

Education

From the blog

Browne: We're all in this together

Pitula: Little Village, now a suburb of Cicero

Ald. Tunney: East-west buses crucial for Blue Line connections

Smith: CTA's \$3 million a year for "canine security:" Is this being measured for efficacy?

Ald. Allen: I'd welcome a taxi strike; it would wake us all up

See more and comment at re4m.org/blog/tr

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Chicago NCLB attendees summarize

LITTLE VILLAGE

Mike Pitula, editor

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The No Child Left Behind conference at the Hyatt ended Tuesday and we provide here a brief roundup of attendee viewpoints, as well as links to further viewpoints online.

Lorem ipsum dolor sit amet. This is dummy text. The name Kruesi has not been mentioned in some time, but we must always keep in mind the name of the mayor's close friend and the fact that effectively the mayor has had control both of the directorship and the executive management of the CTA for the last two decades.

And we must remember how this mayor spends more public money on his own public relations payroll than he does on transit. When the CTA began truly crumbling financially, it is the mayor and his PR people who engineered the "doomsday" cycle, sending us and the media scampering year after year to blame our legislators, and to take attention away from the mayor.

Daley also knows that while the rest of the state is rushing to his "doomsday" command, he needs to appear distracted, to pretend to be doing something equally important, to give the public the impression that this crisis has nothing to do with his organization's mismanagement.

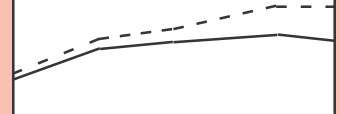
A positive activity for the admin-

istration, in media terms at least, is to cloak itself in the mantle of the Olympics — and perhaps even to work for transit improvements from that direction, as we saw Daley attempt in a congressional hearing late last year. And while riders and legislators scramble to carry Daley's "doomsday" message to Springfield, we ourselves are distracted from attending to the Olympics. The plan for the Olympics has had virtually no public input, as local community advocates and aldermen are now learning.

Mayor Daley not only has control over the CTA, he also still has the primary power over all other departments, over his City Council, and over his budget. He can move tens of millions from one department to another, but he will not make cuts in.

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Charter school funding overhead



OPINION

Charters working? **Dummy text. Chicagoans have finally broken out of the grip of another CTA "Doomsday."** Legislators passed a bill that will allow us to board buses and trains we wish had never been threatened. We are thankful for the progress, but at the same time we recognize that the transit crisis in Chicago runs far deeper than what is indicated by this band-aid bailout. It is time to turn our attention to these issues and take action toward long-term solutions.

Transit riders want *improved* service. Yet the state bill only provides funding to *maintain* a system fraught with problems. Recent cuts and fare increases for cash-paying riders remain in effect, the entire system remains in desperate need of repair, and Chicago streets remain mired in poor planning and congestion. Metra fares will still increase by 10 percent this year, CONTINUED ON BACK