

UTCC VOICE

THE NEWSLETTER OF THE UNITED TAXIDRIVERS COMMUNITY COUNCIL SINCE 2008

WAV VANS JAM O'HARE SHORT-TRIP LINE

Letter of Protest to the Commissioner

Dear Commissioner Fields,

THE UTCC IS WRITING ON BEHALF OF THOUSANDS of cabdrivers to demonstrate and communicate our deep concerns and disappointment regarding the ongoing gross abuse and mismanagement of the wheelchair accessible vehicles (WAV) disable voucher program by the contractor, Open Doors Organizations.

In February, 2016, the City of Chicago awarded a contract to Open Doors Organization to provide centralized dispatch for wheelchair-accessible taxicabs to service handicap passengers across the City.

In an effort to increase the number of WAV taxicabs in Chicago, the City introduced some financial incentives which include:

- \$20,000 incentive for factory built WAV vehicle.
- \$15,000 for conversion/modification of a brand new vehicle into WAV taxi
- Annual subsidy of \$5,000 for taxicab maintenance.
- Annual subsidy increased to \$10,000 effective January 1, 2018.



WAV vans fill the short trip lane at the O'Hare staging area.

- WAV medallion owners no longer charged dispatch service fee.
- Reimbursement credits for taxicab drivers to help offset fuel costs.
- None WAV medallion owners are required to pay \$22.00 monthly into the WAV fund.

In addition, the city mandated that WAV

taxicab drivers earn a voucher for every pickup which entitles them to skip the staging area at the airport going through the short trip line to pick up passengers without waiting.

These incentives and reforms have increased the number of WAV taxicabs presently active from 160 to 273 according to city data.

The February, 2017 edition of the "Chicago Dispatcher" reported that the contract between the City and Open Doors in the "Implementation and Management Plan" states as follows, "Drivers receive one voucher per ride. Depending on distance and time, the driver may receive additional vouchers for additional rides. These help incentivize drivers to travel to remote parts of the city."

According to the "Official Voucher Log" the Chicago Dispatcher obtained from a FOIA request, one driver was allotted 50 vouchers on Dec. 4. The next day that same driver was allotted another 50 vouchers. On Dec. 6, a different driver was assigned 102 vouchers.

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WAV Interviews:



This interview is with WAV driver Mr. Abdirahman Elmi; he drives WAV car # 6237 in the picture.

What do you think of driving a WAV car in the City of Chicago?

The business of driving a WAV in the city was good when it started, because it was growing and improving before. Now it's really hard to pick up a disabled fare all day to qualify to get one Voucher and come to the airport to get a fast fare without waiting in the staging area.

Why its hard to get fares?

One reason is the ride share drivers in the city like Uber and Lyft. The second reason is the increased of number of WAV cars in the street.

How many WAV cars do you think there are in the city of Chicago?

This time I believe there are about 270 WAV and more are coming every month from different Taxicab companies. And the demand is very low because we have less than 200 customers in the city, and the WAV cars are approaching 300 and that will make it very hard to have one fare a day.

After you receive one fare from the WAV dispatcher, your operator -Open Taxis- rewards You by giving you a voucher to the airport, right?

Yes, when you do one fare I get one voucher and when I do the second fare, I receive three Vouchers to go to the airport.

Q: So, you are telling me that there are not enough fares in the city for all WAV drivers?

Absolutely, at this point, at this situation, it's very hard to get one pick-up for all WAV drivers everyday.

What is your advice to "Open Taxis" or the city of Chicago to rectify this matter?

It's a good question, in my opinion, they have to come up with a plan to increase the demand for WAV drivers before they increase their numbers in to the market.

Is it a good idea to open the suburbs to get more fares for you guys?

Absolutely, it's very good idea, yes.

Thank you very much for your time.



This interview is with driver M. Abd; he drives for Yellow Taxi.

Can you tell about your feelings about WAV drivers going through the short trip line at the airport?

It is very bad for us regular drivers. Now we are waiting to go to terminals for pick up.

Why, and what is the waiting time at the lot now?

The waiting time is three hours, and sometimes we wait more than that, four hours.

That is a long time for you to wait, is this fair do you think?

No, it's not fair, and the city should regulate and organize the way WAV cars go to the terminals at the airports. Also, the city of Chicago must regulate the other share ride vehicles such as Uber and Lyft. It is healthy to have competition, but we need to level the playing field for all drivers.

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RELIGIOUS LEADERS RESPOND TO TRUMP



**Imam Malik
Mujahid**



**Reverend
John H.
Thomas**



**Rabbi Michael
Joseph and Rabbi
David Kaiman**

SPECIAL SECTION ON PAGE 6

COMMON SENSE CORNER

ON FEBRUARY 1ST, 2017, I was one of three members of UTCC to attend the Mayor's Task Force meeting at the office of the Department of Business Affairs and Consumer Protection (BACP).

The agenda was crowded and the attendance was heavy with all members, and we were able to meet the new BACP Commissioner Ms. Samantha Fields who participated in the discussions for two hours' long. Ms. Fields was nice enough to walk around the table to shake hands with everyone in the room.

One of the contentious issues the Taxi Drivers Fairness Task Force discussed during that meeting was the taxicab stand at 500 W. Madison St. by the Ogilvy train station, and the pros and cons of bringing it back to that location after the city removed 15 years ago. The participants contributed their ideas and made so many suggestions on the proposal. The new commissioner listened to all and finally suggested that we have something in writing to present to the department for further study and evaluations.

The Commissioner left the meeting after one hour and half for another engagement, leaving behind the most important issue in the meeting agenda, which is the WAV matters at the airports.

It started like this, Ms. Rupal called on Mr. Erick Lipp to come up and talk about the WAV issue at the airports. Instead, he started to talk about the history and the side effect of his own disabilities, and what happened to him when he went to O'Hare staging area to see the operation first hand, and how one driver almost assaulted him, he kept talking and talking till Ms. Rupal cut him off and asked him to talk about why he is here in the meeting. Mr. Erick kept talking about his organization called "Open Doors" and its accomplishments, and explained that its not-for-profit and 501-C3 and the city and people of Chicago are in need of such entity and that is why Access Living is suing Uber



because it is not providing any service to the disable customers. When he started talking about the voucher policy, everyone in that room wanted to give their idea first and sound his suggestion before the rest till again Ms. Rupal stopped all of them and the meeting returned to order.

When it was my turn, I asked Mr. Erick; how many fares do you provide to customers every day? The answer was 263. And the reward is one voucher for each trip, I added. He said: "yes".

I understood from the discussion that "Open Taxis" rewards WAV drivers one voucher for the first ride and three on the second.

So, it is a common sense for all WAV drivers to make sure that they get a second fare so they will be eligible to get another three vouchers.

This reality triggered my second question to Mr. Erick; Is it fair to issue one thousand voucher every day during this difficult time the drivers are facing? One member of Task Force replied; "Yes."

On March 15, 2017, UTCC attended a stormy Aviation meeting at 10510 building at O'Hare airport. Again, the WAV vouchers issue was in the center of discussion most of the meeting time, where we heard from both sides, till it became noisy and unbearable. At that point, I asked Mr. Marcos Fernandez to speak; I stood up and told the drivers "we are feeling the heat now because Uber has invaded our territory and stealing our fares, and there is another factor that came to play which is the unjust distribution of WAV voucher by "Open Taxis". We are in the same boat, either we sail together, or we drown together. UTCC knows the problem is there, therefore, we just sent a protest letter to the commissioner asking for relief, and answers, and we are hoping to solve this problem soon. So, please be patient, because the ball is in the city's court now, and we hope this issue will be solved for the betterment and fairness for all the drivers in the city of Chicago."

—FAYEZ KHOZINDAR, UTTC CHAIRMAN

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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LETTERS TO THE EDITOR

LET CAB COMPANIES SET THEIR OWN RATES

CITY HALL HAS DONE EVERYTHING IT CAN TO grease the way for Uber, Lyft, etc. It has turned a blind eye and a deaf ear to the conflict of interest that the mayor's brother has with Uber. All this was done to promote competition in the marketplace.

