



UTCC VOICE

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The Newsletter of Chicago Transportation Industry Since 2008

CHICAGO SUBURBS ARE NOT ENFORCING THE LAW

Officers and Passengers in Chicago's Surrounding Suburbs are costing drivers a significant amount of their fares

BY FAYEZ KHONZINDAR

As a result of a long-standing agreement with some Chicago suburban municipalities, City of Chicago taxicab drivers have the right to collect a straight meter plus one-half the straight meter fare from the airports to some suburban destinations. City Cabs cannot pick fares in the surrounding suburbs and have to rush back to the city or airports empty. The extra fare is used as compensation for lost time. Suburban customers and law Enforcement are disregarding driver's agreed fare. (Picture on right Tareq Al Omari)

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19 Sketchy Facts About Lyft

BY CORY BARCLAY

Lyft and Uber appear to be companies of the future when it comes to transportation, but let's not count our eggs before they hatch. There are plenty of shady things that Lyft, as well as rival, have done to take away from people's quality of life, even disrupting to cities and our planet.

It's not all rainbows and sunshine when it comes to Lyft. People are losing jobs because of the company—transit is losing riders, having to shut down, which means less operators. Traffic is exponentially increasing in cities where Lyft is an option, and the company shows no signs of slowing down. Emissions are out of control.



At one point, people assumed Lyft and Uber would take over car ownership within the next ten years, but that hopefully won't come to pass because of a few savvy laws and truths about ridesharing that's been coming out of studies.

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Common Sense Corner

A PROPOSAL TO STOP DECLINE OF THE TAXICAB AND LIMO SERVICES IN CHICAGO

UTCC

We all know that the Transportation Industry is based on three main pillars;

- The city with its rules and regulations
- The owners of affiliations with their capitals and influence
- The drivers, who are for long time been used and taken advantage of and ignored

It is the fact that the city is interacting periodically with few drivers thru meeting of the Task force, which consist of some exchanges of ideas, producing no concrete result to rectify the persisting problems of the transportation industry.

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COMMON SENSE CORNER

A PROPOSAL TO STOP THE ANEMIC DECLINE OF THE TAXICAB AND LIMO SERVICES IN THE CITY OF CHICAGO

BY FAYEZ KHONZINDAR

And it is true that thru my conversation with heads of affiliations, most of the owners believe that the reason for all our problems and the decline of the industry is the bad behavior and conduct of the drivers. However, the drivers are the wealth creators, and some call them “ambassadors without credentials” and they must be helped to save this ship from sinking farther.

The first ideal solution is to compete:

For many years now we were waiting for a strong reliable unified APP which provide easy booking and easy pay to compete with rideshare industry and bring back the trust of our customers to no avail and we all know the reasons for this, could be using obsolete equipment, self-centered and greed, or disregard to the real need of the industry. No matter were the reasons, we will leave this matter to the big players to figure it out and find a common ground to make it real.

The second common sense solution is to level the playing field; and that will require the following:

- Mandating a unified chauffeur license issuance proses for all vehicles for hires including Transportation Network Providers (TNP)
- Mandating a unified vehicle inspection for all including TNP, and if the city say we don't have the fund or the facility to do that, will say; let's pay the inspection fees to help out.

The third solution is to improve; hence, our proposal:

The drivers are the engine of the Transportation Industry and it needs periodic maintenance, and since we all believe that they need a lot of advice and directions once in a while. We know that their

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UNITED TRANSPORTERS
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.

Writers

Fayez Khozindar
Cory Barclay
Brian M. Rosenthal
John Kass
Ebony Bowden

Contributions

Chicago Tribune
Reuters
New York Post
The New York times
TheThings.com

Editors

Fayez Khozindar
Rocky Orok

Assistant Editor

Michaelrush Nwanah

Layout Design

Michaelrush Nwanah

***We welcome your contributions
feedback and letters!***

United Taxi-drivers Community Council
2040 N Milwaukee Ave, 2nd Floor
Chicago, IL 60647

E-mail: utccchicago@gmail.com

Phone: (773) 342-UTCC

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A PROPOSAL TO STOP THE ANEMIC DECLINE OF THE TAXICAB AND LIMO SERVICES IN THE CITY OF CHICAGO

behavior and conduct in the roads and in society is under scrutiny, and it is very important aspect for the success of our efforts to stop the decline of the transportation industry farther. why not find the means to provide them with such advice and directions!

