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 make a
 difference, try
 sleeping with a
 mosquito**

The Newsletter of Chicago Transportation Industry Since 2008

CHICAGO VS. TORONTO

Examining Policies in the Transportation Industry

For a long time now, through our meetings with the officials at the City of Chicago, UTCC has been advocating and calling for more rules and regulations to improve safety for the riding public. This includes passengers who chose to use the transportation network providers, such as Uber and Lyft, as a mean for their transportation.

As of January 1st, 2020, Toronto will have a tougher screening for all vehicles for hire before they can start working in the streets. Drivers must have a minimum of three years of experience on the road instead of just one year. All drivers also must complete a city-approved training program before starting the job or renewing their license.

This concept was exactly what UTCC proposed to the city of Chicago and published in our Newsletter last September/October issue. We believe that driving a vehicle for hire in a metropolitan setting requires the driver to know more than just navigating

the city's streets. In addition to our proposal to the City of Chicago, we suggest anti-racism training and safely transporting our costumers to help regain the trust of and boost and increase our income.

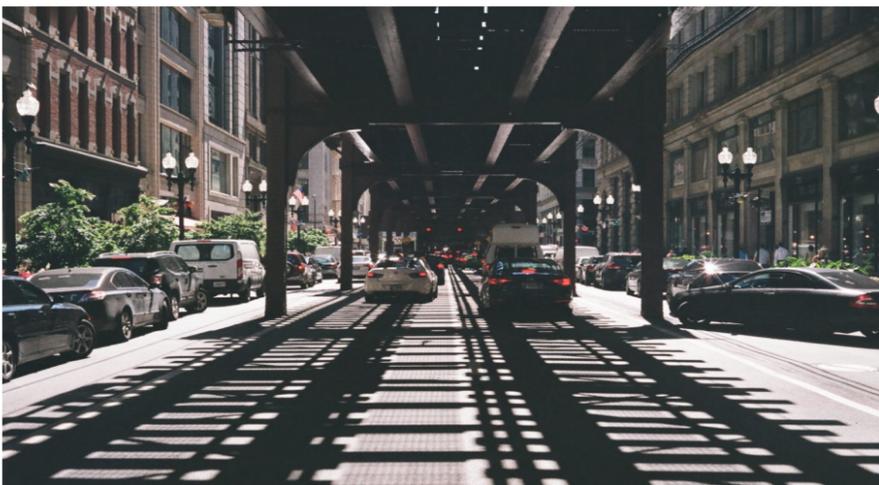
In related news, a group of drivers has met with Mr. Greg McGhee at Midway airport to protest the fact that Uber has a huge sign by the luggage area at the airport whereas, the taxicab and limos have no sign to lead passengers to the taxi stand. Furthermore, the sound system stopped announcing anything about the taxi service at the airport.

At that meeting with the drivers, Mr. McGhee told the group: If you have money, the City will listen to you and will be able to help the taxicab business.

What do you mean by that, Mr. McGhee? ■

How Chicago's new rideshare fees could lead to more Equitable transportation

By Audrey Henderson



A new congestion pricing policy that begins in Chicago this month is aimed not only at reducing traffic but also moving toward a more equitable, and lower-carbon, transportation system.

MORE ON PAGE 2

Letter to the Editor: Abuse at the Airports

I have been a cab driver for several years. I've had several bad experiences with the so-called starters, whom I believe are Vargas employees, at the airports in the last year. It is when the so-called starters inappropriately send cabs from one terminal to the next, causing drivers to lose their fare and to lose time. When there are passengers forming a line or actually already in a line waiting for cabs, and when I've been like 5th or so in line, the starters have sent me and other cabs away and to other terminals when we could have gotten our fares right there. This is either caused by starters not being aware of their environment- starters not looking at the passenger line and seeing the passengers there but instead having their backs turned to the passenger line,

MORE ON PAGE 10

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January 15, 2020 - March 15, 2020

How Chicago's New Rideshare Fees Could Lead to More Equitable transportation

By Audrey Henderson

Energy News

In her first State of the City address in August 2019, Chicago Mayor Lori Lightfoot said she was “exploring revenue options to address rampant congestion that solves the problems of traffic, pollution and other issues.” New fees imposed on ride-hailing services, such as Uber and Lyft, are a part of that strategy.

