

# シカゴ公共交通公社 (RTA) 2008年予算案 および資本改善事業戦略の総説

埴 武 郎

## Review of Regional Transportation Authority Proposed 2008 Budget and the Capital Improvement Strategies

HANAWA, Takeo †

RTA Sales Tax, Public Transportation Funds (PTF), Capital Improvement Project (CIP),  
rolling stock, track and structure

### 1. Introduction

The Regional Transportation Authority (RTA), which was created as the local government by the Illinois State Legislature (the RTA Act enacted in 1974) so as to operate the urban mass transit system throughout northeastern Illinois, provides funding, planning and fiscal oversight for the bus and rail operations. The Act prescribes the RTA as the primary public body to secure funds for public transportation system. The RTA as local public agency, has been authorized to impose taxes in the RTA region, issue debt, and been responsible for the allocation of federal, state, and local funds to meet the operating and capital needs of public transportation.

The RTA has three independent Service Boards, the Chicago Transit Authority (CTA), Metra (commuter rail) and Pace (suburban bus). Each has operational responsibility for the transit operations of bus or rail services within one-city and six-county region and are governed by their own boards of directors. The CTA provides bus and rapid transit rail within the boundary of the City of Chicago and neighboring suburbs. Metra provides commuter rail throughout the six-county region, and Pace provides bus service in the suburbs and from the suburbs to the City of Chicago, also Pace is responsible for all ADA paratransit services including the vanpool programs for lower income workers in the region. The RTA consolidates each board's annual budget and two-year financial plan and a five-year capital program.

This paper reviews the RTA's FY 2008 proposed operational and capital budget, focusing on the capital budget based on the RTA's Capital Improvement Projects (CIP) and discusses the CTA's details and strategies as a case study.

### 2. RTA 2008 Budget and Estimated Funds

A consolidated statement of revenues and expenditures of RTA from 2006 through 2010 is showed in Table-1. As identified in Table-1, total revenues are estimated to grow from \$1,154.9million in 2006 to \$1,238.2 million in 2010. The following two revenue sources; "Sales Tax" and "Pub-

---

† This paper is a part of academic achievements by the Kajima Foundation awarded in 2007 and 2008, which was also made with a great cooperation of Dr. Hiroshi Shibuya, Professor of University of Tokyo.

lic Transportation Funds (PTF) ” are the basic operational revenue sources of the RTA, accounts for 81% of the total operational revenues.

Table-1 RTA Statement of Revenues and Expenditures (dollars in thousands)

	FY2006 Actual	FY2007 Estimate	FY2008 Budget	FY2009 Plan	FY2010 Plan
<b>System-Generated Revenues</b>					
Sales Tax	746, 829	745, 937	766, 077	786, 761	808, 004
Public Transportation Fund	186, 136	186, 484	191, 519	196, 690	202, 001
State Financial Assistance	112, 743	115, 836	116, 477	119, 292	119, 983
Reduced Fare Reimbursement	37, 327	36, 800	36, 800	36, 275	36, 275
Other Revenue	17, 616	17, 500	17, 500	17, 500	17, 700
Additional Funding for ADA Paratransit	54, 252	54, 252	54, 252	54, 252	54, 252
<b>Total Revenue</b>	<b>1, 154, 903</b>	<b>1, 156, 809</b>	<b>1, 182, 625</b>	<b>1, 210, 770</b>	<b>1, 238, 215</b>
<b>Operating Expenditures</b>					
RTA Operations Funding to Service Boards	797, 239	815, 915	820, 521	832, 384	845, 753
RTA Discretionary Funds for ADA Paratransit	—	19, 758	11, 670	31, 576	40, 101
Additional State Funding-RTA Discretionary	54, 252	54, 252	54, 252	54, 252	54, 252
Reduced Fare Reimbursement/Sales Tax Interest	39, 124	37, 700	37, 700	37, 175	37, 175
Agency Administration, Regional Services & Regional Programs	32, 542	27, 770	29, 952	31, 852	33, 845
<b>Total Operating Expenditures</b>	<b>923, 157</b>	<b>955, 395</b>	<b>954, 095</b>	<b>987, 239</b>	<b>1, 011, 126</b>
<b>Debt Service &amp; Capital Expenditures</b>					
Principal and Interest	196, 113	181, 921	184, 318	186, 928	190, 817
Regional Technology and Agency Capital	7, 270	3, 974	1, 900	1, 900	1, 900
Transfer Capital	21, 507	23, 802	20, 353	20, 353	20, 353
<b>Total Debt Service and Capital Expenditures</b>	<b>224, 890</b>	<b>209, 697</b>	<b>206, 571</b>	<b>209, 181</b>	<b>213, 070</b>
<b>Total Expenditures</b>	<b>1, 148, 047</b>	<b>1, 165, 092</b>	<b>1, 160, 666</b>	<b>1, 196, 420</b>	<b>1, 224, 196</b>

