

UTCC VOICE

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Take care
of the
Customer...

Somebody else will

Take My Turn
Take My Lane
Just Give Me a
Signal

The Newsletter of Chicago Transportation Industry Since 2008

Flash & UTCC's Drivers Appreciation Dinner a Success

By Fayez Khozindar

When the management of Flash taxicab company approached UTCC to co-sponsor an appreciation dinner for the drivers, we were a little skeptical and worried about the out-come, considering the previous experiences with diners and rallies. In spite of all that UTCC decided to go ahead and prepare for the event which took place on June 20th, 2018 at 1062 Lee Street, Des Plains, few minutes from O'Hare Airport.



Continued on page 2

Leveling The Playing Field

How do we fight back against City Hall's blatant favoritism toward Uber and Lyft? We must start to level the playing field. [See Page 3](#)

UTCC's Name Will Remain the Same

After putting out a survey on our last issue Drivers have spoken and given their responses and opinions on whether they'd like to see UTCC alter its name. With a good response UTCC was able to come up with a decision that reflects our members views. [Continued on page 8](#)

Good O'Hare News

The Department of Aviation has finally responded to our requests to remove limo's from the holding area, allowing for some 150 more cabs. The cab lines have been backing up on Bessie Coleman Dr. The limos will be relocated nearby. [Continued on page 6](#)

Inaugural Driver of the Month

UTCC Introduces Driver of the month for the months June and July. Drivers Taher Riaz and Muhammad Shakeel were selected for their dedication to customer service and help to the community. [Continued on page 5](#)

Winners for Taxi Excellence Awards for Service Rendered Announced



Wheelchair Accessible Vehicle Taxicab Drivers Win Free Medallions for Exemplary Service to People with Disabilities. Chicago commits 2 million dollar to the wheelchair accessible taxi-cabs in the city. [Continued on Page 10](#)

COMMON SENSE CORNER

Flash and UTCC's Drivers Appreciation Dinner a Success

Fayez Khozindar



A week before the dinner, UTCC printed 500 business size cards with the date, time and place and passed these cards to drivers to help them remember. Along with that, UTCC printed large flyers and posted them on our network of bulletin boards, including a huge one (2 feet by 3 feet) posted at O'Hare airport bulletin board. Unfortunately, it was removed by a hateful person the within hours of it being hung up. A few days before the event, Flash put out a reminder on their system for the drivers to read and hear. UTCC printed membership IDs to give the drivers who joined UTCC last few weeks, and we prepared to bring down our T-Shirts and the latest issue of UTCC VOICE.

When the time came along to be at that venue, (1062 Lee Street), everybody was there and ready to welcome all the drivers for that dinner. At the door, there was the owner Henry Elizar, all the managers of Flash and its affiliates and all personnel of UTCC Organization. The invitation indicated the time between 6:30 and 9:30, and we, as hosts start gathering there around 6:00 pm and we were ready to direct the drivers to park in the parking lot across the street from the place. We kept waiting

and waiting and the minutes kept creeping on, hoping to see one driver, to no avail. At the end Mr. Elizar suggested that we go inside, so we did. Moreover, as soon as we got inside around 7:15, the drivers started coming and coming. All in all, I think we have received between 200 and 250 drivers that evening.

A little after the beginning of dinner, I was approached by Rahul Parikh who asked me to address the gathering, and when we royalized that there was no sound system available, I asked Michael, UTCC community organized to bring our speaker from UTCC Mobile Office Van which was parking outside the place. After we set it up, I spoke about the importance of organizing and the benefits of being together; then I introduced Mr. Eugene, Flash administrator who thank the drivers and spoke of his company's tradition and services and then he introduced Mr. Partkh who talked about the driver's concerns and affairs.