The new fee structure, which began on Jan. 6, increases fees for trips in the downtown core while lowering rates for shared rides elsewhere in the city and for wheelchair users. Revenues from the fees are projected at \$40 million, with \$2 million going toward transit projects.

The new fees are based on findings in an October 2019 study produced by the city. The study found that between 2015 and 2018, the number of trips by ride-hailing services more than tripled, with half of rides either beginning or ending downtown, and nearly one-third of rides taking place entirely within the downtown area. The report also found that ride-hailing services had adversely affected transit ridership.

While Chicago's new fees differ from a London-type congestion pricing scheme — in which drivers must pay a daily fee to drive within a designated charge zone — they do fall under the broad umbrella of congestion pricing, according to Audrey Wennink, transportation director for the Metropolitan Planning Council. Other options include managed lanes, which employ tolls or other restrictions on a specific lane of a road to control the flow of traffic. Parking can also be considered congestion pricing, she added, “depending on how it's done.”

“It's kind of like a suite of tools,” she said. “It doesn't mean one thing.”

Both Lyft and Uber strongly opposed the fees. Each service issued statements claiming that the fees would have a disproportionate effect on low-income residents on the city's South and West Sides. In its statement, Lyft claimed that the new fees “reduce affordability and reliability while doing nothing to improve mobility.” Uber was even more explicit, stating that the new fees “will take money out of the pockets of riders, who rely on apps to get around, and of drivers — half of whom live in the south and west sides of the city” and “who do not contribute to congestion and lack reliable access to transportation.”

[Read More at www.energynews.us](http://www.energynews.us)

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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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United Transporters Community Council
is a registered 501(c)3
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COMMON SENSE CORNER

What to do & What not to do on the Road

BY FAYEZ KHONZINDAR

For a long time now, we have concluded that the drivers in the transportation industry are the wealth creators; without them, the whole industry would disappear, and transportation companies, affiliations, garages may go bankrupt.

On the other hand, drivers look like a double edge sword, according to some critics in the industry, believing that as much as the importance of drivers, they are the main reasons for the industry's anemic decline.

Since we know that their behavior and their conducts on the roads and in society are under scrutiny and because it is very important aspect for the success of our efforts to stop this decline of the transportation industry farther, we will provide some advice and directions to our fellow drivers hoping to improve the situation and help create a consistent level of service which will lead to get new customers and bring back return customers and rebuild and reconstruct our public trust and friendship.

We know that not everybody drives the same way you do, meaning that people are different, and they drive differently. The following are some common-sense tips from a veteran driver to keep you and those around you safe on the roads. Remember, if someone is in a hurry, let him go! It takes two impatient drivers to create an accident...and use your seat belt.

First, we would like to ask you, what is the nearest instrument to your fingertips while driving? If your answer is the horn, you are mistaken, because the nearest instrument to your fingertips is the signal, therefore, we urge you to use it, and we want you to remember the following slogan:

“TAKE MY LANE, TAKE MY TURN, JUST GIVE ME A SIGNAL”

When you drive on the highway, please don't pass from the right lane, remember, drive on the right and pass from the left lane, and please notice the merging areas of the highway, (the entrances and the exits), try not to crowd the newcomers.

Don't be combative on the highway, go with the flow of traffic, and no matter how many times you change lanes, and no matter how many violations you commit, you will not be gaining time, because the flow of traffic will prevent you from flying to be ahead.

Now that you are driving on the highway, and in front of you there is a slow-moving vehicle in the passing lane, what you should do to pass it? You

blow your horn, you put your bright light, flip him off, insult that driver, all of the above will not help you pass that slow-moving car. The best solution is to let it be and put your signal and move around it with care.

Don't race on the highway, or Lake Shore Drive. Many drivers in their way to the airport race each other for no reason! Because they all going to reach their destination, the terminals.

When you come to an intersection, use only one lane, if there is enough space on the right for other vehicle to pass on red when it is permissible, let them go. Don't get insulted, use only one lane on top of the intersection.

Most intersections in the suburb have smart signals, and that requires installing sensors to trigger that signal for the coming traffic. So, if you come to intersection and you pass that sensor, the light will not change for you until another car comes along and step into that sensor for you.

Some drivers race each other in the street thinking that will get them more fares, on the contrary. A customer will not hail a speeding taxi, they are going to hail a slow-moving taxi, who seems to be a careful driver.