Source : RTA (2008), p.6, Exhibit 1-3.

### (1) Sales Tax

RTA Sales Tax is the primary source of revenue for the RTA. The tax is authorized by Illinois statute, imposed by the RTA in the six-county region of northeastern Illinois and collected by the State. Sales tax is projected to increase from \$746.8 million in 2006 to \$808 million in 2010, a compound growth rate of 2.0 percent. The sales tax is the equivalent of 1 percent on sales in Cook County and 0.25 percent on sales in Du Page, Kane, Lake, McHenry and Will counties. The 1 percent sales tax in Cook County is comprised of 1.0percent on food and drugs and 0.75 percent from all other sales, with the State then providing a replacement” amount to the RTA equivalent to 0.25 percent of all other sales. The RTA retains 15 percent of the total sales tax and distributes the remaining 85 percent to the Service Boards according to the formula specified in the RTA Act.

### (2) Public Transportation Funds (PTF)

State Public Transportation Funds (PTF) are funded by a formula tied to sales tax results and are, therefore, projected to increase at the same growth rate as the sales tax. For every four dollars that is collected in sales tax, the RTA receives an additional dollar in PTF. Estimated receipts in the 2008 budget are \$191.5 million.

### (3) State Financial Assistance

State Financial Assistance as a major state source is state money to reimburse the debt service

expenditures for RTA Strategic Capital Improvement Program (SCIP) bonds. Subject to the appropriation of funds by the state, the RTA will continue to be eligible to receive State Financial Assistance payments. Budgeted receipts for 2008 are \$116.5 million.

### **3. Capital Budget Overview**

First, the RTA Act requires that the capital expenditures of the CTA, Metra, and Pace be subjected to continuing review so that the RTA may expend funds available to the region with maximum efficiency. The RTA Board has to adopt a five-year capital program every year, also the RTA's five-year capital program describes the budget by fiscal year and category. Usually public hearings are held in each county in the northeastern Illinois region so as to inform the public and government officials of the Authority's capital development plans. The RTA emphasizes the fiscal needs to preserve and enhance the RTA system's valuable infrastructure. That includes bringing the system's \$31.3 billion in the RTA assets to good condition and extending or expanding service, if the transit demand is justified and funding available. This translates into a need of approximately \$1 billion per year just to secure the existing system. In 2005, Congress passed a reauthorization of federal funding for transportation projects. Although this legislation provided an increase around previous funding levels, it will leave the substantial shortfall of funds.

Emerging funding needs for capital improvements or rehabilitation exceeding expected resources, the RTA and the Service Boards must pursue additional funding opportunities to enhance the economic roles of the RTA system. It might be critical that the RTA allocate the capital resources with long-range plans and short-range needs.

#### **3-1 Capital Program Marks Issues of FY 2008-2012**

Continued financial support for public transportation is vital to the northeastern Illinois area's economic conditions. The region's current transit needs, which have been based upon bringing the entire system to a state of good repair, continue to keep projected funding levels.

For the 2008 budget, RTA board faces a large operating and capital shortfall, for there has not been any new state capital funding for transit since Illinois FIRST, and for operating funding has not kept pace with 21st century demand. The \$31.3 billion asset of trains, buses, vans, tracks belongs to all of the taxpayers of Northeastern Illinois. RTA is facing a crossroad where local people have to decide whether they are going to invest in this asset or shrink it.