This experience proved to us that cooperation and understanding could result in good deeds and desirable and propitious outcome and most of all, it makes sense. ■



Scenes from the Event

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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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Leveling the Playing Field: UTCC's 8 Point Plan

*How do we fight back against City Hall's blatant favoritism toward Uber and Lyft?
We must start to level the playing field.*

Here is the first draft of a Platform to start levelling the playing field between taxis and the ride share companies. Altogether it will benefit cab drivers, cab companies and medallion owners. It even rewards the city with more income. City Hall continues to make a total mess, with unlimited ride share vehicles causing traffic jams and reducing income of cab drivers and ride share drivers alike. It's getting close to the time in the thirties when there were so many cabs flooding the streets and getting increasingly desperate that the Medallion system was developed. The idea was to limit the number of cabs, provide a decent living for drivers, and have them fully vetted. We need some such rationality now, and the immediate audit demanded in item 2) can lead the way. We hope cab companies and medallion owners will join us in this struggle. This is a first draft, and we are open to changes and additions. We will present the final product to the Progressive Caucus of the City Council and to the candidates running for mayor.

- 1) **Establish a limit on the number of rideshare drivers and bar new recruitment until that limit is reached.** (There are some 150,000 ride share drivers licensed by the City of Chicago. The companies continue to recruit, flooding the streets with vehicles and causing less and less income for cab drivers and ride share drivers alike. Seattle has tried to establish a limit, and our friends at the New York Taxi Workers Alliance are campaigning now for such a cap)
- 2) **Conduct an immediate audit of the city's taxi and rideshare businesses.** (The basic facts are hard to learn. How many cab medallions are currently in use, how many in court, and how many held by the city ? How many rideshare drivers are currently licensed, and how many are driving over 20 hours a week ? Regular six month audits will show trends.)
- 3) **Require rideshare drivers to have current Illinois licenses and drive cars registered in Illinois.** (If you look at the cars of ride share drivers waiting at O'Hare you will see that many of their licenses are from out of state: Indiana. Wisconsin, even Kentucky and Iowa. Their fees and taxes do not benefit Chicago. Ride share vehicles should be registered in Illinois, and ride share drivers should have a current Illinois license.)
- 4) **Require rideshare drivers to pay the Airport Departure Tax.** (All vehicles serving the public at the airports must pay the \$4 Airport Departure Tax, except for the rideshares. Taxis. Suburban cabs, limos, shuttle buses, everyone except Uber and Lyft. Why ? The City's Finance Department notified the ride share companies they would have to pay the fee when the City Council opened the airports to them in 2015. But then Mayor Rahm Emanuel was illegally lobbied by Uber (according to the Better Government Association) and exempted rideshares from the tax. The new revenue should be dedicated to a fund to compensate medallion owners who have suffered huge losses in their value due to City policies. The city should amend TNC ordinances to require the payments, and state law should be amended to provide for the medallion owners.)
- 5) **Increase the City tax on rideshare trips to \$1.** (Alderman Anthony Beale, City Council Transportation Committee chairman, argued for a \$1 tax on all rideshare fares last year, but the current rate is only 55 cents. This will more than compensate the City for any lost income from other items here.)
- 6) **Reduce all of the City's special fees for cabs to \$1 each for the next three years.** (Cab companies are going bankrupt, and the number of taxis on the street has shrunk to about half of what it was five years ago. This is a direct result of City policies. It makes no sense to keep fees that make the situation worse.)
- 7) **All cabdriver's traffic offenses should be assigned to Cook County Circuit Court, unless a driver specifically asks for a municipal hearing.** (Cabdrivers, mostly immigrants, are treated like second class citizens at what is commonly called the "Kangaroo Court" at 400 W. Superior. Their cases are heard by part time lawyers serving as judges. These "judges" side with the city in virtually every case. It's a disgrace. Cabdrivers should have the same rights as everyone else. Uber and Lyft drivers are not sent to this so-called "court.")
- 8) **The cab companies agree to share the direct savings from item 6 with the drivers,** and to provide free car washes for their vehicles. (The direct savings come to some \$2,000 a year. Owner operators will gain the whole sum. Clean cabs benefit the business, and affiliations can provide their own washes or get volume discounts from car wash companies.)