We propose a periodic mandatory reeducation seminar (you may call it whatever you want). Those seminars will be for all chauffeur license holder which will include, but not limited to, in its criterion the following items:

- Revisiting their conduct in the roads, (respect the law)
- Cultural education which will provide and develop racial equity in society, especially, towards the disables, African Americans in the underserved areas, and other religious and social groups

- Know your rights
- Update of all new and canceled rules and regulations

This of course will cost money, and that could be split among the cost of the trip, the owners and the drivers themselves.

Our proposal, when adopted, will create a consistent level of service which will lead to get new customers and bring back return customers.

There is no doubt that the Limo and black car service has been affected by rideshare as well, we believe with the implementation of our proposal we will bring that service back and better. ■

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utccchicago@gmail.com or 773-342-8822**

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Affiliation:

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-  Turn in found items to the taxicab driver.

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FIRST ADDITIONAL PASSENGER	\$ 1.00
<small>Applies only to additional passengers aged 13 through 64</small>	
EACH PASSENGER AFTER	
FIRST ADDITIONAL PASSENGER	\$ 0.50
VOMIT CLEAN-UP FEE	\$50.00
ILLINOIS AIRPORT DEPARTURE TAX	\$ 4.00
<small>Applies only to taxi fares leaving the airports</small>	

-  Tolls are an extra charge to the passenger.
-  The fare does not include a tip.
-  There is no extra charge for baggage or baggage handling.
-  If your driver chooses to assist you, tipping is appropriate.

TRIPS TO SUBURBS, NOT FROM AIRPORT

The rate of fare is STRAIGHT METER to the city limits PLUS ONE-HALF the STRAIGHT METERED FARE from the city limit to the suburban destination.

AIRPORTS 

A \$4.00 airport departure tax is levied by the State of Illinois per trip, not per person.

TRIPS TO SUBURBS FROM AIRPORT

Trips from the airports to all suburbs, except those listed below, are STRAIGHT METER PLUS ONE-HALF the STRAIGHT METERED FARE from the airport to the suburban destination. The following are straight meter fares:

Alsip	Elk Grove Village	Niles
Bedford Park	Elmwood Park	Norridge
Blue Island	Evanston	Oak Lawn
Burbank	Evergreen Park	Oak Park
Burnham	Forest View	Park Ridge
Calumet City	Harwood Heights	Riverdale
Calumet Park	Hines VA Hospital	River Grove
Cicero	Hometown	Rosemont
Des Plaines	Lincolnwood	Skokie
Dolton	Merrionette Park	Stickney
		Summit

FLAT TAXI SHARED RATES

Two or more independent travelers may choose to share a taxi from a designated airport cab stand for a flat rate per person at the following rates:

FROM	TO	RATE PER PERSON
O'Hare Airport	Downtown	\$24.00
Midway Airport	Downtown	\$18.00
O'Hare/Midway	Midway/O'Hare	\$37.00

"Downtown" is 22nd St. to Fullerton Ave., Ashland Ave. to Lake Michigan, and includes McCormick Place.

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CHICAGO SUBURBS ARE NOT ENFORCING THE LAW

One day, this writer picked up a passenger from O'Hare airport, and he was going to one of the hotels in Arlington Heights. So, I told him that the cost of the trip will be time and one half the fare, and I called the starter who is at the booth supervising the drivers, he came to the passenger and explain to him the fare and confirmed what I just told him.

The man appeared to be annoyed, and he kept insulting to express his displeasure about the news of the fare, and that was obvious by the time we arrived at his destination. He decided not to pay the fare we agreed upon at the airport. He told me that he will only pay whatever on the meter. I was nice enough to remind him of our talk at the airport and how the starter explained the fare to him and I showed him the fare sheet which is pasted and hanged in front of him to no avail. At that point, I had no choice but to call the local police to help me get my money. Two officers showed up and told me that we can not force this man to pay you more money.

So, what should the driver do in this situation, call the state police to enforce Chicago rules and regulations in the suburb instead of the local police who refused to enforce the law?