#### **3-2 Source of Funds**

The funding sources for the RTA capital program include the U. S. Department of Transportation's Federal Transit Administration (FTA), the Illinois Department of Transportation (IDOT), the RTA, and the Service Boards. The total estimated new capital funds available for 2008 are projected at \$853.6 million. After deduction of \$83.3 million to provide for the CTA's repayment of principal and interest on borrowed funds, \$2.5 million for ADA Paratransit expenses and adding \$10 million of de-obligated CTA funds, \$777.9 million is available for capital projects. The final federal appropriations for 2008 have not been determined. Once this amount has been established, the capital program will be adjusted to reflect the available funding.

The RTA adopted preliminary capital funding marks On the September 14,2007. Since then, the

RTA received proposals for funds operated by each Service Board. When the RTA adopts the own budget on December 14,2007, these budgeting marks will be revised to update some federal and local sources based on the newest data and information from the Service Boards and the RTA (See Table-2). Of the estimated \$777.9 million of de-obligated sources for 2008, federal funding accounts for \$367.5 million (47%), IDOT funds account for \$80 million (10%), RTA funds account for \$20.3million (3%), CTA financing funds account for \$300 million (39%), and de-obligated funds account for \$10million (1%) (See Table-3).

Table-2 RTA FY2008-2012 Capital Program Marks (dollars in millions)

	CTA	Metra	Pace	Total
FTA Capital Grants	1,347	778	196	2,321
RTA Discretionary & Transfer Capital	102	—	—	102
IDOT	232	136	32	400
CTA Financing	300	—	—	300
Total New Service Board Capital Funding	1,981	914	228	3,123
De-obligations	10	—	—	10
CTA Principal and Interest	-538	—	—	-538
Regional ADA Paratransit	—	-20	—	-20
<b>Total Service Board Available</b>	<b>1,453</b>	<b>894</b>	<b>228</b>	<b>2,575</b>

Source : RTA (2008), p.25, Exhibit 3-2.

Table-3 Capital Funding in 2008 (dollars in thousands)

	CTA	Metra	Pace	Total
FTA Capital Grants	272,500	141,298	39,497	453,295
IDOT Grants	46,400	27,200	6,400	80,000
RTA Discretionary & Transfer Capital	20,353	—	—	20,353
CTA Financing	300,000	—	—	300,000
Total New Service Board Capital Funding	639,253	168,498	45,897	853,648
De-obligations	10,000	—	—	10,000
Regional ADA Paratransit	—	-2,479	—	-2,479
CTA Principal and Interest	-83,296	—	—	-83,296
Total Service Board Available	565,957	166,019	45,897	777,873

Source : RTA (2008), p.26, Exhibit 3-3.

(1) Federal

The RTA receives federal funds authorized under federal sections 5307, 5340 and 5309 of the *Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (The Federal Act)*. The Federal Act provides funding for federal surface transportation programs, including transit through federal fiscal year 2009. For planning purposes, the RTA preliminary marks assume the continued availability of federal funds in 2010 through 2012. At the time of this writing, The Congress has not completed action on any of the federal agency funding bills. Certain

federal funding programs are allocated to urbanized areas based on legislatively defined formulas.

The RTA receives federal funds of Section 5307 Urbanized Area Formula funds and federal Section 5309 (m) (2) (B) Fixed Guideway Modernization funds in this fashion. The Federal Act included a new program, federal Section 5340 Growing and High Density States, also distributed by formula which will provide funds to Chicago metropolitan area. Additionally, other federal funds are available to the region on a competitive basis. The RTA estimates annual funding levels based on staff analysis of national funding levels, past performance, project readiness and existing legislative or contractual commitments. The federal Section 5309 (m) (2) (A) New Start and Section 5309 (m) (2) (C) Bus and Bus Facility capital funding are of ten earmarked in federal legislation.

The RTA 2008-2012 federal Section 5309 (m) (2) (A) New Starts funding marks includes monies to complete one CTA project currently underway as earmarked in the Federal Act. The RTA marks includes federal 2008 Section 5309 New Start funding of \$40 million for CTA's Ravenswood lines; and \$29.4 million for the completion of the CTA's Ravenswood project in 2009. In addition, Pace was awarded \$280,000 in Section 5339 funds for an Alternative Analysis study for their Cermak Road Arterial Rapid Transit project. It is expected that the Federal New Starts monies for system expansion will be available in 2008-2011. However, without matching funds, the region will not be able to access these funds. Therefore, no new New Start funding is being programmed in 2009-2012.