PLEASE SEND YOUR SUGGESTIONS TO UTCC AT

773-342-8822

utccchicago@gmail.com

July — August Volume 11, Issue 4

A New Study Says Services Like UberPool are Making Traffic Worse

Faiz Siddiqui

Republished From the Washington Post

The explosive growth of Uber and Lyft has created a new traffic problem for major U.S. cities and ride-sharing options such as UberPool and Lyft Line are exacerbating the issue by appealing directly to customers who would otherwise have taken transit, walked, biked or not used a ride-hail service at all, according to a new study.

The report by Bruce Schaller, author of the influential study, “Unsustainable?”, which found ride-hail services were making traffic congestion in New York City worse, constructs a detailed profile of the typical ride-hail user

and issues a stark warning to cities: make efforts to counter the growth of ride-hail services, or surrender city streets to fleets of private cars, creating a more hostile environment for pedestrians and cyclists and ultimately make urban cores less desirable places to live.

Schaller concludes that where private ride options such as UberX and Lyft have failed on promises to cut down on personal driving and car ownership — both of which are trending up — pooled ride services have lured a different market that directly competes with subway and bus systems, while failing to achieve significantly better efficiency than their solo alternatives. The result: more driving overall.

Ride sharing has added 5.7 billion vehicle miles to nine major urban areas over six years, the report says, and the trend is “likely to intensify” as the popularity of the services surges. (The study notes that total ride-hailing trips in New York increased 72 percent from 2016 to 2017 and 47 percent in Seattle over that time. Revenue data from the D.C. Department of For-Hire Vehicles showed the ride-hailing industry’s growth quadrupled in the District from late 2015 to 2017.)

The nine cities studied were New York, Los Angeles, Chicago, Boston, Washington, Miami, Philadelphia, San Francisco and Seattle. Schaller found that while options such as UberX add 2.8 new vehicle miles for each mile of personal driving they eliminate, the inclusion of options such as UberPool and Lyft Line adds to traffic at only a marginally lower rate: 2.6 new miles for every mile of personal driving reduced.

The findings are based on published trip mileage data and the companies’ own claims about the share of solo and pooled rides.

“Shared rides add to traffic because most users switch from non-auto modes,” the report says. “In addition, there is added mileage between trips as drivers wait for the next dispatch and then drive to a pickup location. Finally, even in a shared ride, some of the trip involves just one passenger (e.g., between the first and second pickup).”

Schaller synthesizes data from surveys in eight cities and the state of California to conclude 60 percent of ride-hail users would have otherwise used transit, walked or biked, or stayed home were it not for the availability of services such as Uber and Lyft. ■

READ MORE AT www.washingtonpost.com



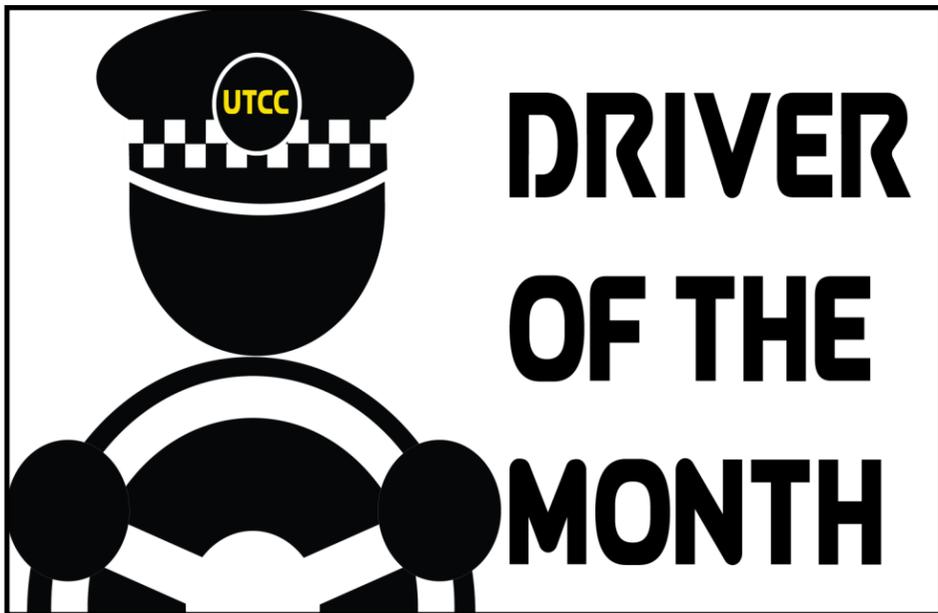
ARE YOU A MEMBER YET?

