

DON'T BE FOOLED! CTA FARES MAY STILL GO UP!

THE FACTS:

- The CTA says it has a \$55 million budget deficit, but the Illinois Legislature only approved \$54 million for mass transit--of which the CTA will likely only get \$47 million. The rest will go to Pace, the suburban bus agency.
- The Legislature has given the CTA a green light to raise fares. According to State Rep. Julie Hamos, state legislators "won't be angry" if the CTA raises fares. "We will be angry if [CTA] goes ahead with service cuts."
- The CTA will face about a \$100 million budget deficit in 2006, which may mean massive service cuts next year, the Chicago Sun Times reports.
- The CTA cares more about tourists and big business than the working class people who are the backbone of CTA riders. The agency is planning two new projects:
 - **a \$2 billion train to circle downtown.
 - **"Block 37," a \$213 million downtown super station where people can check their bags and take express trains to Midway or O'Hare airports.

Whether it happens now or in a few months, CTA fares will likely go up and services will be cut unless we fight back.

What you can do to help:

- Call, fax or e-mail CTA President Frank Kruesi and Board President Carole Brown. Tell them no fare hikes or service cuts now or ever: (312)664-7200 (phone), (312)681-5035 (fax), <http://ctachair.blog>, ctaboard@transitchicago.com
- For more information, or to get involved contact the Committee Against Fare Hikes, call (773) 250-7060 or e-mail noctacuts@yahoo.com

THEY AREN'T JUST ATTACKING TRANSIT

THE CTA

The Chicago Transit Authority has been complaining about their budget problems for a long time now. They keep raising the fares, and have been threatening massive service cuts and layoffs for almost a year now. But at the same time that they don't have the money for service and to keep the fare down, they are spending lots of money on other things. They recently bought a new headquarters on Lake Street that cost them over \$100 million. The CTA and the City are in the early stages of building a whole new "L" line in a circle around downtown that will cost \$2 billion. They are also building a huge superstation downtown that will have express trains running directly to O'Hare and Midway airports. This is not a plain and simple issue of the CTA not having enough money. The



*CTA President Frank Kruesi &
Chicago Transit Board Chair, Carol Brown*

problem is that they spend their money on making things nice and convenient for tourists and businessmen, while at the same time cutting back and making more expensive the service that we depend on.



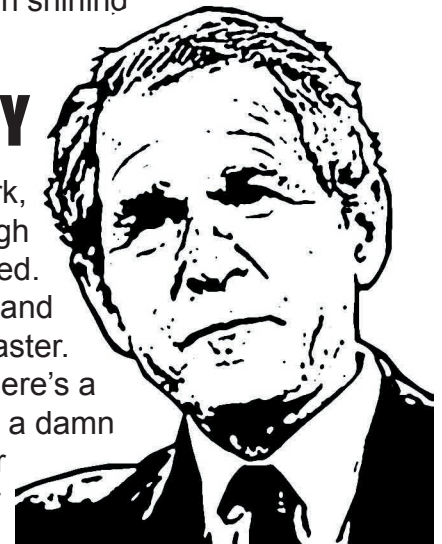
Chicago Mayor Richard M. Daley

THE CITY

But this isn't just an issue of the CTA not having enough money. Frank Kruesi and Mayor Daley are old college roommates, yet the City gives only \$3 million a year to keep the CTA running (as opposed to smaller cities like Boston which gives \$65 million and San Francisco which gives \$94 million). Instead, Daley prefers to spend City money on cleaning up graffiti, on security cameras and on shining up expensive sculptures.

THE COUNTRY

It's not just in Chicago that our daily commute is under attack. In New York, Boston, Indianapolis, Atlanta, San Francisco, Philadelphia and Pittsburgh and many other cities, service is being cut and fares are being increased. In many of these cities, new service is also being built that lets tourists and businessmen get from the airport to downtown to the shopping districts faster. The point is not that these priorities are messed up at the local level. There's a whole web of agencies, bureaucracies and governments that don't give a damn about working people. Think of what all the money spent on the Iraq War could do for transit funding. The point is that we have to stand together and fight them, or things will only get worse.



George W. Bush

THEY'RE ATTACKING US!