Also, flexible funds are another source of federal funding for the RTA 2008-2012 capital program.

Flexible funds may be used either for transit or highway purposes. This provision was first included in the *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*. And flexible funds include Federal Highway Administration (FHWA) Surface Transportation Program funds and Congestion Mitigation and Air Quality improvement program. The federal flexible funds, such those funds, are provided by the Service Boards through a competitive process and market.

## (2) RTA

In 1999, the *RTA Act* was amended as part of *Illinois FIRST* legislation. The legislation increased the RTA borrowing authority by \$1.6 billion for capital infrastructure improvements. This amount included \$1.3 billion in authorization for Strategic Capital Improvement Program (SCIP) bonds. The State of Illinois reimburses the RTA for the principal and interest expense on these bonds. The remaining \$300 million represented RTA bonds for which the RTA does not receive State reimbursement. All of these funds (SCIP and RTA bonds) have been programmed to the Service Boards since 2004. Also, since the RTA bond authorization represents a cap on outstanding bonds, additional bonds can be programmed when existing bonds are retired.

The RTA's Five-Year Capital Marks contain no additional SCIP or RTA Bond funds since there has been no legislation passed to extend the RTA's bond programs. Note that any additional bonding authority would require State legislation, as well as a funding source to pay debt service on any additional bonds that were authorized to be issued. In 1995, the RTA began funding a new Transfer Capital (TC) program that utilizes funds available for operations to be used for capital investments. The 2008-2012 Capital Program includes \$102 million for the CTA from Transfer Capital funds. The RTA discretionary funds are yet another source of capital funding. Discretionary funds, which are the portion of the 15 percent of the RTA

Sales Tax receipts that remain after funding RTA Agency operations, can be used to match fed-

eral funds or to fully fund Service Board projects. In the past, the RTA has used these discretionary funds to address the backlog of unfunded capital needs. In the last few years, due to limited RTA Sales Tax receipts, the RTA deferred an allocation of any discretionary funds to the Service Boards for capital projects.

**(3) State**

State funds have been allocated to the Service Boards by IDOT on a discretionary basis, also been used primarily for federal matching purposes to ensure that sufficient local funds are made available for critical transit projects in the region. The Illinois State has historically provided capital supports for public transportation system in Chicago metropolitan area. However, no State capital program has been adopted since 1999. Therefore, the marks assume only that the State will provide sufficient funds to match federal formula funding money. Without an adequate State capital program, the transit system will have insufficient funds to maintain or expand the transit system.

**(4) Service Boards**

Funding money for this category includes each Service Board's own funds, local community, other non-traditional funding from state and federal agencies, which is based on information supplied by the Service Boards. Originally the Service Boards have often transferred monies from current revenues or fund balances to the Capital Programs expenditures. Until additional operation funding is available, it will be difficult for such money transfers to be done. By this situation, no Service Board transfers from operations are allocated at this budget plan.

**(5) CTA Financing**

The CTA is proposing to borrow funds of \$300 million in 2008. The funds would enable the emphasis of rail car and bus purchases, construction of the Howard and Washington Intermodal stations, repair or upgrade of the Blue Line and Loop Elevated signals, and the repair of track and structure by the CTA. The CTA will finance all of needy funds and pay for all borrowings from their federal Section 5307 formula funds and federal Section 5309 Fixed Guideway Modernization funds.