When you pick up and load luggage, don't block the street, come closer to the curb; otherwise, you will be ticketed. And don't pick up a customer with luggage while you have a customer already, this is a disrespectful act, and your first customer might complain, and you could be fined \$750.00.

Don't reject anybody, no matter what condition or color or description the passenger is. Be careful, because that African American man on the side-walk might be a city inspector who would like to test you to see if you would pick him up or not.

If and when you eat in your taxi, (office), clean it up inside and outside, it is a violation to have a smelly and dusty taxicab in service.

When you come into the area in front of hotels with your passenger, please don't block other taxicabs from leaving first. Stay in line behind the other cabs and let you, customer, out. If you stop to the right of the other cabs, you prevent them from leaving, and it is dangerous for you and your passenger.

Please do not lose your temper, be patient and respect your customer and listen when he/she talk to you, stay away from the phone while driving, because it is dangerous and against the law to use it while driving and cause you troubles.

What will be the real impact if Uber and Lyft stop trips to Sky Harbor over increased fees?

By Garrett Archer

PHOENIX — This time next month, it might become a bit trickier to get to and from Phoenix Sky Harbor.

On December 18, the Phoenix City Council voted to increase curbside pickup fees for rideshare companies from \$2.66 to \$4, as well as adding a new curbside drop-off fee of \$4 starting on February 1. Both fees will increase 25 cents a year until they cap at \$5 in 2024.

The vote caused Uber and Lyft, the country's largest rideshare operators, to vow to discontinue service to Sky Harbor when the fee goes into effect. If service is suspended, Sky Harbor will be the nation's only major metropolitan airport without rideshare.

According to a report released by Sky Harbor, the airport assessed more than 2.1 million curbside pick-up fees in 2019, a number that does not include a figure for December. A city spokeswoman recently acknowl-

edged that rideshare companies are 80 percent of all commercial ground traffic at the airport.

This begs the question, does the airport have a contingency plan to handle this considerable drop in ground transportation options for travelers?

We reached out to Sky Harbor for an answer. A spokesperson for the airport told us:

"There are a variety of transportation options to/from Phoenix Sky Harbor. In fact, more than 700 other providers are ready to pick up and drop off passengers at the airport. Taxi companies, town cars, limousines, etc. are anticipating and prepared for added pick-ups and drop-offs. With 45 million passengers per year and growing, people will continue to come and go from Sky Harbor. The ways they have done that over the years has and will continue to change. Ground transportation businesses and parking companies can choose to operate and passengers can choose their mode of access. A complete list of providers can be found at skyharbor.com."

We followed up with the airport asking where people could find a list of the 700 providers. We did not receive a response.

The monthly ground transportation report gives a summary of available transportation options to and from Sky Harbor. The second-largest category of transportation was Taxis.

In 2018 Taxis only made 459,046 assessed trips, a 42 percent drop from 2015, a year prior to rideshares being an available option. If the taxi companies are expected to fill the gap that will be left when rideshare companies pull out, they will have to increase capacity by 500 percent.

Cost may become a factor in this as well. We used this fair estimator provided by one of the taxi companies to an address in Gilbert.

We then did the same comparison at the same time of day with Uber's estimating tool and the difference was staggering. The taxi company wanted \$56 for a trip that Uber estimated at \$23.

So unless something is worked out between the city and the rideshare companies, it might be better to ask a friend for a ride to the airport in the near future. ■

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	\$ 1,200.00	24 Months Warranty
	\$ 1,700.00	60 Months Warranty
Toyota Camry 2012-2016	\$ 1,300.00	12 Months Warranty
	\$ 1,700.00	24 Months Warranty
	\$ 2,300.00	60 Months Warranty

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Robbers Pretending to be Customers Targeting Taxi Drivers on Near North Side

Chicago police have issued an alert warning cab drivers about robbers posing as fake customers on the Near North Side.

ABC Chicago

Five taxi drivers have been robbed in the last month on the Near North Side. Police said in each incident, the robber hails a taxi cab and requests to be driven to a location.

When the offenders exit the taxicab, police said they will attack the driver robbing him by force and taking valuables. The offenders will then run away with the stolen goods.

The robberies took place in the afternoon hours in the following locations:

800-block of North Michigan Ave. on Nov. 20,

- 200-block of East Chestnut St. on Nov. 27,
- 600-block of North Wabash Ave. on Nov. 28,
- 500-block of West Armitage Ave. on Nov. 29,
- 900-block of North Michigan Ave. on Dec. 12.