Then the city council raised the taxi meter fares through the roof. This killed the taxi industry's ability to compete. It is a reverse form of "price fixing." It is also illegal and immoral. Are you listening, Mayor? There is a way out without eliminating Uber, Lyft, etc. They are allowed to set their own fare rates without any interference from the city. Why can't the cab industry set its own meter rates? There are cities that already do that. Each company sets its rates. It works!!!

Copies of this letter should be sent to all 50 aldermen, the mayor, the consumer affairs commissioner, the public vehicle commissioner, the Tribune, the Times, Facebook, Google, etc. The more the better. This concept will undercut Uber big time.

Last chance to extract the city from this disaster. For everyone's sake use it. Please.

—PAUL JOHNSON, CH 7665

CAB LINE AT CLINTON AND JACKSON?

WOULD IT BE POSSIBLE FOR YOUR ORGANIZATION to influence someone in city government to make Jackson St. (Chicago) between Clinton and Canal a cabstand. It would feed into Canal in front of the main entrance of Union Station. When an Amtrack train arrives often 60 people line up hoping for a cab. The Canal St. cabstand holds only 9 cabs and this is inadequate for the demand. It should be noted that while this eliminates a through lane eastbound on Jackson, it would be no different than the current situation one block to the west; between Jefferson and Clinton. Remember there is only one through lane on Washington between Clark and Dearborn. I would go so far as to propose adding a few feet more of width on Jackson by reducing the width of the sidewalk a few feet. Mayor Emanuel recently said he wanted more tourists to come here, however the greeting they get at Union Station shows that the city is run in a mickey mouse fashion.

Their is another problem at Union Station, namely congestion between Adams St. and the pedestrian crosswalk that leads out of the main door of the station. There are way too many private cars stopped and dropping off or worse wait-

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ing in the through lanes for passengers. Cabs can not get out and regular traffic northbound on Canal is stopped. I'm clueless as to a short term solution but perhaps Amtrack could put in a parking lot for this traffic over the train shed on the south-east corner of Jackson and Canal.

—RICHARD FRENZEL

Mayor Emanuel Obeyed Illegal Uber Lobbying

BY CHRIS CHANDLER

WHEN UBER AND LFYT WERE about to start pickups at Chicago airports, on Nov. 21, 2015, Uber's top lobbyist,, David Plouffe, e-mailed Mayor Rahm Emanuel to tell him he needed help to get rid of two items being required by city agencies; that ride share cars would have to pay the \$4 airport departure tax, and have signage in their rear windows.

Emanuel, in China at the time, refers Plouffe to his top aides, and the airport tax was eliminated.

Plouffe has now been fined \$90,000 by the Chicago Ethics Board for lobbying without being a registered lobbyist with the city. He resigned from Uber in January, shortly after the Better Government Association unearthed his e-mail as part of a Freedom of Information lawsuit. He had been more than a lobbyist -- he was President Obama's campaign manager, and then Uber's senior vice president for policy and strategy.

In her February 16 story revealing the record fine, the Sun-Times' Fran Spielman notes that the mayor "worked together with Plouffe in the Obama White House during Emanuel's days as chief of staff."

But if that airport departure tax was eliminated because of illegal lobbying, shouldn't it now be reinstated by the City Council ? The e-mail notes that the city's Finance Department had already notified Uber that their vehicles would have to pay the tax. UTCC had alerted the Metropolitan Pier and Exposition Authority (MPEA) in October that there was no mention of the airport departure tax in the mayor's budget plan.(The MPEA relies on the tax for funding.) As a result, on Nov. 16 the MPEA passed an ordinance requiring Uber and Lfyt to pay the tax. That same day the City Council passed Mayor Emmanuel's budget, which included the city collecting its own tax on rideshare airport departures. When Uber told its drivers just before Thanksgiving that they did not have to pay the tax, UTCC notified the MPEA, and UTCC testimony before that board led to an MPEA lawsuit against Uber and Lfyt filed March 18, 2016. The judge in that case might be interested to learn that the tax is not being paid as the result of illegal lobbying.

As for signage, UTCC members met with Aviation Commissioner Ginger Evans a month earlier, and she had agreed that signage would be absolutely required for ride share vehicles at the airports. In this case she prevailed, and Uber had to delay working the airports until they could produce the signs for their cars.

That Fall Uber had let loose with an unprecedented P.R. and advertising blitz, spending millions of dollars on commercials, and threatening to leave the city if they were restricted in any way.



David Plouffe, Barack Obama's former campaign manager, was Uber's vice president in charge of strategy and planning until January of this year. He resigned when the Better Government Association unearthed his illegal lobbying of Mayor Emanuel.

They were determined to defeat an ordinance, supported by over 30 aldermen, that would have required ride share drivers to have chauffeurs licenses if they worked the airports. The ad blitz, and unprecedented Uber "briefings" for groups of ten aldermen, (to avoid the open meetings act), conducted by Plouffe himself, and Mayor Emanuel's last minute machinations, gave Uber almost

everything it wanted.

The final language of a totally watered down ordinance did require Uber drivers to register, and the fingerprinting issue (part of chauffeur license requirements) was delayed, and then delayed again in June when Ald. Anthony Beale said there would be a six months study to determine if

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PLOUFFE'S EMAIL TO MAYOR EMANUEL SENT SATURDAY, NOVEMBER 21, 2015

Mr. Mayor,

I trust you are securing investment in business in China—I was just at ACAP, reminded me why I did not like those things in government.

Assume both of us thought the airport issue was settled and we should never have to discuss again, but unfortunately two significant new hurdles were introduced. Coming to you because of their severity they would prevent us from operating. We were all set to announce Monday we were beginning pickups.

Sure this comes as much of a surprise to you as us, since there was an agreement in place.

The two issues

- The MPEA fee: The City of Chicago Department of Finance sent Uber a letter saying the company had to charge the \$4 MPEA fee in addition to the \$5 pickup and \$5 drop-off fees. We would already be paying 2.5 X times tax. This would be 3.5X. And the math just doesn't work on the business side. Hopefully this is just lack of clarity on the agreement, but coming in over top with this on top of the agreed upon 10.00, which is highest in country, just makes the numbers not work. We need some clarity or have that letter withdrawn.
- Trade dress: The draft rules require a fourth piece of trade dress be added for airport pickups, 8X8 sign in a rear window. This may seem minor but it is a big and duplicative burden on the average UberX driver, (and presents safety issues on visibility), and reminds me of some of the issues coming out of federal agencies that Cass and I would have to play whackamole on. No other city requires more than 2. The airport signage required by the ordinance can easily be included on other pieces of trade dress that are already carried in Uber vehicles, which is Uber emblem, tax ID on windshield and TNC ID card. Not to mention many drivers drive for LYFT—so you have 2 signs in the back, 16X16, that would definitely obscure the view.

TIMELINE: UTCC's Battle to Restrict Uber's Airport Takeover

Oct. of 2015: UTCC researchers discover that the Budget Ordinance proposal by Mayor Emanuel includes monies collected from the TNPs at both Chicago airports, but does not include language indicating that the TNPs would be required to either pay the MPEA Airport Departure Stamp Tax, nor to display logos visible from all sides to identify them as TNP vehicles. UTCC also discovers that the MPEA Ordinance does not include language identifying TNP vehicles as "transportation vehicles for hire", and so cannot require them to pay the MPEA Airport Departure Tax.

Oct. 9, 2015: UTCC Steering Committee meets with

Aviation Commissioner Ginger Evans and BACP Commissioner Maria Guerra. During the meeting Commissioner Evans states that she is in favor of background checks for TNP drivers and "visible logos" for the TNP vehicles. She stated, "I want to know who everyone is who comes to my airports."

Oct. of 2015: UTCC contacts MPEA Board members to inform them that the City of Chicago Budget Ordinance does not include language indicating that the TNPs will be collecting or paying the MPEA Airport Departure Tax which all other "transportation vehicles for hire" are required to pay. In addition, UTCC informs the MPEA Board members that

their own MPEA legislation does not require the newly authorized TNP industry to pay this tax.

Nov. of 2015: The MPEA Board drafts legislation to amend their Ordinance to include language specifying that TNPs would be considered "transportation vehicles for hire" and would be required to collect and pay the Airport Departure Tax of \$4 per trip upon departing Chicago airports. This legislation is passed at the MPEA Board meeting on Nov. 16, 2015.