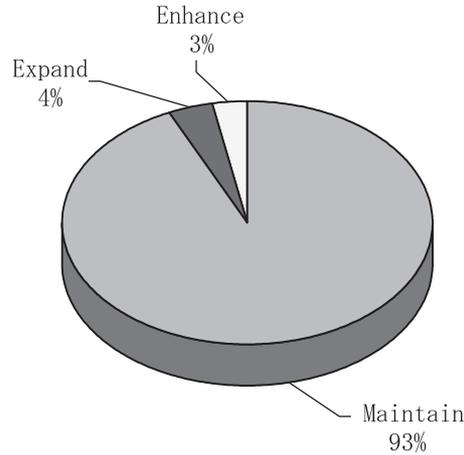
**3-3 Use of Funds**

The RTA capital program increased dramatically in 2000 primarily as a result of the increased funding included in the Illinois FIRST program. The 1999 program totaled \$552.7 million. The average funding level from 2000 through the 2004 program was \$918.8 million, that is, a 60 percent increase. The CTA, Metra and Pace have responded by increasing each project implementation performance. An average of \$418 million was obligated annually by the Service Boards from 1995 to 1999. From 2000 to 2007 (projected), the Service Boards have awarded an annual average of \$797 million in contracts. Project spending has also increased substantially, from an average of \$420 million per year from 1995 through 1999 to \$784 million from 2000 to 2007.

The emphasis of the 2008 capital program is to continue efforts to bring the system's whole assets to a good state through the repairs. 93% of the RTA capital program is to maintain and preserve the existing assets (See Table-4). When replacing worn out items, it is imperative to make

use of modern technologies that result in improved functionalities of equipment, facilities and rolling stock. Also, a balanced capital program is responsive to customer needs and shifting markets by including investment in system expansion. Though the current funding level does not satisfy all of needs, an appropriate capital investment activity is achieved.

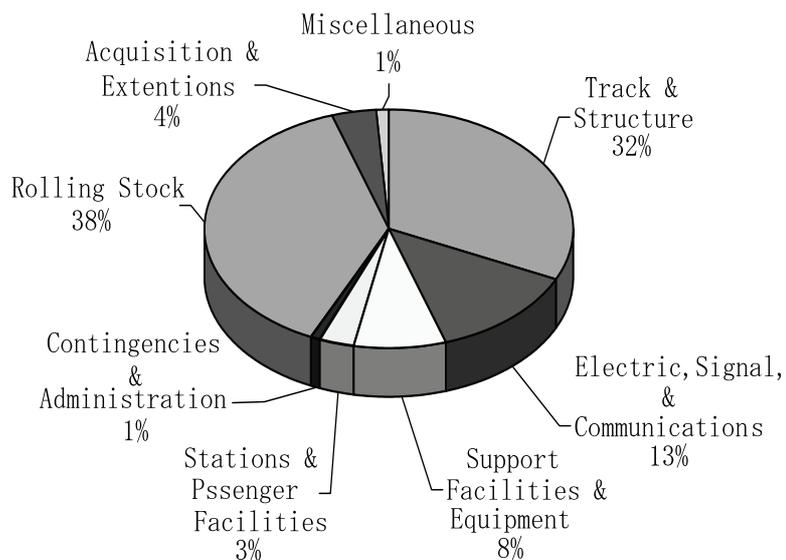
Table-4 RTA FY2008-2012 Capital Program by Classifications



Source : RTA (2008), p.29, Exhibit 3-7.

Investments in the capital program can also be broken down by various asset categories. Table-5 shows that \$971 million or 38 percent of the program is spent on rolling stock and \$75 million or 3 percent for station and passenger facilities which are considered to have the greatest direct impact on transit users. Substantial investment in other infrastructure is also critical to maintaining safe, reliable transportation services.

Table-5 RTA Five-Year (2008-2012) Assets by Category



Source : RTA (2008), p.29, Exhibit 3-8.

#### 4. A Case Study ; Discussion for CTA Capital Program and Strategies

The proposed projects in the CTA's portion of the 2008-2012 capital program total \$1.5 billion. The CTA's portion of the capital program continues the rehabilitation and replacement of their capital assets. The percentage for the general categories of capital improvements of the total program are : rolling stock at 40%, track and structure (including acquisitions and extensions) at 42%, electric, signal and communications at 10 percent, support facilities and equipment at 4 percent, and stations and passenger facilities and miscellaneous at 4 percent.

##### 4-1 Rolling Stock

The portion of the CTA 2008-2012 capital program amounts \$213.6 million in the bus rolling stock category. The CTA's bus fleet consists of 2,175 vehicles totally. The CTA's portion of the 2008-2012 capital program contains \$140.3 million for replacement of overage buses. These buses will have reached the industry standard retirement age of 12 years by the end of the five-year program. Continued operation of these buses imposes unnecessarily high maintenance and operating costs and reduces service reliability for the CTA's customers.