"What's happening in these cases is, the drivers themselves are being targeted, their personal possessions, their phones and their wallets are what these robbers are going after," said 2nd Ward Alderman Brian Hopkins.

Alderman Hopkins said he has asked police for an increased presence where these robberies took place and they have agreed to increase their presence in the area.

Cab driver Moin Uddin said he has been robbed three times, but not in one of the cases in the alert. He was surprised that they took place so close to the Magnificent Mile.

"It is shocking because all we have are shoppers here," Uddin said.

Chicago police are looking for several young men and women between 18 and 25 for the crime. No one is in custody. ■

Court Update



We urge all peace-loving people to attend the court date to support Ismail cause by pressuring the court to have the maximum sentence for the killer.

The next court date for his killer will be on:

**Tuesday January 28th at 9 am
at Markham court house
16501 Kedzie Ave, Markham,
IL 60428**



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

December 13, 2019

Notice No. 19-038

PREPARE FOR TAXICAB MEDALLION LICENSE RENEWALS

EVEN numbered taxicab medallion licenses expire February 28, 2020 and are scheduled to be renewed in January and February 2020.

Starting with 2020 Taxicab Medallion License Renewals, the Taxicab Medallion License Renewal Fee have been reduced in half to \$500 for a Two-Year License!

- 1.) The following are posted on the BACP Web site (www.chicago.gov/bacp):
 - Taxicab medallion license renewal information and checklist
 - Dates and times of taxicab medallion license renewal appointments
 - Dates and times of taxicab vehicle inspections scheduled for 2020
- 2.) BACP encourages all licensees to resolve outstanding debt before scheduled license renewal appointment.
The Department of Finance Web site is www.cityofchicago.org/finance.
- 3.) Licensees should also check the status of their company in advance by visiting the Secretary of State's Web site Corporation/LLC Search/Certificate of Good Standing section at www.cyberdriveillinois.com.
- 4.) License Renewal Packets will be printed by request on-site and on-demand.

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

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

December 23, 2019

Notice No. 19-040

UPDATED UNIFORM TAXICAB LEASE AGREEMENT
EFFECTIVE JANUARY 1, 2020

Please note the Uniform Taxicab Lease Agreement form has been updated to reflect the taxicab lease rate structure effective January 1, 2020.

The updated Uniform Taxicab Agreement form and the 2020 Revenue Ordinance with amendments effective January 1, 2020 are posted at Chicago.Gov/BACP.

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

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Let Your Voice Heard:

Attend A Meeting in the Industry

Midway International Airport

Location: 5050 West 55th Street,
 Chicago, IL 60638

Level One of the Economy Garage

Date: 4th Wednesday Every month at 8:00am

O'Hare International Airport

Location: Aviation Administrative Building,

10510 W. Zemke,

Chicago, IL 60666

Date: 3rd Wednesday Every month at 10:30am

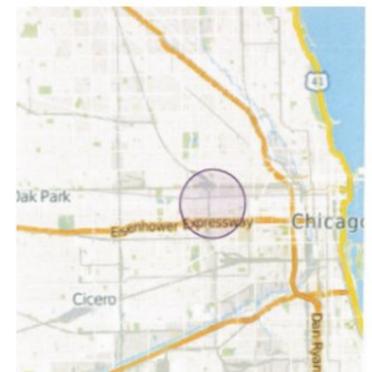
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Los Angeles Rethinks Taxis as Uber & Lyft Dominate the Streets

By Susan Carpenter

The New York Times

The cab business is down 75 percent in less than a decade. The plan is to make taxis a lot more like their app-hailed rivals.

LOS ANGELES — The cars flow into Los Angeles International Airport in an endless stream, and in this loosely organized chaos, for-hire vehicles self-segregate at a new pickup terminal, called LAX-it.

On one side, fast-moving lanes of app-hailed cars jockey to pick up their passengers. On the other, cabs inch along the curb, waiting for a fare.

“I’ve never taken a taxi,” Heather Brandon, 36, of Arizona, said moments before she was whisked away in an Uber on a recent Sunday morning to catch a Carnival cruise. Taxis are more expensive, and the Uber app is more convenient, she said.