Also on Nov. 16, 2015 City Council passes Mayor's budget which includes provisions for ride share ve-

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WAV Vans

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Our investigation revealed that vouchers are not sequentially issued and Open doors have been handing out tons of vouchers to drivers without regard to the original plan resulting in many drivers having hundreds of vouchers in one month in their possession to run through the short trip lanes at the airports. We have also heard of allegations of bribery of the dispatchers by some drivers to get between 50-100 vouchers in a week. The effect of this is the long lines of congestion of the WAV cabs in the short trip lane; resulting in most regular cabs with short trips having to line up and wait behind the WAV drivers for up to an hour before pickup.

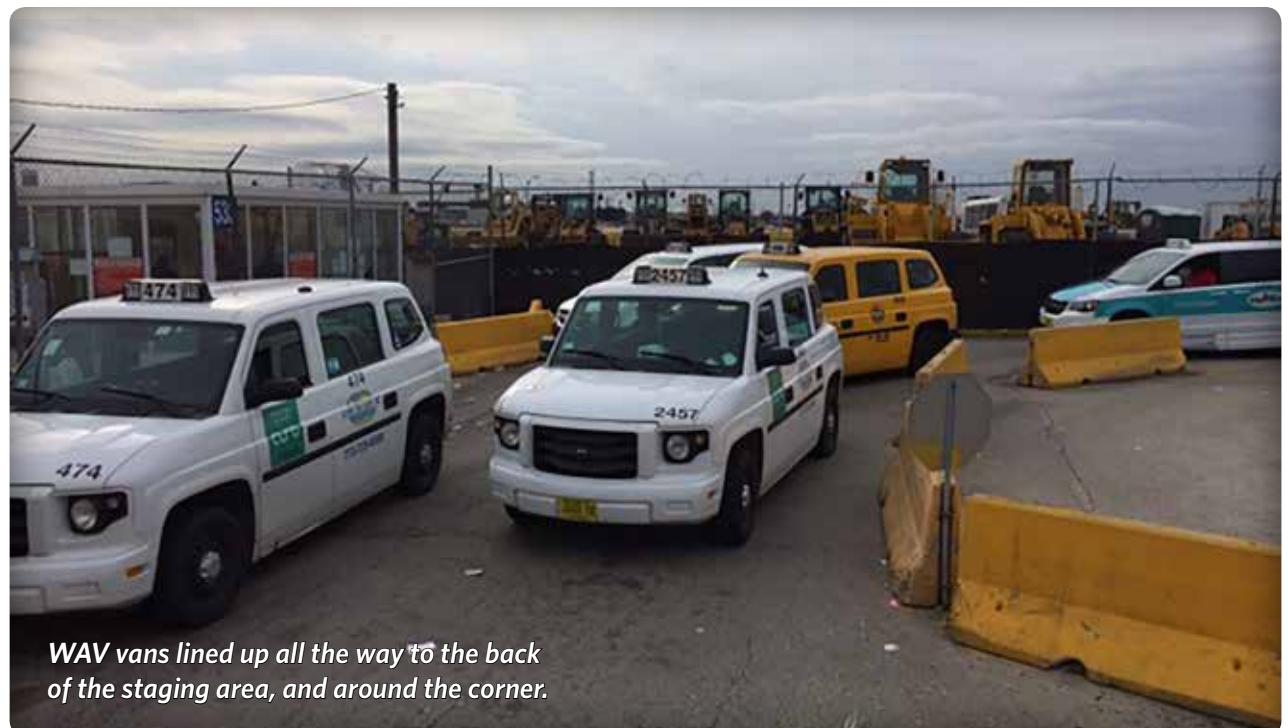
In spite of the aforementioned WAV incentives, it's our considered opinion that Mr. Eric Lipp, the Executive Director of the Open Doors, unilaterally decided to increase the number of vouchers issued to drivers on their second pickup from one to three as an added incentive for additional pickup.

During the last Task Force meeting which you attended on February 1st, 2017, we asked Mr. Lipp "How many orders do you receive for disable rides per day?" Lipp replied, "We receive 263 orders a day." When asked why he made the changes to the allocation of vouchers, he was unable to give a coherent or compelling answer.

This is counterintuitive to the objective because the numbers of passenger pickups are about the same as the number of WAV drivers on any given date as confirmed by the city data and the drivers during our interviews.

Also during our last monthly meeting at Midway airport, we were shown an altered voucher that was presented by a WAV driver to the starter.

This reckless mismanagement of the voucher system is evident from the long waits experienced by the regular cabdrivers at both airports. The waiting times at the airports have increased from an average of 2-3 hours to 4-5 hours due to the number of WAV vehicles going through the short trip lanes. This is also evident in the monthly and year to date report from Midway airport that shows that in the month of Jan. 2017 compared to Jan. 2016, there was a



drop of 34% in the number of dispatched regular cabs while there was an increase of 96% in the number of WAV taxicabs. O'Hare airport was unable to provide us with WAV dispatch information, leading us to conclude that there were so many WAV drivers going down the chute such that they were unable to keep track and keep record. As at the time of writing, many drivers still have hundreds of unused vouchers in their possession for future use.

In about one year of taking over the centralized dispatching of WAV taxicabs, Open Doors have extensively abused the process of issuing vouchers to the detriment of the taxicab industry.

It's obvious that the company has not just violated the implementation agreement, but the BACP has also violated the provision of continuous monitoring and evaluating in addition to the annual audit as contained in Sect 9-112-570(e) of the Chicago Municipal Code.

It is apparent that Open Doors have been incompetent in issuance of vouchers and keeping correct records of the WAV operations.

Accountability is an essential part of building trust in any operational activity such as that at the airport requiring that we all take steps to prevent such violations and ensure that corrective actions are taken accordingly.

Our demands

- Meeting with all stakeholders to discuss a better way to execute the program.
- An immediate suspension of the issuance of more than one voucher to a driver per trip.
- Investigation into the method of issuing vouchers and the available number of outstanding vouchers in circulation.
- Cancellation of all illegal vouchers that are in circulation.
- No WAV driver should be allowed to use more than two vouchers a day pending the outcome of the investigation.
- Vouchers should have a short and definite expiration date pending investigation.
- Any driver who falsifies or alters a voucher should be penalized.
- Introduction of an electronic or computerized method of issuing vouchers.
- The drivers are prepared to take necessary action to bring attention to their plight if nothing is done to resolve it immediately.
- Thank you for your urgent attention to this matter and we hope that you will put in place proper measures to address and resolve this issue.

**—ROCKY O, EXECUTIVE DIRECTOR, UTCC
FAYEZ KHOZINDER, CHAIRPERSON, UTCC**

Driver Interviews

Continued from Page 1



This interview is for driver Mr. Kenneth

What do you think of the WAV drivers going through the short trip?

Well, I think there is corruption going on, they keep coming and coming with no rules, we the

normal drivers stay in the lot waiting for long time and WAC drivers they keep moving in the Short trip lane while we wait for three and four hours this is very wrong.

what is the waiting time for you to wait?

we wait about three and half hours before they send us to the terminals to pick up fares.

Is it fair for the WAV drivers keep coming through short trip line?

it is not fair, I feel we have been sheeted and robbed by the WAV drivers.

what do you think the city should do to fix this problem?

The city must stop this corruption and manage the flow of WAV drivers in a reasonable way.

What do you want "Open Taxis" to do to correct this?

They should give the WAV drivers one voucher a day, not more. We are not happy, and the City must help us to make a living.

.....
This interview is for Driver Mr. M. Rashid.

What do you think of the WAV drivers going through the short trip line?

They keep coming and coming and we are still here waiting for long time.

What is the waiting time in the lot before they send you down to the terminal?

More than three hours. They send us to terminal two, and we wait there for half hour then we ask to go to terminal three where it's busy and they need taxicab, but they refuse to Send us there and starter keep telling us; no! you going to stay here. This is not fair.

You said you pay the city for the WAV cars?

Yes, we pay \$16.67 per month to support the WAV service.

Is this fair you think?

Of course not, why we should pay for them and make us wait here for three or four hours In the airport before we go down to the terminal for a pick-up.

What do you think the city should do to correct this problem?