All new buses will be air conditioned, low-floor and fully accessible to persons with disabilities. In 2008, bus purchases totaling \$105.3 million are planned to complete the purchase of 1,050 buses in the current bus contract. The out-year program includes \$35 million to begin the replacement of the remaining buses purchased in 1995. All of the buses will have exceeded their useful life by the time they are replaced.

Additionally, \$73.2 million is budgeted for capital-eligible bus maintenance activities and life extending overhauls over the five-year program with \$14.1 million planned in 2008. The CTA will continue its aggressive Bus Preventive Maintenance Program to schedule the replacement of parts nearing the end of their useful life. This program will improve the comfort, quality and reliability of the CTA's bus service and will reduce operating expenses by avoiding service disruptions and unscheduled maintenance of buses.

The rail rolling stock category includes \$365.6 million in 2008-2012 to rehabilitate or purchase CTA rail cars. The rail fleet consists of approximately 1,190 cars. The five-year program includes \$212.9 million for the replacement of aging 2200 and 2400 Series rail cars and the purchase of additional cars to meet the service requirements associated with the Brown Line capacity expansion.

Also, the 2008-2012 capital improvement program contains \$152.7 million for the CTA maintenance of transit rolling stock including the overhaul and mid-life repairs for the 2200 and 2400 Series rail cars. The 2200 Series cars have been for more than 36 years, and the 2400 Series cars have been for more than 28 years ; both have already exceeded their expected service life. The average car in the CTA rail fleet is over 24 years of age in 2008, and approximately 30% of the fleet exceeds the 25-year FTA standard life of a rail car.

The CTA is proposing \$18.4 million for the purchase of new rail cars in 2008. Categories of Track & Structure/Acquisitions & Extensions, Track and Structure, which are including acquisitions and extensions includes \$620 million in 2008-2012 to expand existing rail with \$270 million programmed in 2008.

The CTA rail system contains over 287.8 total track miles, including yard track. 63.2 miles are at grade ; 32.1 miles are at grade with cross traffic ; 111.1 miles are on elevated structure ; 55.2 miles

elevated are on fill ; 2.9 are open cut miles ; and 23.3 miles are subway.

The highlights of CTA's five-year track and structure program are :

- 1) The capacity expansion of the Ravenswood Brown Line from Kimball Terminal to Tower 18 in the Loop by extending platforms to accommodate eightcar trains and making selected yard improvements, at a cost of \$91.2 million over the next two years, with \$50 million programmed in 2008
- 2) The repair of track and structure, at a cost of \$529 million, with \$220 million programmed in 2008. The five-year program includes \$208.2 million for rehabilitation of right-of-way, ties track and structure to reduce slow zones.

#### **4-2 Electrical, Signal, and Communications**

The Category of the electrical, signal, and communications totally amounts \$152 million for the CTA's portion of the proposed five-year program, with \$94.7 million programmed in 2008. The CTA five-year plan includes the replacement and upgrades of the train control and track interlocking on the Loop Elevated Line with modern equipment providing increased reliability for customers at a cost of \$13.7 million. It also includes the upgrade and replacement of the signal system for the entire Dearborn Subway, the Congress Branch and a portion of the O'Hare Branch on the Blue Line a cost \$74.5 million. The capital program includes \$24.2 million for the Bus Tracker system with \$12.6 million programmed for 2008. Additionally, the CTA's five-year program includes \$39.5 million for systemwide security enhancements with \$13.5 million programmed for 2008.

#### **4-3 Support Facilities and Equipment**

The CTA's portion of the 2008-2012 capital improvement program includes \$55.8 million in the facilities category with funding of \$10.1 million. The CTA five-year program includes upgrades and improvements to many CTA facilities that need repair and require security enhancements, upgrades to bus turnarounds, rail stations and bus garages, and the repair of elevators and escalators.

Most of escalators and elevators throughout the system are beyond the service life, require continual maintenance work and need to be replaced. Other escalators and elevators are in poor condition and need to be repaired or rehabilitated.

