ Fingerprint Drivers
- ☑ Require 5% of fleets to be handicap accessible

**CHICAGO ALDERMEN HAVE A CHOICE
BASIC SAFETY FOR PASSENGERS VS. BILLIONAIRES**

Sources: Taxi and livery license - Application: <http://www.cityofchicago.org/content/dam/city/depts/bacp/publicvehicleinfo/publicchauffeur/NewApplicantChauffeurLicenseChecklist05052015.pdf> • Course length and cost: <http://www.cityofchicago.org/content/dam/city/depts/bacp/publicvehicleinfo/publicchauffeur/olveharveychauffeurtrainingsintutebrochure.pdf> • Chicago vehicles requirements: <http://www.cityofchicago.org/content/dam/city/depts/bacp/publicvehicleinfo/medallionowners/TaxicabApprovedVehicleList32116.pdf> • Uber NYC: <http://driveubernyc.com/tlc/>

VISIT OUR NEW WEBSITE: GOUTCC.ORG

BACK

NEW PUBLIC CHAUFFEUR LAWS



NEW ORDINANCE REDUCES COSTS:

- REDUCES THE MINIMUM POTENTIAL FINE A TAXICAB DRIVER WOULD PAY FROM \$75 TO **\$50** PER VIOLATION OFFENSE.
- REDUCES THE LICENSING FEES PAID BY HORSE DRAWN CARRIAGE CHAUFFEURS AND PEDICAB CHAUFFEURS.

NEW ORDINANCE REDUCES REGULATORY BURDENS:

- THE REQUIREMENT TO HOLD A PAST DRIVER'S LICENSE WAS REDUCED TO **1 YEAR**. (FROM 3 YEARS)
- BARS AN APPLICANT FROM APPLYING IF THEIR CHAUFFEUR LICENSE WAS PREVIOUSLY REVOKED **3 YEARS** PRIOR TO THE APPLICATION DATE. (FROM 5 YEARS)
- DECREASES THE DRIVER'S LICENSE LOOK BACK PERIOD FOR SUSPENDED DRIVER'S LICENSES TO **3 YEARS**. (FROM 5 YEARS)
- BARS A DENIED APPLICANT FROM APPLYING FOR A LICENSE FOR **12 MONTHS**. (FROM 18 MONTHS)
- PROVIDES FOR A POST DEPRIVATION HEARING WHEN A LICENSE HAS BEEN RESCINDED.

NEW ORDINANCE ELIMINATED ONEROUS LAWS:

- LOITERING
- FALSE INFORMATION
- EXHIBITION OF LICENSE
- MISUSE OF DISTRESS LIGHT
- CHANGE OF ADDRESS
- COURTEOUS BEHAVIOR REQUIRED
- SURRENDERING OF LICENSE