The city should stop it before it's too late and Cause more damage to the taxicab industry. ■

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FROM THE ICIRR

Do-Over Executive Order is an Affront to Human Rights

Second attempt to ban refugees and Muslims met with coalition of resistance

CHICAGO, IL — MARCH 6, 2017) Today, President Trump signed an anticipated executive order revising the original order which banned the entry of vulnerable refugees who are fleeing war and dangerous conditions as well as travelers from six predominantly Muslim countries. The original ban, issued January 27, was blocked by two federal courts, one of which found it “contrary to the fundamental structure of our constitutional democracy,” as well as uniformly denounced throughout the United States.

The Illinois Coalition for Immigrant and Refugee Rights (ICIRR) is comprised of over 100 member organizations throughout Illinois that have consistently stood together to reject the onslaught of attacks from the Trump Administration. ICIRR helped lead rapid mass mobilizations at O’Hare International Airport during the first weekend after the executive order was issued, and supported sustained mobilizations in subsequent weeks. Immigrants, refugees, labor representatives, and allies vow to continue to stand together and reject any order that attempts to divide us.

“Our strength is grounded in the way we work together, lift each other up, and defend our refugee brothers and sisters who are being targeted by their country of origin without any basis by the current administration,” said Lawrence Benito, chief executive officer of Illinois Coalition for Immigrant and Refugee Rights. “We continue to rally under the Platform for Resistance, Unity and Respect and we are poised to continue



Rocky Orok of UTTCC and commissioners Chuy Garcia and Bridget Gainer at the ICIRR summit on March 3, 2017.

fighting for basic human rights and dignity.”

“Bans on refugees from predominantly Muslim countries are contradictory to our values as Americans. We collectively stand against these unjust policies and will continue to fight against them, together, every step of the way,” said Aymen Abdel Halim, Communications Director at the Council of Islamic Organizations

of Greater Chicago.

The Illinois Coalition for Immigrant and Refugee Rights is a statewide coalition of more than 130 organizations dedicated to promoting the rights of immigrants and refugees to full and equal participation in the civic, cultural, social, and political life of our diverse society. For more information, visit www.icirr.org. ■

We Stand With Our Refugee and Muslim Sisters and Brothers

NAKASEC AND ITS AFFILIATES, THE Korean Resource Center of Los Angeles and Orange Counties and the Korean American Resource & Cultural Center of Chicago denounce the Trump administration’s continuing assault on immigrant and refugee communities with an executive order signed on Friday, January 27th, 2017, that effectively bars refugees and Muslims from entering the United States.

The executive order suspends the entry of refugees from all countries for 120 days, prevents entry of individuals from Iran, Iraq, Libya, Somalia, Sudan, and Yemen for 90 days and places an indefinite hold on the admission of Syrian refugees. Other countries may be added to this list at any time, as determined by the Secretaries for the Department of State (DOS) and the Department of Homeland Security (DHS). The order also caps the total number of refugees who can enter the U.S. this year at 50,000, which is less than half permitted in 2016.

The executive actions signed last week are deeply disconcerting as it demonstrates that the incoming administration lacks the ability to make smart policy judgments and basic compassion for the sufferings and struggles of everyday people. Having propagated lies about Muslim Americans and refugees, President Trump is now targeting them in actions that are racist, xenophobic, and unacceptable. Moreover, denying entry to refugees fleeing war and persecution is profoundly inhumane and un-American.

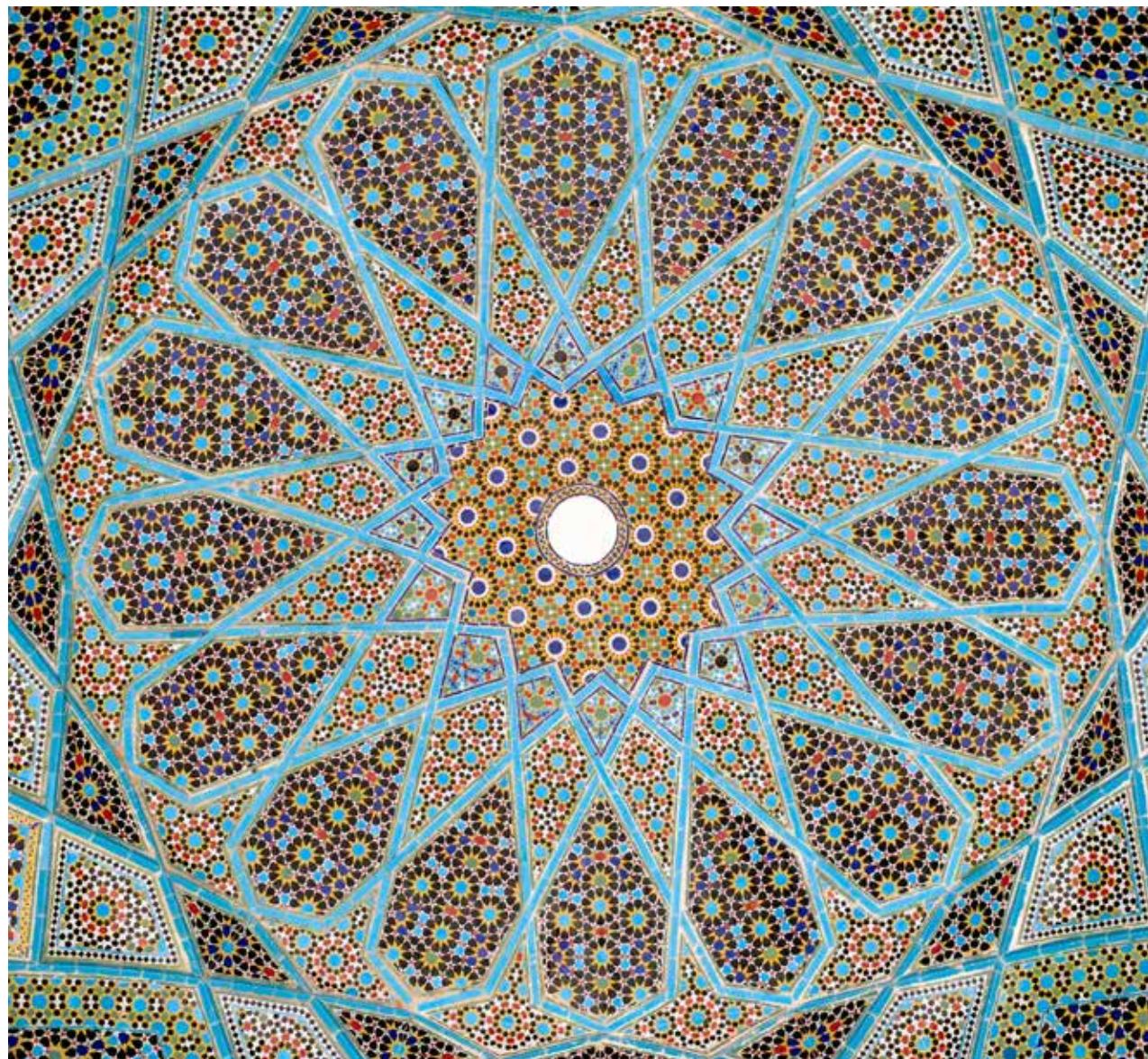


Korean and Asian Americans joined a public action at Dulles Airport in the Washington DC area on Saturday, January 28, 2017, to welcome individuals impacted by President Trump's executive order and to oppose the Muslim ban.

As Korean and Asian Americans, as immigrants, we reiterate our pledge to work in strong partnership with our brothers and sisters from the indigenous, Muslim, Black, and other targeted communities to protect our human rights and keep all families together, safe and strong.

We will continue to monitor and educate Ko-

rean and Asian American communities about the ongoing developments. As of Saturday, January 28, 2017, several national advocacy organizations succeeded in obtaining a nationwide temporary injunction that blocks the deportation of all people stranded in U.S. airports under the new executive order. ■



Don't Let a Muslim Registry Undo America the Accessible

THEY SAY IMMIGRANTS FALL IN love with America because of opportunity.

I fell in love with it because of accessibility.

As a young father, moving to America wasn't something I was considering when I first visited Chicago. In Pakistan, I had a fancier car, a nicer home, and a solid support network of extended family and friends. My wife and I were happy, and looked forward to a good future for our children.