Nowhere is that reality clearer than at the airport known widely by its code letters, LAX: Ride-hailing businesses have ravaged the city’s taxi services, whose drivers were picketing last week to protest the airport’s pickup system. According to Los Angeles World Airports, which operates LAX, taxis handled just 22 percent of pickups at the airport for the first three quarters of 2019; ride hails claimed the rest.

The numbers were similarly bleak for cabs throughout the city. The Los Angeles Department of Transportation estimates that taxi business is down 75 percent since 2012, when Uber first rolled into town.

This year the city is changing the system. Instead of calling an individual company to request a cab, passengers will be assigned rides through a centralized dispatch that connects all the cabs in the city. The taxis can be requested with an app, as well as with a phone call. Passengers will know the cost of their rides before getting into the car.

Meters will be modernized, and cabs’ garish colors will be optional. Instead, they could simply sport a decal and registration number.

If that sounds more like ride-hailing, that is exactly the idea.

“We want to give them an opportunity to be able to retain and add customers, to be innovative and nimble,” said Jarvis Murray, an administrator with the city Transportation Department.

For decades, taxis in Los Angeles have operated under a franchise system. Unlike New York City, where cabdrivers operate with a limited number of expensive medallions that are bought and sold on the open market, Los Angeles issues contracts to nine independently operated cab companies. The same nine operators have held those contracts since 1990.

“It was almost a disincentive to change,” Mr. Murray said. So the city is forcing the issue, hoping to spur innovation by doing away with its franchise system. Instead, it will issue permits. It will also lift the cap on the number of taxis — and taxi companies — to whatever the market will bear. Right now, Los Ange-



Last year, taxis handled just 22 percent of pickups at Los Angeles International Airport. Ride-hailing businesses claimed the rest. Credit...Mario Tama/Getty Images

les limits the number of cabs to 2,364 vehicles — a pittance compared to the city’s 100,000-plus Ubers and Lyfts. By comparison, New York City has 13,587 taxis, and has capped the number of ride-hail registrations at roughly 80,000.

Press officers for Uber and Lyft declined to provide information on the number of drivers who operate in Los Angeles, but both described the market as “important.”

Los Angeles is unusual in that many taxis are summoned by passengers calling a dispatcher, not by waving one down. So the shift to a centralized dispatch alone is significant. “Revising the franchise system is a dramatic change,” said Anne Brown, who compared taxi and ride hail services in the city in 2018, when she was a researcher with the Institute of Transportation Studies at the University of California, Los Angeles.

As part of her research, Ms. Brown had 18 U.C.L.A. students take 1,700 trips between the same two locations. They hailed cabs from 9 a.m. to 9 p.m. seven days a week, alternating among taxis, Ubers and Lyfts. ■

This article is part of New York Times continuing Fast Forward series, which examines technological, economic, social and cultural shifts that happen as businesses evolve.

Read More at www.nytimes.com

Toronto's Uber And Lyft Drivers Just Got New Rules To Improve Safety

CHICAGO TRIBUNE

BY JOHN KASS

Toronto is ringing in the new year with some updated rules for Uber and Lyft drivers. From now on, 'vehicles for hire' will have to go through tougher screenings before they are able to start working on roads. Toronto Uber requirements will be stricter in the new year. The same goes for Lyft, taxis, and limousines.

The new rules took effect on Wednesday, January 1, according to a Toronto news release.

New drivers who wish to work as vehicles for hire will have to have a minimum of three years of experience on the road. The previous requirement was just one year.

All drivers will now also need to complete a city-approved training program before starting the job or renewing their license.

The training program will include regulations that cover a multitude of topics that have proven to be issues in the past.

These topics relate to driving in an urban setting, providing accessible service, anti-racism training, and transporting passengers in a safe manner, according to the press release.

There will also be regulations for the cars of private transportation companies (PTCs). These include certain required signage that must be visible to all those in the vehicle.

Drivers are now required by law to prop up their phone in a secure manner and to put up a 'Watch For Bike' sticker somewhere visible.

It will also be mandatory to send push notifications to their passengers to look out for bikes before exiting the vehicle.

Drivers will also need to inform their passengers if they have a camera in the car.

They can do this by either putting up a notice in the car or in the app to make it known if the ride is being recorded.

There are also new rules for accessibility. There will now be an Accessibility Fund Program to help with the cost of providing wheelchair-

accessible service in vehicles.