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UTCC Editorial

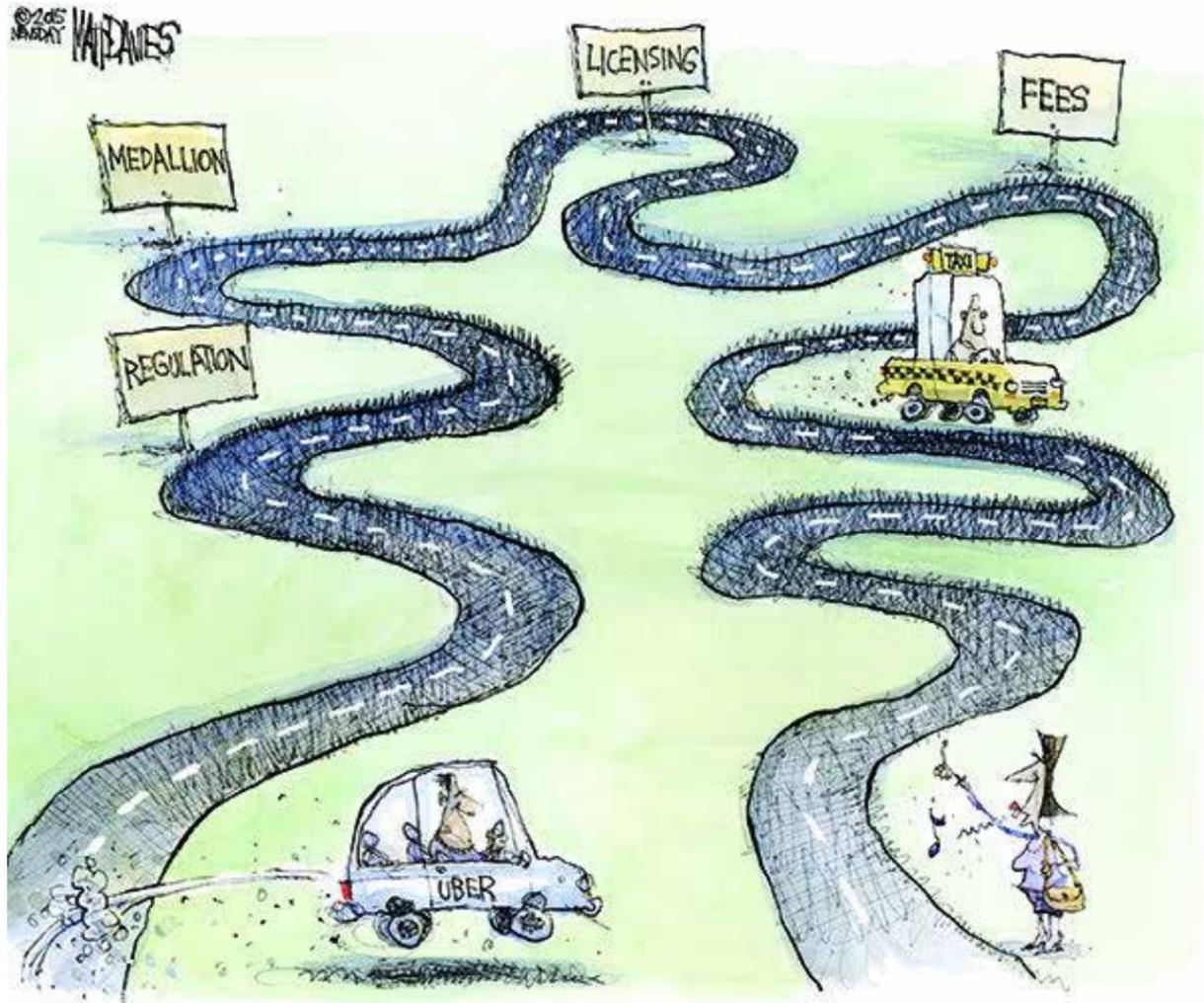
Continued from Page 2

caution that if the city doesn't act the taxi industry will be destroyed. It is interesting that Uber's response is that *they* would be destroyed. It has been a game of language and interruption (interpretation?) with the real meaning of what is going on lost and the losers have been the taxi drivers and the entire industry.

The "rideshares" walked into Chicago in 2011 and starting doing business. With NO business license, and NO enforcement of existing regulations. Regulators gradually decided on *some* minimal regulations while disregarding the taxi industry that they highly regulate. The public is not informed about exactly what is happening on their streets: *how many* more vehicles are driving, *who* are they and exactly *what* benefit are these companies providing to the city?

The regulated taxi industry is public, all vehicle numbers, chauffeur license numbers with status and names are all public. The Ubers of the world are hidden. The Chicago Department of Aviation has *no clue* as to the number of ride-share pick-ups at our airports. The Metropolitan Pier and Exposition Authority (MPEA) is in court now to get their tax revenue from these airport pickups because these corporations simply refuse to pay. Just like they don't have to do many things because the system has put into place legal distinctions.

The notion that the taxi industry desires to ban technology or is anti-free market is nuts. The fact is, there are longstanding existing laws that our political leaders don't have the guts to state the obvious and adhere to the laws in place. Today cites across the country are realizing "oh



these sharer of rides are really operating as taxis for hire" while all along the public and moreover the drivers have known this. The use or better, the misuse of language has defined these corporations as technology. A vehicle that's transports

people is technology too and if a vehicle that transports people accepts money for that service it's a taxi, is a cab is a PASSENGER VEHICLE FOR HIRE- plain and simple. And they should be regulated as such. ■



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OPEN LETTER TO MAYOR RAHM EMANUEL FROM A CHICAGO MEDALLION OWNER, PART 1

IF YOU UNDERSTOOD WHAT A TAXI MEDALLION was, when you decided to give the appsters (Uber and Lyft) free, unlimited access to the hired car business in Chicago, you knew you were destroying our property. It's a truism that any market can be wiped out immediately, by simply introducing a free, unlimited supply of whatever that market trades. You wiped out the market for taxi medallions. They confer nothing but legal access, which only has value as long as its limited. We medallion owners valued our access to this business at more than two billion (7000 medallions × \$370K) when you gave the appsters free, unlimited access to our business. A medallion (regulated, taxed and retail access to the Chicago hired car market) is worthless as long as the appsters have unregulated, free, unlimited access. You gave away our property.

When the city tried to auction off new medallions after giving free, unlimited access to the appsters, the auction failed because people don't pay for anything that's available for free. That shouldn't have come as a surprise to you.