But walking around Chicago, I kept noticing that the sidewalks would sometimes become small, smoothly paved ramps.

I couldn't understand why, until I asked one of my friends who had been living in the city for a few years. It's to give access to those in a wheelchair, he explained. It's so they can cross streets and get up on sidewalks easily.

I was stunned. This was something I would never have thought of. But in that moment, it encapsulated everything America stands for to me: Access. That a nation would care enough to build



a way for some of its most vulnerable citizens to have access to basic mobility reflected something far greater than just being the proverbial "land of opportunity" and educational and employment opportunities.

It meant that its promise to citizens of "life, liberty, and the pursuit of happiness", the three unalienable rights outlined in its Declaration of Independence, truly extended to all Americans.

I was well aware that historically, this right was not always a given. Slavery, sexism, and supremacist beliefs about other races and ethnic groups blocked the promise. Yet, Americans who believed in this idea of access and equality fought for it. And they won.

This is what the One America Registry is all about. It is a response to President Donald Trump's threat to establish a registry of all American Muslims.

Sound Vision, along with our coalition of 50 other organizations, invites all Americans to register. The aim is to oppose policies and programs

which seek to divide us.

President Trump's proposed Muslim registry targets all American Muslims. It is similar to one that was created for Japanese-Americans during WWII.

Seventy-four years ago today, an Executive Order was passed which made Japanese-Americans enemies of the state. Already registered, they were shipped off to internment camps. They lost their livelihoods, their properties and in a number of cases, their lives. The registry stripped these Americans of their rights to life, liberty, and the pursuit of happiness. It was unconstitutional and unjust.

This is something our nation acknowledged in 1988 under another

Republican President, Ronald Reagan. He signed the Civil Liberties Act to compensate more than 100,000 Americans of Japanese descent who were incarcerated in the internment camps. The legislation offered a formal apology and financial compensation to each surviving victim.

Such is the promise and beauty of America. Access and equality are an ideal we continually strive for. And even as we struggle, there is always hope that we will win that coveted access to our Declaration's promise.

American Muslims are as concerned about the security of our nation as our neighbors. However, moves like Trump's recent "Muslim ban" do not keep us safe. Such policies pave the way to a legal regime that harms our safety, interests and stature globally, and undermines our values domestically.

If the Muslim Ban was illogical, a Muslim registry would be outright unconstitutional, and un-American.

American Muslims are deeply grateful for the support from our neighbors against the Muslim ban, as well as the many activists, lawyers, and leaders, both Democratic and Republican, who have spoken out.

Now we are asking everyone to join the OneAmericaRegistry.org and our 10-Minutes-a-Day campaign to uphold American values. Once you register, you will receive information about how to use your ten minutes for an action item. Our first request is that you call your representative this week and demand that they preempt the threat of a Muslim registry.

Please ask your Congressperson to stand up for American values by prohibiting the creation of any registry that classifies people on the basis of religion, race, or national origin.

I never thought that decades after my first trip to America, now as an American grandfather of American-born Muslim children, I would be fighting for their continued access to life, liberty, and the pursuit of happiness. But as I learned on the sidewalk that day so many years ago, America is about access and equality for all. It is my duty as their grandfather and as a fellow citizen, to ensure that it stays that way for every single American.

-IMAM MALIK MUJAHID

The Memory of Being an Immigrant is at the Heart of Judaism

BY RABBI MICHAEL JOSEPH AND RABBI DAVID KAIMAN

THE RECENT ANNOUNCEMENT OF NEW IMMIGRATION enforcement guidelines by the Trump administration appears to pave the way for the mass deportation of people who are living in the United States without proper documentation. The new guidelines are so broad that they make potential targets of almost 11 million people, the great majority of whom do not have so much as a parking ticket on their records. Such deportations were a central plank on which President Trump based his cam-

paign; we must assume that these guidelines will be pursued vigorously by his administration.

As leaders within the Jewish community of Alachua County, we feel that the spirit of mistrust and rancor behind these new regulations is deserving of the strongest opposition. They are contrary to religious teachings that we hold dear, and contrary to the historic spirit of our great nation.



Over and over again, the Bible tells us that, "When a stranger sojourns with you in your land, you shall do the stranger no wrong. The stranger who sojourns with you shall be to you as the native among you, and you shall love the stranger as yourself, for you were strangers in the land of Egypt" (Leviticus 19). Yet nowhere does Scripture tell us that this respect and acceptance of the stranger is con-

tingent upon “extreme vetting,” or that it is only to be extended to those who cannot possibly be of the slightest danger or inconvenience to us. To assume the worst about people who are unlike us is a step along the way toward deeper expressions of hatred like anti-Semitism and racism.

The Bible teaches us that to be an immigrant or a refugee is a fundamental part of the human experience. Adam and Eve were refugees from the Garden of Eden. Noah and his family made land on Mount Ararat without having proper travel documents. Abraham’s father was a refugee from the spiritual wasteland of Ur of the Chaldees, and Abraham was again a refugee when he set out from Haran on his way to the land of Canaan.

Abraham and Sarah twice sought refuge from famine by descending to Egypt. Jacob might be said to have been a criminal refugee when he fled the wrath of his brother, Esau, by running back to Haran. Jacob and his children were refugees of famine when they traveled to Egypt, beginning the long sojourn that resulted in their enslavement.

The memory of being an immigrant or refugee is at the heart of Judaism as well as that of Christianity and Islam. Jesus spent his early years, according to the Gospel of Matthew, as a refugee in

a foreign land, and then as a displaced person in a village far from his family’s original home. Muhammad sought refuge in Medina from those in Mecca who would have destroyed him and buried forever his message of monotheism.

The history of European peoples in North America began with the self-conscious belief that this was a new “promised land” that would welcome pilgrims of all beliefs. The greatest glory of our nation has been its acceptance of wave after wave of immigrants and refugees — not without conflict, yet always, ultimately, true to the promise that the stranger could “become to you as the homeborn.”

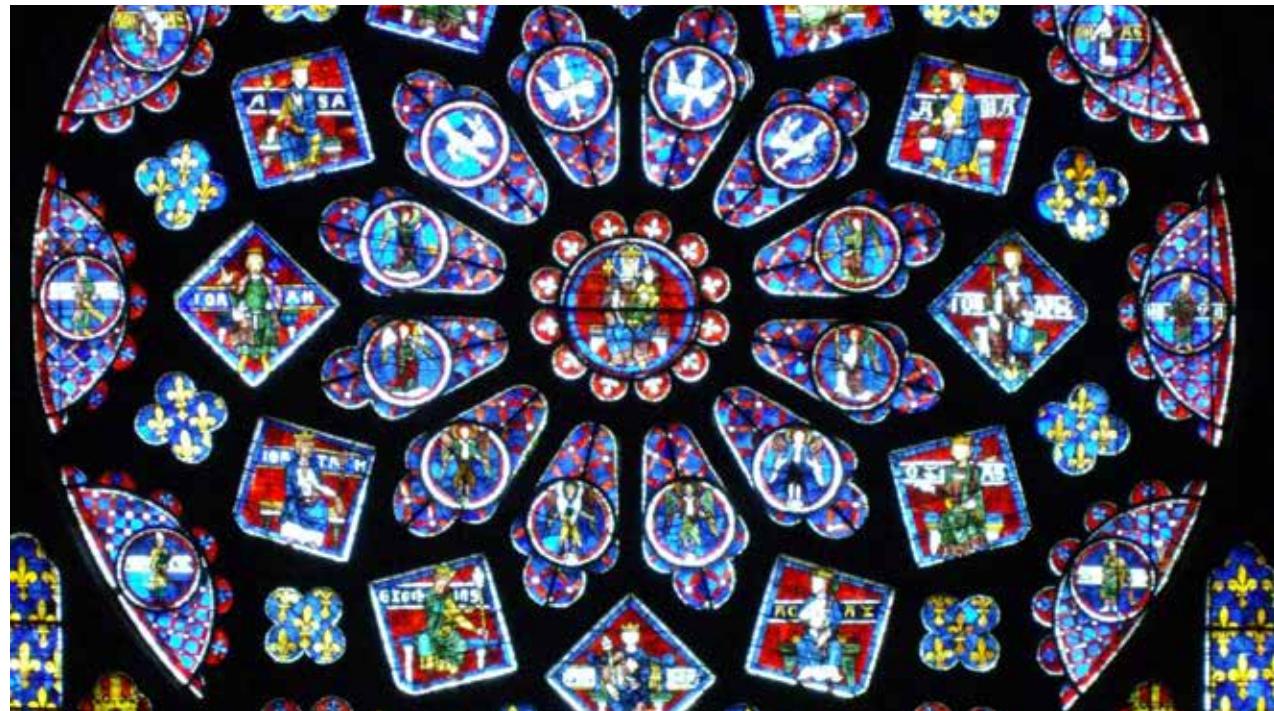
There are many ways in which our current American system of immigration may be broken, antiquated or insufficient to meet modern conditions and demands. Yet making dark suspicion the cornerstone of our legal system is exactly the wrong way to fix these defects. We call upon our president and elected leaders to reform our immigration policy in ways that are consistent with our foundational beliefs of mercy, compassion and acceptance.