In its 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?**

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For the very first time, UTCC is displaying the drivers that have been very helpful to the community, have shed a good light on drivers as a whole or treated customers with excellent customer service.

They take their jobs very seriously, and they participate in the taxi community. With the future not always certain when it comes to the cab industry, it is good to know that drivers are still working their hardest to keep this industry afloat. If you have a story, you'd like to share or feel you or another driver deserves a nomination feel free to contact us.

June

Taher Riaz



Taher Riaz has donated his time and money in efforts of making our industry a better place for drivers. Taher consistently volunteers at O'Hare Airport aiding work that needs to complete. Most recently he helped with the use of the tent during Ramadan. He even generously donated a speaker free of charge to UTCC. UTCC asked him his reasoning behind giving and why he uses his time to help other drivers. During an interview, Taher said he felt he was obligated to help other drivers because to him they are his family. To him, all drivers are in very similar situations, and he genuinely cares for other drivers. Taher felt that it is his moral duty to help during Ramadan and to share and care, giving time, money, and food. Taher stated, "we are all family we all come from Adam and Eve." Taher promised to support and donate whenever he can, and he wants more people knowledgeable of Islam and to know that Islam is a benefactor of peace and prosperity.

July

Muhammad Shakeel



Muhammad receives UTCC driver of the month for his tremendous effort to aid a passenger in need. The passenger was an elderly gentleman who could not speak English. The passenger was a Japanese man in his 80's coming to the US to visit family in Nashville, he was coming from Hong Kong. The passenger was on a United flight, and he was supposed to be in Nashville by Sunday, but the flight became delayed. The gentleman was sitting on the plane for hours before being told to leave. It was very late at night, and the gentleman didn't have any of his personal belongings along with the inability to speak English or lack of communication, as he lacked a cell phone. In most cases, the story would end very badly for this person. However, lucky the gentleman was a passenger of Muhammad Shakeel. After getting into Muhammad's cab, Muhammad quickly realized that the passenger was stranded. Muhammad went out of his way to contact the passengers family, and he even came out of his cab to make sure that the gentleman found his way onto the right terminal and right plane. The son of the gentleman spoke very highly of Muhammad and was very thankful that someone came to his father's aid. This type of customer service gives cab drivers an edge and prove that Chicago's driver's genuine care for their passengers.

This Time It's Uber on the Defensive in Battle With New York

By Emma G. Fitzsimmons & William Neuman

Republished From The New York Times



Passengers waiting for taxis near Grand Central Terminal on Friday. The New York Taxi Workers Alliance, a group that represents thousands of taxi and Uber drivers, said it supported the cap proposal on ride-hailing app vehicles

Chang W. Lee/The New York Times

The last time New York City tried to impose a cap on Uber's vehicles, the rout was brutal. Uber introduced a "de Blasio view" in its ride-hailing app, blaming long wait times on Mayor Bill de Blasio. Celebrities like Ashton Kutcher and Kate Upton voiced their support for Uber on Twitter.