The City Municipal Code states the following;

Trips from the airports to all suburbs, except those listed below, are STRAIGHT METER PLUS ONE-HALF the STRAIGHT METER FARE from the airport to the suburban destination. The following are straight meter fares:

(All suburbs which adjacent to Chicago are generally straight meter, and the code listed 31 of them)

Notably, the code stated that the trips to suburbs not from the airport are STRAIGHT METER to the city limits PLUS ONE-HALF the STRAIGHT METERED FARE from the city limit to the suburban destination.

All of this information is visible to the customer, pasted on the back of the front seat for them to read.

Currently, we are following and watching the development of a similar situation in Schiller Park, Illinois, where this dispute has taken a tragic turn

and the driver was punished for demanding justice from the suburban law enforcement.

A driver, Tareq Al Omari, has picked up his passenger from O'Hare airport to take him to a hotel in Schiller Park. As usual, the driver explained the fare and told the passenger that it will be whatever on the meter plus one half, and Tariq called the starter to confirm what he just told the costumer.

When they arrived at the hotel, the passenger refused to pay the fare which was agreed upon and required by law and by the city of Chicago's rules and regulations. In these situations, drivers have no choice but to call law enforcement to do justice and help collect the money which they worked hard for.

Tariq, did just that and called the local police in Schiller Park and explained his dispute with his customer to the two officers who came to his assistance. Tariq showed the officer the fare sheet in the back seat, and he told them that the fare was explained to the passenger by the starter at the airport and he agreed to pay whatever on the meter plus one half. Tariq pleaded for them to enforce the law, because if the customer will not pay, then it will be considered a theft of service which is punishable by law.

The officers refused to enforce the law by saying that they can not force the passenger to pay more money. Then the officers told the driver to leave the premises immediately.

Tariq was very disappointed about this outcome, so he collected himself and drove out of the parking lot. As soon as he got out of the lot, one of the officers stopped him and slapped him with two violations, one because the phone was in his hand, and the other for not using a seat belt.

Is this the kind of justice we are seeking in the suburbs when we serve their communities? If this is not an abuse of power and arrogance from the part of officers what is?

Finally, the City of Chicago needs to enforce its rules and regulations with suburbs the same way it loves to with the hardworking drivers. ■

ARE YOU A MEMBER YET?

In its eleven 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.

This is why you need to join YOUR TRANSPORTATION UNION the UTCC.

ARE YOU A MEMBER YET?

Uber sues New York City over cruising and licensing caps

City says the cap is 'not only legal, it will bring needed relief to congested streets and hardworking drivers

News From New York

REUTERS

Uber sued New York City on Friday, seeking to void a new rule limiting how much time its drivers can spend cruising streets in busy areas of Manhattan without passengers, saying it threatens to undermine the company's ride-sharing model.

"Extending the cap on the issuance of new (for-hire) vehicle licenses for at least the next year in tandem with the cap on cruising is not only legal, it will bring needed relief to congested streets and hardworking drivers," Stein said.

In a filing in New York state court in Manhattan, Uber also sought to void a rule banning the issuance of new licenses to for-hire vehicles through August 2020.



Uber, which is based in San Francisco, has drawn criticism from many cities that its vehicles increase congestion and take away business from taxi and other services.

Seth Stein, a spokesman for Mayor Bill de Blasio, defended the rulemaking by the city's Taxi and Limousine Commission, saying it would protect New Yorkers "against a company that seeks to put profit first."

In New York City, the value of "medallions," or licenses, needed to operate taxis has plunged in recent years as ride-sharing services such as Uber and Lyft gained popularity.

Uber is challenging the city's "cruising cap" rule that sets a 31% limit on how much time drivers of app-based vehicles may drive without passengers in Manhattan south of 96th Street — meaning they would have to have fares at least 69% of driving time.

New York's cruising rate was 41% in 2018. Under the new rule, the maximum would fall to 36% in February 2020 and 31% six months later.

"The rule would threaten the viability of the ride-sharing model as it currently exists, jeopardizing the benefits this model has created for riders and drivers," Uber said. It said that while it has "publicly and vocally supported" reducing congestion in Manhattan, the cruising cap was based on "flawed and arbitrary" economics.

Supporters say cruising and licensing caps could help ease traffic tie-ups and free up streets for cyclists, pedestrians and public transit.