We call upon all Americans to oppose and resist immigration policies that are founded on mistrust, hatred and cruelty.

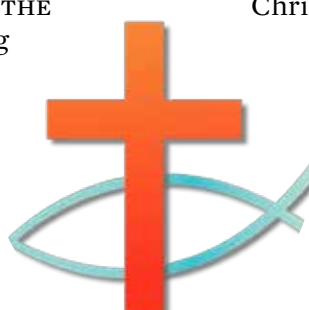


Rabbi Michael Joseph is rabbi of Temple Shir Shalom and Rabbi David Kaiman is rabbi of Congregation B’nai Israel, both in Gainesville. This column represents their opinions as individuals, not the official positions of their respective congregations.

A Christian Response to the Travel Ban



ANY CHRISTIAN RESPONSE TO THE current restrictions being imposed by the Administration on travelers from Muslim dominated countries must first acknowledge its own deeply flawed historical responses to immigrants and to religious minorities. This was first expressed in often brutal attempts to evangelize Native Americans, non-immigrants who nevertheless were seen to be alien strangers amid the newly arriving colonizers. It continued with virulent hostility to immigrants in the 19th century from predominantly Catholic countries and later manifested in anti-Semitism in the late 19th and early 20th centuries which frequently associated immigrant Jews with Bolshevik and anarchist political movements. Protestant missionaries in the 19th century traveled to the Middle East, Asia, and Africa to convert Muslim, Hindus, Buddhists and others with the goal of “evangelizing the world in this generation.” This strong missionary impulse combined with a deep belief in the racial and religious superiority of Anglo-Saxon Protestantism has a long and often violent history and its ongoing contemporary influence is manifested in the support President Trump has received for his travel bans from some conservative Evangelical



Christian leaders like Franklin Graham.

There has always been, however, an important counter narrative to this, one that has grown stronger over the course of the 20th and 21st centuries. Many Protestants, of course, were themselves immigrants and had experienced first-hand the suspicion and hostility of the English settlers who preceded them. Roman Catholics and Orthodox as well had their own immigrant stories to draw from as reminders of the impact of xenophobia on their families and communities. The ecumenical movement of the 20th century profoundly reshaped attitudes among Roman Catholics and Protestants toward one another. And the theological reassessment among Christians following World War II about their relationship to the Jewish people and their own complicity in anti-Semitism, a reassessment demanded by the Holocaust, ushered in the acceptance of a richer and more pluralistic understanding of the American experiment.

Shared texts from the Hebrew scriptures encouraged Christians and Jews to reclaim the Biblical tradition of hospitality to the stranger and the immigrant, a trend reinforced by Christianity’s own portrait of Jesus as one who sat at table with outsiders and who demonstrated a “prefer-

ential option for the poor.” And while Christians had embarked on missionary journeys in the 19th century to convert non-Christians, the global encounters with Muslims, Hindus, Buddhists, and others that ensued often led to a growing appreciation for the spiritual gifts of persons of other faiths and for their full dignity within a diverse human community.

Emblematic of these shifts was the groundbreaking 1965 declaration on the relationship of the Church with non-Christian religions from the Second Vatican Council of the Roman Catholic Church, *Nostra Aetate*. Paralleled by a growing consensus among many Protestant traditions, *Nostra Aetate* called for relationships marked by dialogue and respect rather than conquest or suspicion. While this emerging Christian understanding of relationships with people of other faiths as positive contributions to the social fabric of the United States did not specifically address immigration, it did much to sweep away a key foundation of the anti-immigrant populism that has long dominated and infected American political life.

Christians have not only been concerned with welcoming refugees and immigrants, but also with ensuring economic opportunity once they have arrived. The Social Gospel of the early 20th century encouraged churches, particularly in rapidly industrializing urban contexts, to address the needs of immigrants. In recent decades this has focused in particular on worker justice for immigrants through farm worker ministries and the growth of worker centers in collaboration with the wider labor movement.

Beliefs about racial and religious superiority remain strong among some parts of White American Protestantism and continue to provide fuel for the anti-immigrant and anti-Muslim policies now being implemented by the Administration. But personal experience, interreligious encounter at the level of the family, the workplace, and the community, growing Biblical scholarship around hospitality for the “other” in our midst, and theological reassessment of the nature and gift of religious diversity among Christians here and around the world have been transformative and provide their own fuel for Christian resistance to the current manifestations of racist, religious, and nationalist exclusion.

**—REV. JOHN H. THOMAS
UNITED CHURCH OF CHRIST
BOARD MEMBER, ARISE CHICAGO**

Convention Schedule

EVENT NAME	VENUE	START	END	ATTENDEES
ABA TECHSHOW 2017	Hilton Chicago	03/13/2017	03/19/2017	450
AMERICAN BAR ASSOCIATION 2017 BAR LEADERSHIP INSTITUTE	Chicago Marriott Downtown Magnificent Mile	03/16/2017	03/18/2017	370
INTERNATIONAL HOME + HOUSEWARES SHOW	Lakeside Center at McCormick Place, McCormick Place North, McCormick Place South	03/18/2017	03/21/2017	59,000
CHICAGO FLOWER & GARDEN SHOW 2017	Navy Pier	03/18/2017	03/27/2017	167,224
2017 ANNUAL MBAA INTERNATIONAL CONFERENCE	Palmer House Hilton	03/22/2017	03/25/2017	500
41272 PSU DLAM - CENTRAL	Wyndham Grand Chicago Riverfront	03/22/2017	03/24/2017	
2017 MBA TECHNOLOGY CONFERENCE & EXPO	Hyatt Regency Chicago	03/23/2017	03/31/2017	800
AMERICA'S BEAUTY SHOW	McCormick Place West	03/25/2017	03/27/2017	80155
AMERICAN COLLEGE OF HEALTHCARE EXECUTIVES CONGRESS ON HEALTHCARE LEADERSHIP	Hilton Chicago	03/27/2017	03/30/2017	5000
UPCEA 2017 ANNUAL MEETING	Sheraton Grand Chicago	03/29/2017	03/31/2017	600
CONNECTIONS HOUSING/ART HISTORIANS EDUCATIONAL CONFERENCE	Palmer House Hilton	03/29/2017	04/02/2017	550
BOA 2017 SHAMROCK SHUFFLE	McCormick Place North	03/31/2017	04/01/2017	20,000
PROMAT 2017 & AUTOMATE 2017	McCormick Place North, McCormick Place South	04/03/2017	04/06/2017	55,230
ELFA 2017 FUNDING CONFERENCE	Swissotel Chicago	04/03/2017	04/06/2017	600
PROFOOD TECH 2017	Lakeside Center at McCormick Place	04/04/2017	04/06/2017	6,000
ADIDAS WINDY CITY NATIONAL QUALIFIER	McCormick Place South	04/14/2017	04/16/2017	14,000
C2E2 (CHICAGO COMIC & ENTERTAINMENT EXPO) 2017	McCormick Place South	04/21/2017	04/23/2017	72,500
2017 TALENT MANAGEMENT CONFERENCE & EXPO	Hyatt Regency Chicago	04/22/2017	04/27/2017	1,500
2017 PAA ANNUAL MEETING	Hilton Chicago	04/22/2017	05/01/2017	2,000
EXPERIMENTAL BIOLOGY 2017	McCormick Place West	04/22/2017	04/26/2017	14,000
2017 RETIREMENT INCOME SUMMIT	The Westin Chicago River North	04/23/2017	04/25/2017	300
HOW DESIGN LIVE 2017	Hyatt Regency Chicago	04/29/2017	05/07/2017	5,000



FINANCIAL ESSENTIALS

Some Essential Banking Terms Every Consumer Should Know

BY ROCKY OROK, FINANCIAL PLANNER

VERY RARELY WOULD AN adult go through life without having an interaction with a bank or another type of financial institution. These banks and financial institutions have several different terms and concepts used in communications with their customers and it's important to understand the meaning of such terms to enable a meaningful and successful interaction.