According to CBC, 10 cents from every Uber or Lyft ride will be donated to the program.

Those funds will be disbursed to wheelchair-accessible taxis/rideshare drivers. Those whose cars are already accessible will be exempt from any fees, according to the Toronto website.

Some of these new regulations are to ensure safer rides after the year of controversy that Uber and Lyft have faced.

Uber has made efforts in the past for safer rides, such as when they made efforts to combat human trafficking.

They also made efforts in the past to stop the surge of fake drivers who were picking up unsuspecting victims.

With the new rules that Toronto is now putting into place, here's hoping for the safest year yet in rideshare services. ■



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

January 7, 2020

Notice No. 20-001

UPDATED:

LIST OF BACP APPROVED PUBLIC CHAUFFEUR TRAINING COURSE PROVIDERS AS OF JANUARY 6TH, 2020

The following is a list of the Department of Business Affairs and Consumer Protection (BACP) approved Public Chauffeur Training Course Providers for taxi and livery chauffeur license applicants.

This list is available on our website at www.chicago.gov/bacp or a copy can be obtained at the Public Vehicle Operations Division, 2350 W. Ogden Ave., Chicago, Illinois 60608. Please verify that you have the current list of BACP Approved Chauffeur Training Course Providers by reviewing the list posted on our website at www.chicago.gov/bacp.

The Public Chauffeur Training Course Providers listed below are approved to provide training courses for prospective taxi or livery chauffeur licensees in accordance with the requirements outlined in the Municipal Code of Chicago (MCC) Chapter 9-104 and the current Public Chauffeur Rules and Regulations.

► **ALPHABETICAL LIST OF BACP APPROVED TAXI CHAUFFEUR TRAINING COURSE PROVIDERS:**

TAXI CHAUFFEUR TRAINING COURSE PROVIDER	ADDRESS	PHONE NUMBER	EMAIL ADDRESS
Olive-Harvey College (www.ccc.edu/colleges/olive-harvey)	10001 S. Woodlawn Ave. Chicago, IL 60628	773-291-6490	n/a
Nova Driving School (www.novadriving.com)	2036 N. Western Ave Chicago, IL 60647	773-489-2712	mayrak@novadriving.com
Taxi Town Chauffeur Training School	6500 N. Western Ave. Chicago, IL 60645	773-465-9000	frontdesk@taxitown.com
Transit Administrative Center Inc. (TAC)	3351 W. Addison St. Chicago, IL 60618	312-881-3127	class@ptacservicesco.com

► **ALPHABETICAL LIST OF BACP APPROVED LIVERY CHAUFFEUR TRAINING COURSE PROVIDERS:**

LIVERY CHAUFFEUR TRAINING COURSE PROVIDER	ADDRESS	PHONE NUMBER	EMAIL ADDRESS
Olive-Harvey College (www.ccc.edu/colleges/olive-harvey)	10001 S. Woodlawn Ave. Chicago, IL 60628	773-291-6490	n/a
Professional Chauffeur Training Center (PCTC) (www.professionalchauffeurtraining.com)	5584 N. Northwest Hwy. Chicago, IL 60630	773-758-0296	info@professionalchauffeurtraining.com

► For questions, comments, or to join the City of Chicago's Department of Business Affairs and Consumer Protection Public Vehicle Operations (BACPPV) e-mail list to receive industry notices and other news, send an email to BACPPV@cityofchicago.org.

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Uber and Hyundai Unveil Full-scale Flying Taxi for Aerial Ride-sharing at CES 2020

DesignBoom



At CES 2020, the world's largest consumer technology fair, Uber and Hyundai have announced a new partnership to develop air taxis for a future aerial ride-share network. To celebrate the collaboration, the two companies also unveiled a full-scale aircraft concept at the event. Hyundai is the first automotive company to join the 'uber elevate' initiative, bringing automotive-scale manufacturing capability and a track record of mass-producing electric vehicles. ■

Massive Taxi-Medallion Loan Portfolio on the Block

By Matthew Flemm



The nation's biggest holder of taxi medallion loans is looking to unload its entire portfolio. The National Credit Union Administration, a federal regulator that possesses loans for approximately 3,500 medallions, has been soliciting bids for the portfolio, according to a person familiar with the discussions. The loans are for approximately 3,500 medallions, including medallions from Chicago as well as New York. The NCUA wants any interested bidder to take on all the loans, not just those for the New York medallions. ■