My medallion, for which I paid market value in 2003 (money I earned as a driver), gives me retail access to Chicago's car for hire market; I can have one cab. The city gave the appsters free, unlimited access to that same market; they can operate an unlimited number of cars, a privilege of equal or greater value than the total value of all taxi medallions. In doing that, you condemned all taxi medallions (made them unmarketable and

worthless), just as truly as if you were taking a piece of real estate by eminent domain.

As you know, the appsters' business plan is incompatible with Chicago's laws governing hired cars. They need as many drivers out there as possible, on their own dime, competing to up pick the riders the apps have to dispatch. Buying a medallion for each driver would be unthinkable. Even requiring commercial insurance and driver licensing would have made their price spike, by limiting the supply of available drivers. Luckily for the appsters, their drivers don't even need a city sticker! You determined that they are not hired cars, so they can take over our business while exempt from the laws that govern us. If, as you agreed, they are a totally different business and what the apps provide isn't hired car rides, they wouldn't be decimating our hired car business, would they?

Had anyone been stupid enough to buy a medallion after the city made them obsolete, you could have claimed that you didn't destroy the value of our property. If you sell something pricey that you have recently made worthless, its not fraud if you thought what you were selling was really worth it, right?

One passenger, a lawyer, pointed out, as I explained how you gave away my property, that I still have my medallion and continue to use it for its intended purpose. That's true. But I didn't buy the medallion, pay the taxes and fees, buy commercial grade insurance and pay for an annual pee test so that I can drive around the city in my empty cab and watch as over and over, people who recently were happy to ride with me now choose the unlicensed and uninsured (comparatively). Anyone paying for a license to engage in a business, even as the licensing authority permits the unlicensed to take over their business, is being defrauded.

The law says only medallion owners (or lease drivers) can be engaged in transporting passengers in a car (as opposed to a bus, train or boat) in exchange for payment in Chicago. I'm told contracts have the force of law. I wonder if laws have the force of contracts. If so, the city has breached it's contract with medallion owners. The price of the medallion and submission to city regulations was given in exchange for exclusive access to the market. The law barring anyone but medallion owners or lessees from the business was intended to protect the public from unlicensed, uninsured hired cars, which people now enjoy with reckless abandon.

You welcomed a business whose success depends on insurance fraud. App drivers are all insured for private use only while engaged in commerce. If a private car owner with insurance for private use is sued by a public (app) passenger, it's easy for the insurance company to avoid liability in a big expensive case. On the other hand, app drivers are much more likely (by driving much more) to have a claim compared to the average insured person using their car privately, who will be absorbing the cost in the form of higher rates.

You made it sound like Uber's success is all about the their use of new technology, eliding the fact that they are not viable in the city if the laws that apply to "hired cars" are applied to them. If app drivers got towed and fined the way the city does to suburban taxis caught poaching on our business, the resulting paucity of available drivers would soon cause the appsters' price to explode. Suburban cabs are licensed in their respective suburbs and insured, so it's really about the Chicago medallion which neither they nor the appsters have. But that suburban cab driver, in her private car with an app, can take our business all

day and night. The city is acting as if apps make laws and liabilities disappear.

Based on this precedent, if a platform (dispatch) for marketing home cooked food arranged for app based delivery, they should expect to be exempt from any of the pesky sanitation rules that restaurants and caterers obey. In that case, you would think that enterprising coders would have come up with apps that could circumvent city regulations for other city licenses by now. They haven't, so it's obvious that apps designed to encroach on taxi medallion owners' collective property enjoy special status.

When people made use of new technology to assemble flash mobs and loot Michigan Ave stores, you were not amused. There, it was physical property being looted. In our case, it's a privilege for which we paid market value and the appsters now get for free. The appsters are organizing looters to take our business, which the city sold to us. You think it's wonderful, even get revenue from the looters.

It might be lucrative (initially) to sell a house twice (twice the money). But you will be charged with fraud as soon as the second buyer finds out it wasn't yours to sell. If, in our case, you give away to other people an asset that you have already sold, such that the owner cannot get nor keep, much less resell, the asset for which she paid, the medallion owner has been defrauded just as surely as the second buyer of your house. People considering investing in any asset or property, the value of which city policy affects directly, ought to have a look at what you did to medallion owners.

Imagine you own a large apartment building, you pay hefty taxes and spend a lot on insurance and maintaining compliance with the city codes. It's worth it because you are collecting rents. Now imagine more than half of your tenants vacate the building and move into a cheaper, "totally new" kind of building that, despite being able to take your tenants, is exempt from taxes, codes and insurance requirements that apply to your property. Now what is your building worth? Is it viable at 50% occupancy? How about (like Chicago's taxi fleet) at 30% of capacity and falling? Will anyone buy it, if owning it involves accepting a regulatory regime other participants in your market avoid while taking your business?