**Collateral**

This is normally a form of tangible asset like a house, car or machine, used to secure a loan from a bank or lending institution. Failure to pay back the loan as stated in your agreement can cause the bank to seize and sell the asset or property used as collateral to recover some or all of their loss.

Cash Advance

This is a service provided by most credit card companies whereby customers can sometimes withdraw cash either through an ATM, a bank teller or from using a cash advance check issued by the credit card company with certain limitations e.g. the credit limit on the card. This transaction often comes with a higher fee, typically a percentage of the amount withdrawn. Because the fee and interest rate charged for such transaction is always higher, it's always advisable to take such loans only for emergencies.

Overdraft

This is the result of a customer withdrawing more money than they have from their bank account during a transaction. Most banks allow such transaction to occur within certain limitations if it's part of their standard overdraft practices, otherwise, the transaction will be declined. Most banks charge an overdraft fee each time you overdraw your account but usually not more than three times per day. These fees may easily add up to drain your account balance. It's advisable to always monitor the balance in your account in order to avoid such unnecessary fees

Driver's Security Camera Records Uber Head Making Fool of Himself.

KALANICK APOLOGIZED AFTER A VIDEO obtained by Bloomberg showed him in a heated exchange with a driver who told the CEO: 'I'm bankrupt because of you' Wednesday 1 March 2017 02.29 EST First published on Tuesday 28 February 2017 17.07 EST

Another day, another embarrassing story at Uber. The embattled ride-hail company logged another controversy on when Bloomberg News published dashcam video of CEO Travis Kalanick arguing with his own Uber driver over the company's treatment of drivers, prompting a mea culpa from him on Tuesday night.

The video, reportedly taken 5 February, shows Kalanick riding in the back seat, wedged between two female friends, shimmying his shoulders to the strains of Maroon 5. When the ride ended, driver Fawzi Kamel took the opportunity to share

or alert the bank to deny any transaction that cannot be covered by the balance in the account.

Prime Rate

This is sometimes referred to as the U.S Prime rate or the Wall Street Journal prime rate.

Most banks use the prime rate as a basis and point of reference to set interest rate on loans. It is the lowest rate that the bank charges their preferred customers or those with the highest credit rating or scores. Most of those customers are large companies or corporations. The Federal Reserve Board sets the federal funds rate which serves as a basis for the prime rate. The federal funds rate is the interest rate that commercial banks charge each other for overnight lending.

The prime rate is usually 3% or 300 basis point higher than the federal funds rate and occasionally fluctuates above or below the 3%. The rate is calculated daily from different sources, however, the Wall Street journal prime rate index is considered to be the official source.

The higher a customer's default risk, the higher would be the interest on their loan and vice versa.

Fixed Interest Rate

This is an interest rate on a loan that remains fixed through the entire term of the loan no matter the changes in the market interest rates. A fixed interest rate is always a better option when interest rates are very low because your rates will not increase with an increase in interest rate. The present mortgage rates are the lowest in decades so this is the best time to take advantage of the low fixed rates if looking to buy a home.

Variable Interest Rate

This is an interest rate on a loan that fluctuates during the term of the loan as market interest rates change. The fluctuation may be due to changes in an index rate like the prime rate or London Interbank Offered Rate- LIBOR.

LIBOR is a benchmark rate that some of the world's leading banks charge each other for

short-term interbank loans and it's based on five currencies: U.S Dollar (USD), Euro (EUR), Pound Sterling (GBP), Japanese Yen (JPY) and Swiss Franc (CHF).

One advantage of the variable interest rate is that if the index declines, the borrower's interest payment will also fall. Loans with variable interest rates more often offer lower introductory rates than fixed interest rates. A variable interest rate is sometimes a better option when interest rates are on the decline, conversely, a bad idea when interest rates are on the increase.

Annual Percentage Rate -APR

This is an annual rate charged for borrowing or earned from an investment that is expressed as a percentage representing the actual yearly cost of funds for the term of the loan, or simply stated, it's the interest rate that reflects all the cost of the loan during a one year time period. The APR usually includes loan fees and other associated costs related to the transaction. In other words, the amount of interest you earn from your account in a year without including the compound interest.

Federal regulations require the lender to disclose a loan's APR in bold type in addition to its finance charges to enable the borrower make a rational comparison with other lenders.

Annual Percentage Yield

This is the amount of interest earned or rate of return earned in a year taking into account the effect of compounding interest. The APY and the APR are somewhat similar. The difference being that the APR is used for loans while the APY is mostly used for investments.

CONCLUSION

The banks and other financial institutions more or less intentionally come up with these financial jargons that make little or no sense to an average person in order to confuse them and most often take advantage of their lack of knowledge.

A good knowledge of these terms can help to better understand the intricacies of bank lending and how to navigate through and avoid financial ruin. ■

a common driver complaint: "You're raising the standards, and you're dropping the prices." The pair discussed the state of the ride-hail market for a few moments before Kamel drove his point home. "People are not trusting you any more," he said. "I lost \$97,000 because of you. I'm bankrupt because of you ... You keep changing every day." Kalanick denied that the prices for Uber's high-end service, Uber Black, have fallen that much, saying, "Bullshit." Then he got personal with Kamel. "Some people don't like to take responsibility for their own shit," he said. "They blame everything in their life on somebody else. Good luck!" Then he slammed the door.

According to Bloomberg News, Kamel took the opportunity to rate his rider with just a single star.

On Tuesday night, Kalanick apologized for his behavior in the video in an email to Uber staff,

which the company also published on its blog. "To say that I am ashamed is an extreme understatement," he wrote. "My job as your leader is to lead ... and that starts with behaving in a way that makes us all proud. That is not what I did, and it cannot be explained away."

"It's clear this video is a reflection of me – and the criticism we've received is a stark reminder that I must fundamentally change as a leader and grow up," he added. "This is the first time I've been willing to admit that I need leadership help and I intend to get it."

Kalanick's charged claims about taking responsibility are revealed at a particularly difficult time for the company, whose business model relies on classifying drivers as independent contractors rather than direct employees. That designation,

CONTINUED ON PAGE 11

United African Organization



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Household Size	150% of HHS Poverty Guidelines	200% of HHS Poverty Guidelines
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2	\$ 24,360	\$ 32,480
3	\$ 30,630	\$ 40,840
4	\$ 36,900	\$ 49,200
5	\$ 43,170	\$ 57,560
6	\$ 49,440	\$ 65,920
7	\$ 55,710	\$ 74,280
8	\$ 61,980	\$ 82,640
8+	Add \$6,270 for each additional person.	Add \$8360 for each additional person.

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For N-400 consultation	For N-600 Consultation
FOR APPLICANT <ul style="list-style-type: none"> <input type="checkbox"/> Green Card, Social Security Card, Driver's License or State ID and Passport; <input type="checkbox"/> List of places you have travelled to since you received your residency, including month, day, and year of travel; <input type="checkbox"/> List of where you have lived, worked and/ or studied for the past 5 years; <input type="checkbox"/> Information about your spouse, including name, date of birth, social security number, date of marriage, green card number and/or date and place your spouse became a citizen (if applicable); <input type="checkbox"/> Information about previous marriages for both you and your spouse (if applicable), including date of prior marriage, date the marriage ended and reason the marriage ended; <input type="checkbox"/> Information about your children including name, address, date of birth and green card number (if applicable); <input type="checkbox"/> Information about all arrests (if applicable), including reason for the arrest, date, place and disposition; <input type="checkbox"/> FOR MEN ONLY: Selective Service number and date of registration, call (847) 688-6888 if you don't know; <input type="checkbox"/> Money Order/Cashier's Check for \$725 payable to U.S. Department of Homeland Security; 	FOR APPLICANT <ul style="list-style-type: none"> <input type="checkbox"/> 1 Copy Birth Certificate <input type="checkbox"/> 1 Copy of Green Card <input type="checkbox"/> 1 Copy of biographic page of Passport <input type="checkbox"/> 2 Passport-sized color photos <input type="checkbox"/> Copy of school transcripts <input type="checkbox"/> Copy of vaccination records/medical examinations <input type="checkbox"/> Copy of parents' Birth Certificate <input type="checkbox"/> Copy of Parents' Certificate of Naturalization <input type="checkbox"/> Copy of biographic page of parents' US Passport <input type="checkbox"/> Copy of parents' Marriage Certificate (if applicable) <input type="checkbox"/> Money Order or Check for \$1,170 made payable to U.S. Department of Homeland Security

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ARE YOU A MEMBER YET?