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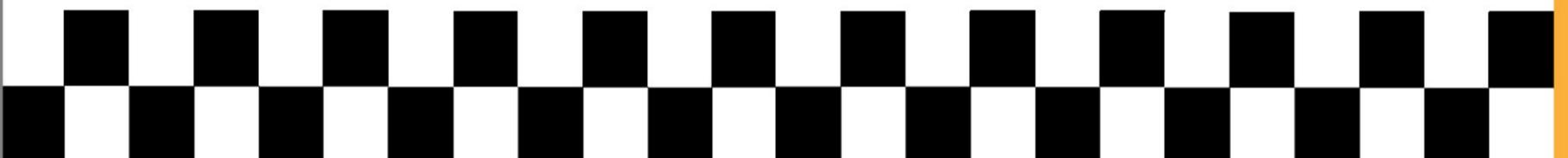
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Letter to the Editor: Abuse at the Airports

or it is caused by supervisors who either don't care they are abusing drivers or are not even there at that terminal to see the passengers in the line., ordering their employees to order cabs to leave the line.

Last week I got in line at the staging area at ORD around 9:30 pm. I waited for 2 hours and was sent to terminal 1. There I waited in line another half an hour. When I was 5th from the front, I saw that there were several passengers waiting in line and a few more getting into the line behind them. The starter who had his back turned to the passenger

line and couldn't see it sent other drivers and me to terminal 3. I could have gotten a fare there.

I went to terminal 3, and there were nine other cabs in front of me, so not only did I lose my fare at terminal 1, but I lost position the line. I waited in T-3 for 15 minutes, and then starter sent me and the cab behind me to terminal 5!

When I got to T-5, I saw two passengers. When I got to the front of the line, the starter came right up to my cab and said, "If you don't charge this passenger, I will tell my supervisor to let you in at the front of the 2." I was confused. What's going on?

He went on, "This passenger is going to terminal 2."

I was a little shocked. I asked, "She's going terminal 2!?"

He said, "If you charge her then I'll stamp your short trip ticket and you can get a short trip and go back to the staging area in the short trip line.

I thought, "Who is this guy to tell me that I can't charge my passenger?!" And she's going to terminal 2?

After waiting all that time I was getting a rider from terminal 5 to terminal 2. It was 11:45 pm by this time. I had worked all day starting at 7 in the morning and wanted to go home. I wanted to take one more trip and go home. Now after waiting all that time and being shuffled from one terminal to the next, then the next, I was getting a trip that wasn't even leaving the airport. I thought of the train that takes passengers from T- 5 to the other terminals, and I asked the started, whose name was Juan, "Why didn't you tell her to take the train?"

He said, "I told her to take a cab."

I couldn't believe he was even suggesting that I don't charge the passenger. I'm not a free shuttle bus to take people from one terminal to the

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airport to other terminals in the airport. I have to make a living. I even suspected that it is not legal for a starter to force a cabbie to take a passenger from one terminal to another in the airport.

I wondered if cab drivers are required to do that. I didn't want to sit in line at T-2, even at the front. I had worked all day, 12 hours, was tired, had to get up early in the morning to go to work the next day, and at that time 11:45 pm on a Tuesday, there might not be another fare for an hour or 2. I didn't want to go to the short trip line at the staging area because it could be a 3, 4, or 6-hour wait, and once you are in that line, you are stuck because you can't get out.

I don't think a starter has the right to tell a driver he has to take such a trip when the train is there for passengers. That's why the train is there, to take passengers from terminals 1,2 and 3 to 5 and vice versa. This Vargas employee, named Juan something, should have told the rider that there is a train and that is the way for her to get to terminal 2.

I opted to take her and charge her. I was so flustered I forgot to charge the passenger the \$4 stamp fee. I took her to T- 2 and the fare was \$9. She tipped me 1 dollar and paid me with a credit card, so I lost part of that to the credit card fee. So after waiting 2 and a half hours, I was paid \$9.72. After the \$4 stamp fee, which I forgot to charge her, I got \$5.72.

This all amounts to abuse. And it has GOT to stop!