The mayor was forced to back away from the plan in 2015.

Now, Uber is gearing up for another fight, this time over a proposal by the City Council for a yearlong cap on for-hire vehicle licenses. But the political terrain has shifted substantially, and this time it is Uber on the defensive.

Over the last three years, Uber and other ride-hail companies have added tens of thousands of vehicles to New York's roads, prompting growing alarm over congestion and low driver wages.

Uber's reputation has also taken a beating over accusations of gender discrimination and harassment and other scandals. Its new chief executive, Dara Khosrowshahi, has tried to adopt a friendlier, more cooperative approach.

"I do think what Speaker Johnson is saying is absolutely in the right direction and I think the Council is taking a strong view of a very, very serious issue and they're trying to do something about it and I commend them for that," Mr. de Blasio said.

Mr. de Blasio mentioned the recent spate of driver suicides in New York — another factor that has focused attention on the industry. Six professional drivers have killed themselves in recent months, including three taxi drivers, for reasons that have included their financial distress as the industry has changed. The New York Taxi Workers Alliance, a group that represents thousands of taxi and Uber drivers, said it supported the cap proposal. The group released a statement saying Uber's rise had led to a "crushing race to the bottom and economic despair among a work force of over 100,000 drivers."

Lyft, the second most popular ride-hail app in New York, joined Uber in criticizing the cap.

"This would take New York back to an era of standing on the corner and hoping to get a ride," said Adrian Durbin, a spokesman for Lyft.

Mr. Johnson is also pressing for several other new regulations, including a move to set minimum pay rules for drivers working for app services. But some critics say the proposals might be too late to reduce congestion. The number of for-hire vehicles in New York has risen to more than 100,000 vehicles, from about 63,000 in 2015, according to the city.

A cap would have fewer repercussions for ride-hail companies this time around because they have already flooded the market with vehicles, said Arun Sundararajan, a professor at New York University who has studied Uber. ■

Peace Taxi Association

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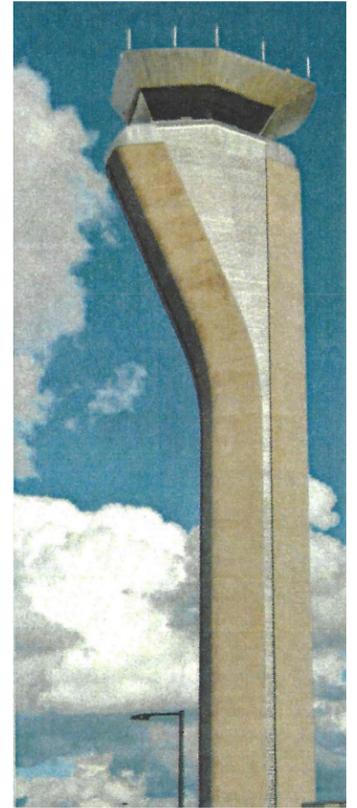
READ MORE AT www.nytimes.com

Good News From O'Hare

Several much-needed improvements are finally being made to the commercial vehicle holding area. After UTCC's constant demands for a better working environment for drivers, the Chicago Department of Aviation has finally responded. There will be additional parking added in hopes of reducing the line of traffic that fills up Bessie Coleman Drive. Over 200 limousines spaces will be relocated, allowing for an additional 150 taxi drivers parking spots to be created. With this change, the total number of parking spots will increase to 645.

Also being upgraded is the canteen currently in place. On August 7th remodeling will begin for the restaurant that will introduce a revamped menu, much more varieties of foods, healthier choices, and a much-needed seating area for drivers to eat. More space and newer equipment will also be added. During the construction three food trucks will be in the holding area as a temporary replacement while the construction goes on.