#### **4-4 Stations and Passenger Facilities**

The Category of the stations and facilities for passengers amounts \$38 million in 2008 of the CTA's the proposed five-year program. The CTA operates 144 rapid transit stations which are serving eight routes. Seventy eight of these stations are wheelchair accessible by using elevators or ramps. The CTA will use the funding in the capital program to reconstruct the Howard Station on the Red Line, including the reconstruction for the bus terminals and parking lots. The station would be made compliant with the Americans with Disabilities Act (ADA). The CTA proposes to program \$33.4 million to complete the construction of the Howard Station on the Red Line and \$4.7 million to continue construction of the Washington Street Station/Block 37 project connecting the State Street and Dearborn subways in downtown area of Chicago.

Finally, Table 6 shows total CTA Five-Year Capital Program by category as the appendix.

Table-6 CTA Five-Year (2008-2012) Capital Program (in dollars)

<b>Rolling Stock — Bus</b>	<b>Classification</b>	<b>FY2008</b>	<b>FY2009-2012</b>
Perform Bus Overhaul and Maintenance Activities — Systemwide	Maintain	5,088,250	20,353,000
Perform Mid-Life Bus Overhaul — Systemwide	Maintain	9,000,000	38,800,000
Purchase a Minimum of 1,050 Replacement Buses (Partial \$) — Systemwide	Maintain	105,311,162	—
Purchase a Minimum of 724 Replacement Buses (Partial \$) — Systemwide	Maintain	—	35,022,010
<b>Subtotal Rolling Stock</b>		<b>119,399,412</b>	<b>94,175,010</b>
<b>Electrical, Signal, &amp; Communications — Bus</b>			
Implement Bus Tracker Project — Systemwide	Enhance	12,550,000	11,283,438
<b>Subtotal Electrical, Signal, &amp; Communications</b>		<b>12,550,000</b>	<b>11,283,438</b>
<b>Total Bus</b>		<b>131,949,412</b>	<b>105,838,448</b>
<b>Rolling Stock — Rail</b>			
Perform Rail Car Overhaul and Mid-Life Rehabilitation-Systemwide	Maintain	9,324,976	113,538,930
Perform Rail Car Overhaul Activities — Systemwide	Maintain	5,959,670	23,838,680
Replace a Minimum of 406 Rail Cars — Systemwide	Maintain	18,387,368	194,511,061
<b>Subtotal Rolling Stock</b>	<b>Maintain</b>	<b>33,672,014</b>	<b>331,888,671</b>
<b>Track &amp; Structure — Rail</b>			
Repair Track and Structure Defects — Systemwide	Maintain	5,400,804	21,603,216
Repair Track and Structure — O'Hare Branch-Blue Line	Maintain	150,000,000	—
Repair Track and Structure — Systemwide	Maintain	64,613,022	287,345,030
<b>Subtotal Track &amp; Structure</b>		<b>220,013,826</b>	<b>308,948,246</b>
<b>Electrical, Signal, &amp; Communications — Rail</b>			
Replace/Upgrade Power Distribution and Signals - Systemwide	Maintain	68,633,245	19,603,211
Implement Security & Communication Projects - Systemwide	Maintain	7,000,000	—
<b>Subtotal Electrical, Signal, &amp; Communications</b>		<b>75,633,245</b>	<b>19,603,211</b>
<b>Stations &amp; Passenger Facilities — Rail</b>			
Construct Washington Intermodal Transportation Station — Red/Blue Lines	Enhance	4,673,483	—
Reconstruct Howard Station — Red Line	Maintain	33,436,970	—
<b>Subtotal Stations &amp; Passenger Facilities</b>		<b>38,110,453</b>	<b>—</b>
<b>Acquisitions &amp; Extensions Total — Rail</b>			
Expand CTA Ravenswood Line/Design, Land Acquisition and Construction/Ravenswood — Brown Line	Expand	50,000,000	41,238,533
<b>Subtotal Acquisitions &amp; Extensions</b>		<b>50,000,000</b>	<b>41,238,533</b>
<b>Total Rail</b>		<b>417,429,538</b>	<b>701,405,660</b>
<b>Electrical, Signal, &amp; Communications — Systemwide</b>			
Implement Security & Communication Projects - Systemwide	Enhance	—	26,000,000
Implement Security & Communication Projects - Systemwide	Maintain	6,500,000	—
<b>Subtotal Electrical, Signal, &amp; Communications</b>		<b>6,500,000</b>	<b>26,000,000</b>
<b>Support Facilities &amp; Equipment — Systemwide</b>			
Improve Facilities — Systemwide	Maintain	10,078,113	45,759,467
<b>Subtotal Support Facilities &amp; Equipment</b>		<b>10,078,113</b>	<b>45,759,467</b>
<b>Miscellaneous — Systemwide</b>			
Implement CMAQ Projects	Maintain	—	8,000,000
<b>Subtotal Miscellaneous</b>		<b>—</b>	<b>8,000,000</b>
<b>Total System</b>		<b>16,578,113</b>	<b>79,759,467</b>
<b>TOTAL CTA</b>		<b>565,957,063</b>	<b>887,003,575</b>