I believe in transparency but am also aware that some may try to retaliate against me for exposing this abuse and criticizing it so I choose to be Anonymous. ■

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In its 12 years of existence, The UTCC has developed official and professional relationships with BACP, the DOF, AH (400 W. Superior), the department of aviation at O'Hare and Midway, the CPD, Lawyers and Law firms, taxi organizations around the country and order. 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.

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CONVENTION SCHEDULE

Convention	Venues	Start Date	End Date	Attendance
Progressive® Chicago Boat, RV & Sail Show 2020	McCormick Place	01/08/2020	01/12/2020	18,000
Mid Winter Meeting 2020	The Westin Hotel O'Hare	1/15/2020	1/23/2020	1000
2020 Winter Volleyball Championship	McCormick South	01/18/2020	01/20/2020	7,500
Alpha Kappa Psi 2020	Palmer House Hilton	02/07/20	02/08/20	600
2020 Chicago Auto Show	McCormick North McCormick South	02/08/20	02/17/20	1,000,000
Chicago Dental Society Midwinter Meeting	McCormick West	02/20/20	02/22/20	30,000
PITTCON CONFERENCE & EXPO 2020	McCormick North McCormick South McCormick West	03/01/20	03/05/20	18,000
ABA Techshow 2020	Hyatt Regency Chicago	03/02/20	03/08/20	450
The Inspired Home Show	Lakeside Center at McCormick McCormick North McCormick South	03/14/20	03/17/20	63,000

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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.

City of Chicago Medallion Prices 12/1/2019 to 1/2/2020

Closing Date	PV Number	Sale Price	Seller's Company Name	Buyer's Company Name
12/20/2019	4572	\$22,000	K.C. EXPRESS INC.	ROOBLE CORP
12/19/2019	2215	\$24,000	EMRO INC.	POTRERO INC
12/19/2019	989	\$24,000	HARRIS TRANS, INC.	SHAHID TAXI INC
12/18/2019	5370	\$23,000	AMIR SHAYESTEHAJAH	QUOMASS INC
12/17/2019	3832	\$25,500	LMBK HOLDING CORP.	RMZ TAXI CORP.
12/17/2019	3662	\$25,000	MR RICHARD CAB CO	GEO-LINE, INC.
12/17/2019	1052	\$24,000	MIKHALIA CABS SEVEN INC	ELZAIN CAB CORP.
12/17/2019	5941	\$27,500	FIRST WINDY TAXI INC	SADOR INC
12/17/2019	5255	\$27,500	KRAS CORP	SIDISIE INC
12/17/2019	1738	\$27,500	IRGEN INC	KIRUBEL CORP
12/17/2019	5563	\$27,500	IRGEN INC	ANS TAXI INC
12/16/2019	2184	\$27,500	TRIPLE R CORP	GOALS TAXI INC
12/16/2019	2338	\$27,500	SOLOMON A ALIMI	OLA CAB INCORPORATED
12/16/2019	4994	\$25,000	JIM CAB CO	I.B.M.F. TAXI LLC
12/16/2019	2944	\$27,500	PATRICIA TAXI CORP.	ENO MARY TRANS INC
12/16/2019	3485	\$27,500	MERTER INC	SHAGAMITE INC
12/16/2019	1375	\$27,500	PURE CAB CO.	DE-ROWSTEPH VENTURES INC
12/16/2019	3367	\$27,500	KOMAL TRANS INC	M NOOR LLC
12/16/2019	222	\$27,500	SHITAYE LIFE EXPRESS LTD	ANSONG TRANS INC
12/16/2019	1157	\$27,500	REJA ALKHAIR CAB INC	BLACK TAXI INC
12/16/2019	1322	\$27,500	AR & AN INC	BLACK TAXI INC
12/16/2019	3461	\$24,000	VASKEN CAB, INC. IV	M & A FOREVER INC
12/12/2019	5374	\$27,500	ZEBRA CAB INC	HASHIM TAXI CORP
12/12/2019	5408	\$27,500	IRGEN INC	BMK TAXI CORP
12/10/2019	6477	\$25,000	DAVE CAB CO. INC.	KYS. ERINI INC
12/4/2019	6245	\$25,000	JIM CAB CO	KENDOSKI TAXI LLC
12/2/2019	4441	\$27,500	SILVER EAGLE CAB CO	ABRAMSON CORP.
12/2/2019	1316	\$27,500	JAZZ-CAB COMPANY	BHEROSAW CAB CORP