Finally, O'Hare trains going to the economy will be closed for repair until September 19th. However, it will be open on weekends. ■



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(above) Current Canteen to undergo remodeling
Commercial Vehicle Holding Area

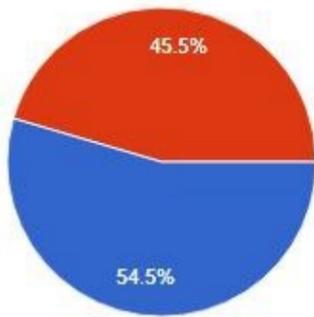


SOURCE: Service Center Sites RAC Reallocation Plan, Jacobsen Daniels, Oct 2017; Quantum Spatial, Inc., October 13, 2016 (aerial photography - for visual reference only, m

(above) Proposed plan for parking Expansion

UTCC's Name Will Remain the Same.

UTCC's Name Will Remain the Same. The response to our survey question in the last issue of the Voice showed there was strong opposition to changing our name. We had proposed changing the name from United Taxi drivers Community Council to United Transporters Community Council, with the view of including all vehicles for hire, including from Uber and Lyft. But opposition was surprisingly strong. Forty-five percent of



● Yes, change the Name
● No, keep the same

respondents voted No, and many expressed the view that cabdrivers need their own organization. So our name will remain the same, and our focus will remain on the welfare of the city's cabdrivers. We do hope that rideshare drivers form their own organizations and unions, and stand ready to try to help.

Here are some of the responses from our readers:

Drivers Voice Their Opinions

I say not to change the name of the paper to allow rideshare drivers to “coexist” with us. The TNP companies compete against the taxi industry. To concede to them is to go against the purpose and namesake of the newspaper: The Taxi’s Voice. The word of rideshare is the word of corruption. It has allowed suburbanites to offer a taxi service from their mom’s van under a euphemism: “rideshare: share the ride.” Why would they ever read the UTCC when they’re too busy stealing customers? It’s one thing for the driver’s to be blue, but for their journalists to betray them is a cruel victory for the rideshare industry. First they take our customers, now they want our Voice? To surrender is consensual slavery.

Mr. Bohemian
www.TheCotillion.dance

We need to come to realize that the only “real” enemy we have are the TNP companies and the government. They are the ones making the rules and screwing us over. Decades ago cab drivers were promised that only they would be allowed to pick up passengers, guaranteeing employment for thousands. The government lied and TNP companies exploit employees. UTCC should encompass all drivers because often times taxi drivers are driving uber too.

Mark Jackson
Cab Driver for 20 years ■

UTCC SURVEY

UTCC is considering changing its name to include all kinds of drivers; Taxi, Limo, Black car, Suburban, and TNP (Uber & Lyft)

The New Name would be:

United Transporters Community Council

Should the UTCC change its name from United Taxidrivrs Community Council to United Transporters Community Council?

Voice Your Opinion!

CALL 773-342-8822

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Yes, Change the Name

No, keep the same

UTCC MEMBER NOTICE

Any new UTCC members that joined through our affiliations program (\$2 Weekly) for Yellow & Flash Affiliations

Please notify your respected affiliation or UTCC before taking a break, vacation, or retirement so we can suspend or pause your membership.

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Toyota investing \$1 billion in ride-hailing giant Grab

Republished From CNBC

Toyota is pouring \$1 billion into Grab, the Singapore-based ride-hailing firm that bought out Uber's business in Southeast Asia. Grab said the investment is the largest ever by an automotive manufacturer into the ride-hailing sector. The company intends to use the capital, and its partnership with Toyota, to expand its online-to-offline business in Southeast Asia, including food delivery and electronic payments. Electric vehicle maker Byton raised \$500 million in a series B funding round. Investors included FAW Group, Tus-Holdings, and Chinese car battery company CATL. Byton CEO and Co-founder Carsten Breitfeld previously worked as BMW Group Vice President and head of BMW's i8 group. OpenDoor, the home-selling platform created by entrepreneur Keith Rabois, raised \$325 million in venture funding. Investors included Lennar, a publicly-traded home construction and real estate company, General Atlantic, Access Technology Ventures and Travis Kalanick's venture firm the 10100 Fund. The new round values OpenDoor at around \$2 billion. The venture arms of Cisco and HP joined SoftBank Vision Fund in a \$250 million investment in Cohesity, which provides "hyperconverged secondary storage" to large enterprises such as Hyatt, the U.S. Department of Energy and Piedmont Healthcare. Volkswagen led an \$80 million investment in Gett, a ride-hailing platform that connects riders to taxi drivers and other vetted transportation providers. Gett previously acquired and does business as Juno in New York City. ■