Source : RTA (2008), p.35, Exhibit 3-12.

## 5. New Trend of Public Urban Transit Budget

The CTA has been committed to providing efficient services, but much remained to be done to bring the CTA's transit system to a condition of good repair. The proposed 2008-2012 Capital Improvement Projects of 2.4 billion would be available over the next 5 years.

Strategic Investments is needed in rail cars & bus replacement, station facility enhancement and so on. Population growth continues to prime the economic growth but that brings obviously traffic congestion and air pollution for increase of automobiles, this is why the public transit service is needed in the urban areas. It is a global trend that expansion of public mass transit be done through governmental funding of tax levies, such policy trend has been accepted even in the United States nationwide. In case of CTA, future expansion project such as Circle Lines would be predicated on additional capital funding through federal, state, RTA as independent local governmental body, and each regional taxpayer. Public transportation system budget and financing, independently operated by local government will have more significant social roles of not only local public service but also nationwide environmental policies.

### References

- APTA (American Public Transportation Association: APTA) (2004), *2004 Public Transportation Factbook*, APTA.
- CTA (Chicago Transit Authority) (2005), *Chicago Transit Authority Regional Funding Briefing*.
- Joseph Tecson (1975) The Regional Transportation Authority in Northeastern Illinois, Chicago Bar Record.
- Pace (2006) *Comprehensive Annual Financial Report*.
- RTA (Regional Transportation Authority) (2003) *President's Report on RTA's Fares and Proposal for the FY 2004 Budget*.
- RTA (Regional Transportation Authority) (2005) *Regional Funding Briefing*.
- RTA (Regional Transportation Authority) (2005) *Throughout City and Suburbs: Meeting the Need for Transit*.
- RTA (Regional Transportation Authority) (2004) *Annual Budget and Five-Year Program 2005*.
- RTA (Regional Transportation Authority) (2005) *Sustaining Mobility*.
- RTA (Regional Transportation Authority) (2008) *Proposed Operating Budget, Two-Year Financial Plan and Five-Year Capital Program*.
- U.S. Department of Commerce, Census Bureau (2000) *Population Change and Distribution, 1990 to 2000*, U.S. Government Printing Office.
- U.S. Senate Committee on Banking, Housing and Urban Affairs, Hearings (2002) *Transit: A Lifeline for America's Citizens*.

### 参考文献

- 渋谷博史 (2006) 「アメリカ・モデルの分権システム」渋谷博史・前田高志編『アメリカの州・地方財政』日本経済評論社。
- 塙武郎 (2006) 「アメリカの公共交通財政－シカゴ RTA の事例分析」渋谷博史・前田高志編『アメリカの州・地方財政』日本経済評論社。
- 塙武郎 (2007) 「シカゴ市学区の債券発行の枠組み」秋山義則・渋谷博史・前田高志編『アメリカの州・地方債』日本経済評論社。
- 塙武郎 (2008) 「ニューヨーク市初等中等教育の財政構造と特質」東京大学社会科学研究所紀要『社会科学研究』第59巻第5・6号、163～184頁。

付記：本稿は、財団法人・鹿島学術振興財団研究助成（2007年度および2008年度）を受けて行った研究成果の一部である。

（受理日：2008年3月3日）