Lately there's a glut of cars for hire plying the streets of Chicago. By letting the appsters into our market you are dramatically increasing the total vehicle miles driven by hired cars in the city. The medallion system came about when the city fathers wanted to limit and regulate the hired car business. You have made our business a free for all (except cab drivers and owners still pay). Even the app drivers are said to complain that there are too many app drivers. Those app drivers are not going to earn enough to pay a mortgage like I have for more than a decade. Many are not subtracting the cost of replacing their car from the sum, when counting their income, and so are earning less than they think they are.

During peak demand times, coincidentally also heavy traffic times, the appsters give surge prices (in violation of the law) to flush out their drivers. They are bringing extra supply to the demand quickly, but they are not providing any extra traffic lanes for those extra cars. Too many cars on too few traffic lanes make traffic jam up, which makes the appsters' price surge further. The appsters are both causing congestion and profiting from it. ■

(Part 2 will be in our next issue)

**—PHILIP EISENBEIS,
CHICAGO MEDALLION OWNER**

**THE UTCC
VOICE IS THE
VOICE OF THE
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Please send us
your letters, ideas for
stories, photos and
concerns to us at:

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The UTCC holds regular meetings with the CPD

BY PETER ALI ENGER



IN OUR ONGOING WORK TO FORM PROFESSIONAL, transparent and productive relationships with the Chicago regulatory authorities, we have found it very useful to call for and attend regular meetings with CPD brass. IN the latest quarterly meeting, we met with the new Deputy Chief of Patrol Barbara West, who replaced the outgoing Eddie Johnson, who was recently named Superintendent of Police in Chicago by Mayor Emanuel.

When issues of police misconduct come up, we have a line of communication that we can use to address it. And when we can identify ways to change policies for the betterment of our two workforces, we can bring them to these meetings for discussion. We have recently begun a conversation concerning improving the cameras in our taxicabs to assist in investigations of crimes or for resolution of disputes between drivers and passengers, both issues that the police brass are in support of. ■

-ANNOUNCEMENT-

ISLAMOPHOBIA IN CHICAGOLAND AREA SHORT SURVEY

The Islamic Human Rights Commission (IHRC) is researching Muslim experiences of hostility and discrimination in the Chicagoland area & the USA as a whole. We want to understand how government policies and media representations contribute to creating an environment of Islamophobia. We want to hear about your personal experiences and your thoughts on the current climate. The more responses we get the better able we are to push for policy change.

Please take just 5 minutes to complete this anonymous survey: www.surveymonkey.co.uk/r/USACHicago2016 (or use the QR code below). Please also share with family and friends.



Deadbeat

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all got back to work.

I am writing this story because I got to thinking about this. It happens more often than people think. Not always by passengers “getting out and running away” because they are criminals, but sometimes because they are drunk, confused, angry, impulsive or just jerks. But what can drivers do? We really don’t get much advice or training during our Chauffeur’s License classes, and our experiences with the Chicago Police do not have such a good history. Many times we hear stories that when we call the police in disputes with passengers, the police take the side of the passengers, and WE get the tickets. And we waste our time, which is also worth money. So what to do?

I imagined myself as this driver. I have a passenger who for whatever reason leaves my cab without paying. I can’t get out and follow him, or touch him in any way. That’s assault, and a crime. I speak English as a second language. I am not sure what to report to the 911 operators. I heard stories that police either won’t come when I call, or might ticket ME instead of taking me seriously. I feel helpless. I feel no one cares. It’s a slow night, I just wasted 30 minutes of my time for a \$16 fare and I’m not even going to get paid. I feel ANGRY!

Here’s what you can do.

- Tell the passenger, “I’m calling the police, and you will go to jail if you don’t pay me.”
- Call 911 IMMEDIATELY
- Tell them,
 1. I’m a cabdriver—give Cab number and affiliation.
 2. I’m reporting a ‘theft of service’.
 3. Description of passenger, (how many, “white, black, Asian, hispanic”, male or female, etc.)
 4. Location—street address, intersection, or “eastbound on ----- hundred block of _____street”. And;
 5. Confirm with 911 operator that you will wait for police
- If passenger runs away—do not follow. It could be dangerous.
- If passenger walks away—you can follow, but only in your car. If they go into a residence, try to see if you can figure out which apartment. If you get farther away than one block, make sure to call 911 again to update the location.

If the passenger pays you, or if you decide NOT to wait for police—either because it has been too long a wait, or you feel the chances of the passenger being found are very small—be SURE to call 911 and tell them you are not waiting. There is nothing police dislike more than arriving to a crime scene and find the victim has left. It wastes their time, and for cabdrivers, it means the next time a cabdriver calls, they may not want to respond. That hurts us. So don’t do it. ■

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