The case is ZEHN-NY LLC et al v New York City Taxi and Limousine Commission et al, New York State Supreme Court, New York County. ■

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:

Thursday December 5th at 9 am
at Markham court house
16501 Kedzie Ave, Markham,
IL 60428



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Kim Foxx releases records in Jussie Smollett case, but Chicago cabdriver's family doesn't get same treatment

BY JOHN KASS

CHICAGO TRIBUNE

He wasn't a celebrity like Jussie Smollett. He didn't have important friends in politics or in Hollywood.

Anis Tungekar was a just a hard-working Chicago cabdriver, a Pakistani immigrant and proud American citizen. He liked strong, sweet coffee, but he wouldn't go to Starbucks because he thought it too expensive. He liked steak, but never went to a steakhouse. He didn't eat his lunch in restaurants. He didn't like spending on himself because he was a husband and father with bills.

All his money went to his family, to pay off the house, and get his sons into top private high schools, one to St. Ignatius and the other to Latin School, and then send them on to college. He drove his cab in the town where the politicians never stop talking about their love for immigrants in this city of immigrants.

"My father would never have a Starbucks because he thought it was a waste of money," his son Omar, a corporate communications executive in New York, told me the other day. "So, I bought him a caramel macchiato and he was thrilled. He loved it. And the next time I was coming home, I was going to take him to a steakhouse for a steak."

But they never did get that steak.

Because on Sept. 2, 2018, in broad daylight, in downtown Chicago, with witnesses present and a security video capturing it all, Anis Tungekar was killed. His family says it was murder. Tungekar never saw it coming. He was kicked in the back of the head by an Uber driver, a flying kick delivered by someone who must have trained long in the martial arts. The Uber driver was 6 feet tall, fit and 30 years old. Tungekar was 5-foot-6 and 64 years old. They'd had an argument about who cut off whom in traffic.

As Tungekar walked away, defenseless, the Uber driver ran at him, jumped, and kicked him in the head. Tungekar died in the hospital a couple of days later. With the help of good Samaritans, Chicago police quickly arrested a suspect, Fangqi Lu, and held him in custody. Police had the video. They had witnesses. Weeks before, Lu had allegedly attacked another man, a Lyft passenger. Lu didn't have a valid driver's license. Police figured he would flee the



Anis Tungekar died of blunt force trauma to the head after a fight in the first block of Jefferson Street on Sept. 2, 2018.

country if released. All they needed to hold him in custody and prevent him from rushing back to China was one thing: They needed Cook County State's Attorney Kim Foxx's office to press charges. But Foxx being Foxx, there were no charges. Lu disappeared and is believed to be in China. An arrest warrant for murder was issued by a judge in late December. "We have a video that tells part of the story," Foxx said about the case earlier in December, before the warrant was issued. "Are there witnesses, are there others who can add context before or after what we saw? And that's the process that we're in now." The process, the process, process, the process, the process. That's how politicians speak weasel.

Once, I wrote favorably about Foxx. But then came her Jussie Smollett fiasco, with Foxx inexplicably dropping 16 grand jury counts against the TV star for faking a racial/homophobic hate crime and blaming it on supporters of President Donald Trump.

Foxx had been in communication with influential Smollett friends, including one who worked in the Obama White House. Foxx said she'd recused herself from the case, though later her office said she'd only recused herself in "the colloquial sense."

You might say that in the colloquial sense, the word of Kim Foxx is not her bond.

Foxx released thousands of internal documents dealing with her office's deliberations in the Smollett

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Kim Foxx releases records in Jussie Smollett case, but Chicago cabdriver’s family doesn’t get same treatment

case. And that’s all Tungekar’s family wants now, equal consideration. They’ve filed a lawsuit and are asking for documents in the case. But they say they’re being stonewalled.



Thara Tungekar, widow of Pakistani taxi driver Anis Tungekar, who was fatally kicked by an Uber driver in the West Loop, reacts Nov. 28, 2018 as her two stepsons speak during a news conference at the law offices of WMK Law in Chicago. (Chris Walker/Chicago Tribune)

“I think it’s the height of hypocrisy that the state’s attorney office is willing to disclose 2,000 work product documents, emails and text messages in the Jussie Smollett case when politically expedient, but unwilling to disclose the same documents when their office is being scrutinized for failing to prosecute a murder caught on video in broad daylight in the Loop,” their attorney, Michael Gallagher, a former longtime assistant Cook County state’s attorney, told me Friday.

