

**FOR IMMEDIATE RELEASE:** January 11, 2007

**MOORE, MUNOZ CALL FOR HEARINGS  
ON CTA SERVICE BREAKDOWNS  
*Allege "Gross Incompetence" In Managing System***

Asserting that the CTA has "assumed the aura of a third-world transit system," Ald. Joe Moore (49<sup>th</sup> Ward) and Ald. Ricardo Munoz (22<sup>nd</sup> Ward), today called for City Council hearings into the growing number of derailments, mechanical breakdowns and service interruptions besetting the CTA.

"In the last six months, residents in my community and communities across the city have experienced a precipitous decline in the quality, safety and reliability of both train and bus service on the CTA," said Moore. "Derailments and mechanical breakdowns are becoming the norm for most CTA riders. And the impending track closures to accommodate the widening of the Belmont and Fullerton "L" platforms will only exacerbate an already intolerable situation," Moore added.

In July, a CTA derailment in a Blue Line tunnel injured 150 passengers, and in November hundreds of Red Line passengers evacuated trains stuck in a subway after equipment problems on a northbound train caused the power to be cut. Those incidents garnered the most press attention, but mechanical breakdowns and service interruptions are almost a daily occurrence on the CTA, according to Moore and Munoz.

Moore says residents in his transit-reliant ward are calling his office on nearly a daily basis complaining about the precipitous decline in service. "Rapid transit, it ain't," said Moore. "My constituents are complaining they have to wake up and get on the train an hour earlier now just to make sure they arrive for work on time," Moore said.

Press reports late last year indicated that CTA trains experienced significant increases in the number of "slow zones" on almost every train line in recent months, with 35% of the Red Line route and over 23% of the Blue and Purple Line routes falling within a slow zone.

"These ongoing service delays routinely inconvenience thousands of Chicago transit passengers and cost our local economy millions of dollars in lost wages and productivity," said Munoz.

Both Moore and Munoz complained that neighborhood transit stations are often neglected at the expense of big downtown "mega projects," such as the Block 37 Super Station project and the proposed Circle Line.

"I have crumbling stations reeking of urine, while the CTA is spending over \$385 million dollars in financing costs alone for the Super Station and other mega projects," complained Moore.

According to Moore, cutbacks in federal and state funding explain only part of the problem. "What we're seeing from CTA managers is nothing short of gross incompetence," said Moore.

Moore and Munoz plan to introduce a resolution for hearings at today's City Council meeting, and hope to have a hearing date set for later this month.

-###-