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From the BACP:

CITY COMMITS ADDITIONAL \$2 MILLION TO SUPPORT GROWTH OF WHEELCHAIR ACCESSIBLE TAXICABS IN CHICAGO

Lilia Chacon

Chicago's Department of Business Affairs and Consumer Protection (BACP) Commissioner Rosa Escareno today announced an additional \$2 million in funding to support taxicab medallion owners who wish to purchase a WAV or convert an existing vehicle to accommodate wheelchairs. The incentives are available to taxicab medallion owners who are in good standing and who don't owe any debt to the city.

Since Mayor Emanuel took office the city has more than tripled the number of Wheelchair Accessible Vehicles (WAVs) taxicabs and currently 304 taxicabs are designated as wheelchair accessible. Mayor Emanuel is committed to growing the WAV fleet to 400 by 2020. The Mayor's commitments to increase WAV vehicles goes toward expanding and improving accessible service and improving wait times.

The announcement was made at the 2017 Taxicab Driver Excellence Awards, in recognition of exceptional service to the disability community and especially those who use wheelchairs and require a Wheelchair Access Vehicle (WAV). The taxicab medallion award presentation took place during the Access Chicago 2018 event at Navy Pier Festival Hall B.

For the very first time, BACP is presenting five (5) Taxicab Medallions, each with a transfer value of \$60,000 to the five award-ees. These drivers will also have access to the WAV incentive program to grow their accessible service.

The winners of this year's Taxi Excellence Awards for service rendered in 2017 are:

- Adebola Oyedokun: driving for 31 years
- Aamir Khan: driving for 19 years
- Rahmat Ali: driving for 17 years
- Simeon Letov: driving for 6 1/2 years
- Mohamed Osman M. Ahmed Elbadawi: driving for 5 years ■