I’ve asked Foxx’s office for comment about other cases, including those of gangbangers charged with gun crimes being released on home confinement bond, only to be rearrested by police while driving around town. Her office doesn’t respond. So, Kim? You want to talk about this? You know where to reach me.

“It’s easy for people to forget about my dad because he didn’t have Jussie Smollett’s celebrity or connections. Who he was and how he was murdered doesn’t fit into a broader narrative about race, class or guns,” said Omar Tungekar. “But that doesn’t make what happened to him any less important. He still deserves justice.

“When the state’s attorney declines to prosecute a crime, we deserve to know if that decision is based on the law or politics,” Tungekar said. “The information my family is seeking will tell us how and why the state’s attorney refused to charge my father’s murderer and perhaps shed some light on how law and politics figure into the office’s approach to crimes that don’t make national headlines. That’s important, too, because plenty of people have been inadvertently caught in the crosshairs of the state’s attorney’s reforms.”

If only Anis Tungekar had those Jussie Smollett Hollywood and political connections. ■

Community News

Over one year ago, Anis Tungekar was kicked and killed by Uber driver near the train station in the city of Chicago, and the killer still at large in China.

On Monday, October 14th, 2019, a group of drivers have met with Donna More, a candidate for State Attorney this group of drivers included Mr. Karamjeet Singh, Bill Burns, Boualem along with several other drivers.

The goal of this meeting was to urge Ms. More to bring some measures of justice to the Tungekar family and work to extradite the killer from China to face justice here in the United States.

Let Your Voice Be 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: November 21 at 10:00am
December 19 at 10:00am

O’Hare International Airport

Location: Aviation Administrative Building,
10510 W. Zemke,
Chicago, IL 60666

Date: November 20, 2019 at 10:30
December 18, 2019 at 10:30

Lyft joins Uber in suing New York City over 'irrational' empty vehicle cap

BY EBONY BOWDEN

NEW YORK POST

Lyft is suing New York City — the ride-sharing app demanding a new “unreasonable and irrational” rule against app-based vehicles cruising while empty be tossed out, according to a new report.

The company filed the lawsuit against the city’s Taxi and Limousine Commission in Manhattan Supreme Court Friday — less than a month after competitor Uber also sued the city over the cap which is aimed at reducing congestion in Manhattan, Crains New York reported.

App-based vehicles currently drive empty 41% of the time they are on the road, according to the report.

Lyft claims that the new rule — which requires ride-sharing vehicles to reduce their cruising-empty time to 31% by Aug. — is “highly damaging” because it does not apply to taxis and

because officials did not reportedly look at whether it was achievable.

Lyft and Uber want to the rule, passed it August, to be vacated and annulled.

“Lyft supports comprehensive congestion pricing, which is the most effective way to reduce traffic,” a Lyft spokeswoman said in a statement.

“But the TLC’s rushed, arbitrary approach would be a significant step backwards for transportation in New York City, which for years has suffered from an inefficient taxi medallion system created by the TLC,” she said.

“This rule is not a serious attempt to address congestion, and would hurt riders and drivers in New York.” ■

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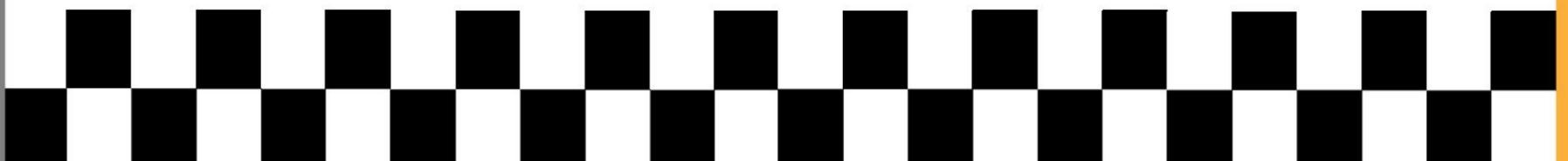
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‘We Were Wiped Out’: New Yorkers Preyed on Chicago Cabbies

BY BRIAN M. ROSENTHAL

THE NEW YORK TIMES

The fall of 2006, Chicago held an auction to sell taxi medallions, the permits that let people own and operate cabs. Hundreds of bids poured in, including some offering to pay much more than expected. The city raised millions of dollars. Officials declared the sale a success.

But there was something strange about the auction: None of the winning bidders lived in Chicago.