In it's nine 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

Uber Lobbying

Continued from Page 3

fingerprinting drivers was fair to minorities. The six months have come and gone, and we still have not seen any such report, although the Sun-Times reported that the “study” will say fingerprints should not be used. Let’s see who puts their name on such a finding.

Chicago newspapers have not yet picked up on Mayor Emanuel’ role in this scandal, despite the clear evidence that his brother Ari is a major investor in Uber, now valued at over \$68 billion dollars, and that he obeyed an illegal Uber lobbyist. In fact Plouffe’s e-mail refers to the two problems as unexpected, “since there was an agreement in place,” What exactly would that agreement between Uber and Emanuel be? ■

TIMELINE

Continued from Page 3

hicles to work the airports and McCormick Place, with minimum requirements.

Nov. 21, Plouffe sends his e-mail to Mayor Emmanuel. Uber and Lyft begin their pickups at both Chicago Airports shortly after Thanksgiving weekend, and it was shortly thereafter proven by UTCC members taking trips from O’Hare that they were neither charging customers the tax, nor paying it themselves.

Once it became clear that Uber and Lyft had decided that they did not have to pay the tax, UTCC members lobbied the City’s BACP to pull their license to do business in Chicago, and for the Dept.

of Aviation to disallow them to pick up at the airports. Both City departments declined to do either of those actions of forcing compliance with their own City Ordinances.

Jan. of 2016, UTCC members lobbied the MPEA Board, which was drafting a lawsuit against Uber and Lyft for \$15M for nonpayment of their taxes, to include the Mayor and the City of Chicago in the lawsuit. The MPEA Board declined to do so. The lawsuit was filed March 18, 2016.

It has been a year since the MPEA Board filed suit against Uber and Lyft for \$15M for nonpayment of the required state tax. They had a 2 hour hearing last month, and the case is due to be decided on May 22 in the courtroom of Judge Ann Collins-Dole. ■

Uber Security Camera

Continued from Page 9

which has long been challenged by labor advocates and drivers, allows the \$70bn company to avoid paying minimum wage, overtime, workers compensation and benefits.

In January, the company paid \$20m to settle allegations by the Federal Trade Commission that it recruited drivers with false promises about their prospective earnings. Drivers for Uber Black, such as Kamel, face particular struggles because they are required to drive recent models of select

premium vehicles. Drivers earn a higher rate, but they are increasingly competing with Uber’s cheaper UberX rides.

Bhairavi Desai, the executive director of the New York Taxi Workers Alliance, called Kalanick’s interaction with Kamel “heartless” and “appalling”. “Fawzi Kamel’s plight is far from unique,” she said. “We’ve talked to so many drivers who have been left in insurmountable debt after purchasing or leasing vehicles based on promised income from Uber then unable to make the payments as Uber has slashed fares, increased its commission, and flooded the streets with too many vehicles.” ■



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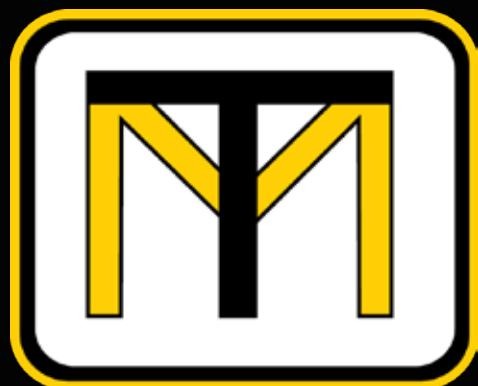
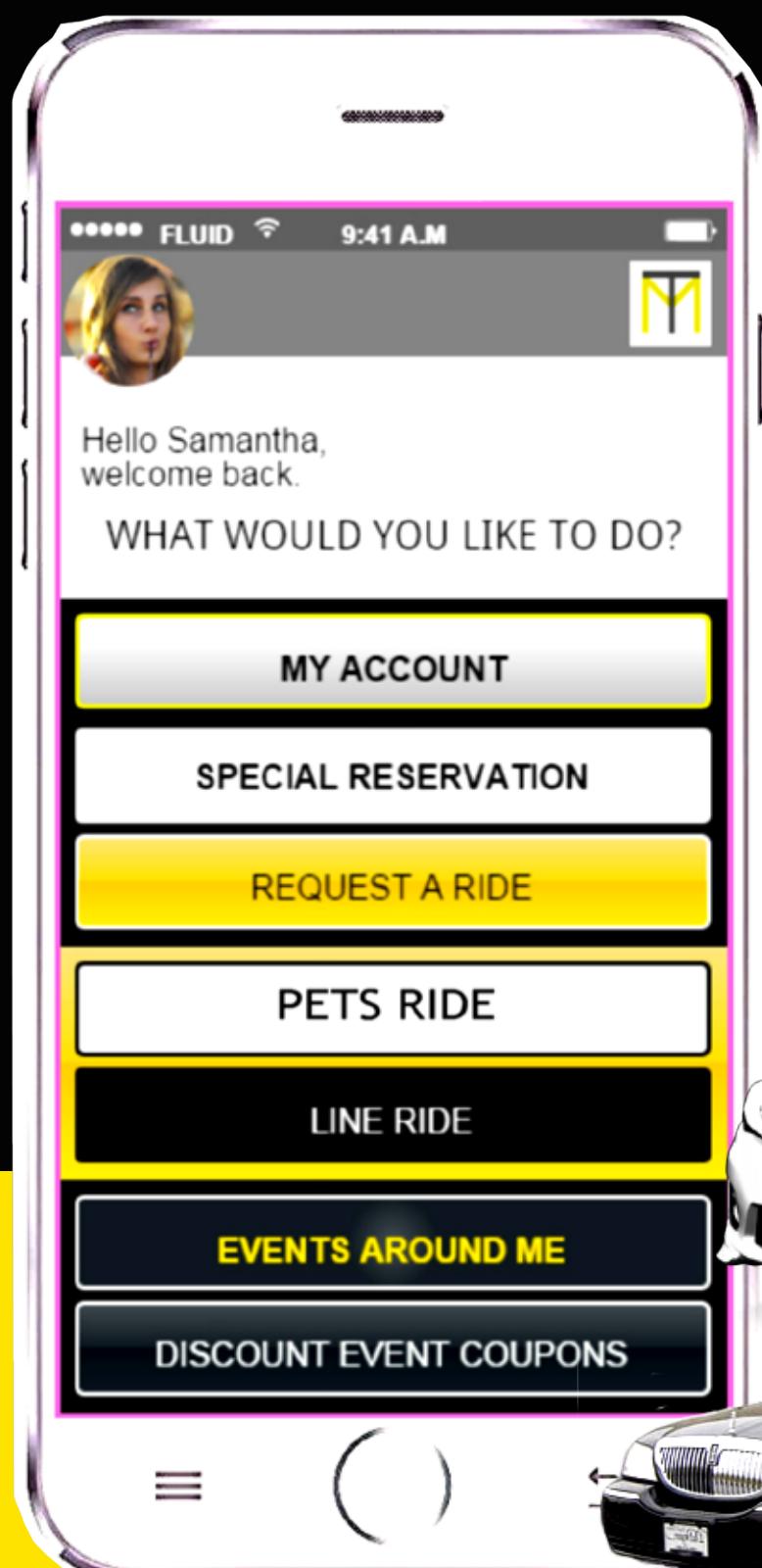
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