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Convention Schedule

Convention	Venues	Start Date	End Date	Attendance
Alzheimer's Association 2018 International Conference (AAIC)	McCormick Place West	7/21/2018	7/26/2018	5000
ASI 2018 Chicago	McCormick Place North	7/25/2018	7/26/2018	7000
2018 Big Ten Football Media Days and Kickoff Luncheon	Chicago Marriott Downtown Magnificent Mile	7/26/2018	7/27/2018	1800
2018 n4a Conference & Tradeshow	Sheraton Grand Chicago	7/26/2018	8/2/2018	600
70th AACC Annual Scientific Meeting & Clinical Lab Expo	McCormick Place North, McCormick Place South	7/29/2018	8/2/2018	19000
ABA Annual Meeting 2018	Hyatt Regency Chicago	8/2/2018	8/7/2018	6000
Interfaith Youth Core 2018 Youth Core Training	Holiday Inn Chicago Mart Plaza River North	8/2/2018	8/5/2018	450
Theta Nu Xi Multicultural Sorority 21st Annual National Convention 2018	Hilton Orrington/Evanston	8/3/2018	8/5/2018	100
Academy of Management 2018 Annual Meeting	Hyatt Regency Chicago	8/10/2018	8/14/2018	10000
2018 ASAE Annual Meeting & Exposition	McCormick Place West	8/18/2018	8/21/2018	7000
2018 National Labor Management Conference	Hilton Chicago	8/20/2018	8/22/2018	500
IMTS 2018 International Manufacturing Technology Show	Lakeside Center at McCormick Place, McCormick Place North, McCormick Place South, McCormick Place West	9/10/2018	9/15/2018	115000
National Black McDonald's Operators Association 46th Biennial Symposium 2018	Chicago Marriott Downtown Magnificent Mile	9/15/2018	9/20/2018	350
AREMA 2018 Annual Conference & Exposition	Hilton Chicago	9/16/2018	9/19/2018	3200
KidMin Conference 2018	Hyatt Regency O'Hare	9/20/2018	9/24/2018	1500
Plastic Surgery 2018	McCormick Place West	9/29/2018	10/2/2018	7500
PRINT® 18	McCormick Place South	9/30/2018	10/2/2018	21000
Bank of America Chicago Marathon and Abbott Health & Fitness 2018	Lakeside Center at McCormick Place	10/5/2018	10/6/2018	151300
American Association of Oral & Maxillofacial Surgeons - Annual Meeting	McCormick Place West	10/8/2018	10/13/2018	6000
PACK EXPO/Healthcare Packaging EXPO 2018	Lakeside Center at McCormick Place, McCormick Place North, McCormick Place South, McCormick Place West	10/14/2018	10/17/2018	65000
National Investment Center - 28th Annual NIC Conference	Sheraton Grand Chicago	10/15/2018	10/19/2018	2000
American College of Rheumatology - 2018 ACR/ARHP Annual Scientific Meeting	McCormick Place West	10/19/2018	10/24/2018	15000
American Academy of Ophthalmology - 2018 Annual Meeting	McCormick Place North	10/27/2018	10/30/2018	27000
CCDA 2018 30th Anniversary CHICAGO National Conference	Hyatt Regency McCormick Place	10/31/2018	11/2/2018	5000
AFP Annual Conference	McCormick Place West	11/4/2018	11/6/2018	6000
University of Washington - November 2018 CHS SCM *	Chicago Marriott O'Hare Hotel	11/5/2018	11/7/2018	33
AHA 2018 Scientific Sessions	Lakeside Center at McCormick Place, McCormick Place North, McCormick Place South	11/11/2018	11/14/2018	22000
IASB-IASA-IASBO 2018 Joint Annual Conference	Hyatt Regency Chicago	11/16/2018	11/18/2018	11340
RSNA 2018 Annual Meeting	Lakeside Center at McCormick Place, McCormick Place North, McCormick Place South	11/25/2018	11/30/2018	55000
98th NCSS Annual Conference	Hyatt Regency Chicago	11/30/2018	12/2/2018	4500
CIMUN 2018 MUNDO December	Hilton Chicago	12/4/2018	12/9/2018	1500
American Seed Trade Association 2018 CSS & Seed Expo	Hyatt Regency Chicago	12/5/2018	12/7/2018	2000
MAS 2018 Annual National Convention	McCormick Place North, McCormick Place South	12/27/2018	12/29/2018	12000

**AMERICAN UNITED
TAXI**
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**5 STAR
TAXI ASSOCIATION**
773 • 774 • 7200



**American, Blue Diamond, Checker, Yellow,
Five Star Cab, Flash Taxi-Cab
and the**

UTCC VOICE

Seldom do we show the recognition, alone the appreciation, for work done on a daily basis on behalf of others, and for the most part without compensation the UTCC is such an entity.

Realizing the need for honest and accurate communication in the taxi industry, and our industry currently having no other reliable communication network, to assist in that effort, our affiliations have agreed to collect membership dues on behalf of the UTCC.

While we realize that we will not always agree on our needs, we do agree that we will concur on most decisions. Accurate information is a must and we commend UTCC on its efforts to disseminate information to both drivers and owners.

Drivers can request dues (\$2 per week) to be collected and remitted on their behalf.

John D. Moberg, Yellow Cab

Henry Elizar, Flash Taxi-Cab

**For more information call
773-342-8822 or 312-225-5411**