Almost all of them lived hundreds of miles away, in New York.

Over the next decade, New York taxi industry leaders — fleet owners, brokers and financiers — steadily seized control of Chicago’s medallion market and squeezed it for huge profits. Using tactics honed in New York, they made millions of dollars, but they ultimately helped to leave the industry in tatters and the lives of immigrant drivers on the edge of ruin.

New Yorkers used a similar playbook in several cities across the United States: They inflated medallion prices, provided high-risk loans to buyers and collected interest and fees before the bubbles burst and the markets collapsed. Medallion prices rose sevenfold in some places, soaring to \$700,000 in Boston, \$550,000 in Philadelphia, \$400,000 in Miami and \$250,000 in San Francisco.

[Read more at nytimes.com](https://www.nytimes.com)

Convention Schedule

Convention	Venues	Start Date	End Date	Attendance
NFDA 2019 Annual Convention	McCormick Place North	10/28/2019	10/30/2019	6500
105th Annual Meeting	Lakeside Center at McCormick Place	11/2/2019	11/5/2019	5200
SAAAPM Annual Meeting 2019	Swissotel Chicago	11/8/2019	11/9/2019	575
FABTECH	Lakeside Center at McCormick Place, McCormick Place North, McCormick Place South	11/11/2019	11/14/2019	35457
IASB-IASA-IASBO 2019 Joint Annual Conference	Hyatt Regency Chicago	11/21/2019	11/23/2019	12062
RSNA 2019 Annual Meeting	Lakeside Center at McCormick Place, McCormick Place North, McCormick	12/1/2019	12/6/2019	55000
CIMUN 2019 MUNDO December	Hilton Chicago	12/5/2019	12/7/2019	1500
Illinois Agricultural Association Annual Convention	Palmer House Hilton	12/5/2019	12/10/2019	1800
MAS 2019 Annual National Convention	McCormick Place North, McCormick Place South	12/27/2019	12/29/2019	12000
Mid Winter Meeting 2020	The Westin Hotel O'Hare	1/15/2020	1/23/2020	1000

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19 Sketchy Facts About Lyft

BY CORY BARCLAY

Thethings.com

Here are 19 sketchy facts about Lyft.

SUED BY NEW YORK CITY TO STAY OUT

You know you have some sketchy practices when an entire city vetoes you out of their town. New York City did just that, and it makes sense why: the taxi industry there is huge (and it's run by pretty unscrupulous people).

In 2014, the Taxi and Limousine Commission threatened to impound Lyft's cars based on the start-up offering "unauthorized service." The Department of Financial Services issued a cease and desist order against Lyft for "acting in bad faith."

LYFT AND UBER TO PENETRATE THE "TOTAL



ADDRESSABLE MARKET" (GLOBAL ECONOMIC ACTIVITY)

One scary idea that has a tinge of "Skynet" to it is Uber CEO Dara Khosrowshahi's abstract talks about penetrating the "total addressable market," which Lyft is trying to do, too.

Uber and Lyft want to capture 15% of all global economic activity, including food delivery, personal mobility, and freight shipping, which would put a LOT of people out of business and on hard times. It might excite investors, but it's going to come at a huge cost to the rest of us.

HALF OF A LYFT DRIVER'S TIME IS SPENT "DEADHEADING"

About 50% of a Lyft driver's time on the road is spent with passengers and another 50% is spent without. Many Lyft drivers use more mileage without passengers than they do with them—this is a practice known as "deadheading."

Estimates of total deadheading vary from 30% to 60%, and Lyft's policies make this worse—they encourage drivers to constantly circle to decrease wait times for potential users, which only adds to traffic.

LYFT HOARDS THEIR DATA

Much of what we know about Lyft is through independent studies. The company makes it difficult to study the social impacts of their apps, because they guard their data like it's gold. It also enables Lyft to call out each and every study that casts a negative light, calling them "deeply flawed" and untrue. But there are certain facts



backed up by empirical data that is hard to argue against—though that doesn't stop Lyft from arguing anyway.

PARTNERED WITH GM FOR AUTONOMOUS VEHICLES ON-DEMAND

General Motors is one of Lyft's major partners, and execs at Lyft explained that they will "work with GM to build a network of on-demand autonomous vehicles that will make getting around more affordable, accessible, and enjoyable." That means less employees and contractors working for Lyft.

Yet there are still questions: will it be safe? Do people even want autonomous vehicles as much as the media would have us believe?

CITIES WITH LYFT HAVE OVERALL DRIVING INCREASES

Contrary to popular belief, cities that have Lyft and Uber services have driving increases, rather than decreases (as the companies would like you to believe). A series of recent studies underlined the negative effects of rideshare companies, with one of the biggest detractors being that driving has increased about 3% when Lyft and Uber is involved, rather than cities without.

The app-based taxis have added 5.7 billion driving miles to nine major cities across the US—in Seattle, for instance, they're providing 90,000 rides a day, which is more than the light rail system.

LYFT INCREASES CAR OWNERSHIP IN CITIES

You might think that more Lyft drivers mean less driving overall, but you'd be wrong. Studies have shown that

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19 Sketchy Facts About Lyft Continued

most people who drive are driving anyway, whereas Lyft is mostly replacing biking, walking, and transit.

A survey from a couple years ago found that 42% of riders would have taken transit if Lyft or Uber wasn't available, 12% would have biked or walked, and 5% would have avoided the trip altogether. Lyft isn't competitive

but Lyft and apps like it are hurting transit growth. In San Francisco, for instance, bus ridership decreased by 12% since 2010. Each year that the service is offered, the negative effect on transit only grows. Every person lured from a bus, train, or subway to a Lyft car adds congestion to the streets and emissions into the air. Seattle is investing \$50 billion in light rail to combat rideshare apps.

LYFT LOST ALMOST \$1 BILLION LAST YEAR



with car ownership.

DRUNK DRIVING FATALITIES IS ESSENTIALLY UNCHANGED

Even though Lyft argues against this, statistics have shown that drunk driving fatalities is essentially unchanged since the introduction of Uber and Lyft. The companies like to take credit for lower DUI levels in recent years, but what they don't mention is that those trends were already beginning to decline before the apps were even available.

DRIVERS ARE SUBSIDIZED TO STAY ON THE ROAD (EVEN WHEN USE IS LOW)

One of the reasons Lyft dramatically increases congestion is because drivers spend 40 to 60 percent of their time deadheading and riding around in circles. As Streetsblog reported, "Rideshare companies often subsidize drivers to stay on the road even when utilization is low, to ensure that supply is quickly available." Many of these drivers are inexperienced in the areas they operate in, which creates a whole new slew of problems, too.

THE COMPANY HAS POLITICAL SUPPORT AGAINST TRANSIT

Mostly well-to-do people use Lyft and Uber, and those wealthy people often have more political influence than normal transit goers. For instance, every time someone hops in a Lyft because the bus or train is late, that degrades the usage and political support for mass transit.

Cities have tried to partner with the ridesharing apps—if you can't beat 'em, join 'em—such as Denver partnering with Uber to win back riders. Right-wing politicians have argued that Uber and Lyft made transit investment unnecessary.

LYFT IS HURTING TRANSIT GROWTH

Not only does mass transit need to beef up their game,



Despite their stocks being relatively good, Lyft lost nearly \$1 billion last year, and Uber lost \$5 billion. The companies are relatively new, so this isn't groundbreaking, but it shows a bad trend.

Lyft is still profitable, of course, but as a whole the two companies have posted huge growth and scarce profits in the meantime. It's a bit complicated to explain the cost structure of the company compared to its gross profit, but these aren't good numbers.

LYFT INCREASES TRAFFIC FATALITIES

A study by the University of Chicago has found that Lyft and Uber have increased traffic fatalities by an astounding 1,100, because the Lyft and Uber drivers have basically zero safety training.

To make matters worse, cities like Toronto have eliminated safety training requirements for taxi drivers in an attempt to "level the playing field," which is just bad for everyone.

DRAMATICALLY INCREASES TRAFFIC CONGESTION

This is a no-brainer, but it's a terrible trend. Cities need to combat the overwhelming abundance of Lyft and Uber drivers on their streets. Research shows that the rate of rideshare and taxi ridership has increased exponentially since 1990.

Lyft and Uber adds 5.7 billion vehicle miles annually, just in the primary densest cities in America. Add in deadheading and substituting Lyft for buses and trains, and it more than doubles the vehicle mileage that the same set of trips would have generated if rideshare apps weren't available. ■

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