

TRANSIT OPERATORS, UNITED STATES AND CANADA (ACTIVE 2010)

Last Revision Date February 17, 2010

(Portion in Bold Face Type is the Oldest Line in Each City. Systems are in Order with the city with the oldest operation first, second oldest next, and newest last.) Undertakings that are proposed or routes that are under construction are shown in blue.

Information contained herein comes from a variety of secondary and tertiary sources. Where verifiable, the date that public revenue service began is the date given. However, often free service was provided prior to the public opening, or a press briefing was given, and these dates were often recorded as opening dates. A wide variety of published and non-published literature as well as material on the internet was consulted. Because we have no control of the primary research process, accuracy cannot be guaranteed.

Data Sources for the first eleven systems with antecedents dating to before 1970 came from the following sources: (1) **New Orleans**: 1975, Louis C. Hennick and E. Harper Charlton, The Streetcars of New Orleans, Pelican Publishing Co.; (2) **Philadelphia**: 1982, Harold Cox, Philadelphia Streetcar Routes, published by Harold Cox; and Red Arrow by Ronald DeGraw, a corporate history published by Haverford Press; (3) **Boston**: a variety of published and unpublished materials researched by Bradley Clarke; (4) **Toronto**: independent newspaper research by John F. Bromley; (5) **New York City**: primary source consisted of various publications of the Electric Railroaders Association, New York, N. Y.; (6) **Pittsburgh**: Route cards of Pittsburgh Railways and the Snow Report, preserved in the Miller Library of the Pennsylvania Trolley Museum, and *Trolley Fare*, the museum's periodical; (7) **San Francisco**: Inside Muni by John McKane and Anthony Perles, published by Interurbans Press; (8) **Chicago**: Central Electric Railfans Association Bulletin 131, the Development of Chicago's Rapid Transit System 1888-1932, by Bruce G. Moffat, and other contemporary sources;

(9a) **Jersey City**: Hudson & Manhattan Railroad: <http://en.wikipedia.org/wiki/Hudson_and_Manhattan_Railroad>; (10) **Cleveland**: Central Electric Railfans Association Bulletin 108, Electric Railways of Northeastern Ohio; (11) **Newark City Subway**: Records of Public Service Railway and other corroborating data. More recent openings have largely been taken from magazines and internet sources.

1 NEW ORLEANS, LA: New Orleans Regional Transit Authority

<http://www.norta.com>

Light Rail; Heritage

New Orleans and Carrollton Railroad opened a steam railroad from Canal Street to Carrollton on 26 September 1835 using what today are Baronne and Howard streets and St. Charles Ave. This represents the earliest urban railway that remains in operation today. The tracks on Carondelet and St. Charles streets between Howard and Canal were original horse car lines operated by the St. Charles Street Railroad Company, which opened in July 1866 and was chartered the following September.

St. Charles Ave from Lee Circle to Carrollton Av	7 miles	26 Sept. 1835
Howard from Lee Circle to Carondelet St.	incl. above	26 Sept. 1835
St. Charles Ave. from Lee Circle to Canal St.	incl. above	29 July 1866
Carondelet St. from Howard to Canal St.	incl. above	29 July 1866
Canal St. from Carondelet to St. Charles.	incl. above	15 June 1861
S. Carrollton Ave. from St. Charles to Poplar	incl. above	1 Feb. 1893
Line electrified		1 Feb. 1893
S. Carrollton Ave. from Poplar to S. Claiborne Ave.	incl. above	19 Feb. 1900
River Front	2.0 miles	14 Aug. 1988

Canal Street had horse car service from the cemeteries to the ferries as early as 15 June 1861. And electric cars starting 1 August 1894. New Orleans Public Service substituted buses for cars on May 31, 1964 and removed the infra- structure. The present Canal line is entirely new in 2004.

Canal and City Park Branch	4.7 miles	18 Apr. 2004
All rail service annulled because of Hurricane Katrina		11 Sept. 2005

Canal service restored (minimal)	2 April 2006
St. Charles / Carondelet / Howard service restored	20 Dec. 2006
Full St. Charles / South Carrollton service restored	28 June 2008
Canal St. service temporarily suspended	6 July 2009
Canal and River street car service restored.	27 Sept. 2009

Proposal to install streetcars from Amtrak station on Loyola, Rampart and St. Claude Sts. north to Press Street with a branch on Elysian Fields Ave. to the east end of the River Line and another branch in a U shaped configuration from the west end of the River line around the convention center and back to Canal Street. Award of \$45 million in TIGER stimulus funding for line to Union Passenger Terminal was announced 16 Feb. 2010.

2 PHILADELPHIA, PA: Southeastern Pennsylvania Transportation Authority

<http://www.septa.org/>

Light Rail

10 Lancaster Ave: 52nd to 38th (horse)		28 July 1859
10 Lansdowne from Lancaster to 63rd		1 Apr. 1909
10 63rd St. from Lansdowne north		20 Jun 1926
10 to 15th St. via Subway		22 June 1908
10 to Juniper St. Subway Station (City Hall)		3 August 1908
11 Woodland Ave: horse 40th to Cobbs Creek		24 Dec. 1858
11 Woodland Avenue: Horse to Darby		22 Jan. 1859
11 Woodland Ave: electrified		17 Aug. 1896
11 Woodland Ave: Darby via Subway		15 Dec. 1906
13 Chester Ave: to 49th St. (horse)		1890
13 Chester Ave. electrified to 49th		1894
13 Chester to 65th & Kingsessing		24 Jan. 1909
13 Chester Ave. extended to Dar by		25 May 1913
13 downtown end to City Hall via Subway		9 Sept. 1956
15 Girard: 31st St. to Ridge Ave. (horse)		c. 12 Sep. 1859
15 Girard Ave: Broad to 31st (Horse cars)		c. 19 Oct. 1859
15 Girard: Broad to Frankford Ave. (horse)		by 1864
15 Girard: from 31st to Palmer (horse cars)		by Apr. 1866
15 Girard (extended west to Girard & Elm)		24 Nov. 1875
15 Girard: east end Girard and Norris		May 1889
15 Girard line electrified		26 Sept. 1894
15 line extended west to 54th and Girard		30 May 1895
15 line extended west to 60th and Girard		20 July 1900
15 line extended west to 63rd and Girard		1 April 1902
15 line reaches present east end at Allegheny		22 July 1903
15 line service abandoned		Sept. 1992
15 line service restored	8.2 mi.	4 Sept. 2005
34 Baltimore Ave: City Hall - 61st St.		13 Jan. 1895
34 Balto. Ave. to City Hall via Subway		24 Aug. 1908
36 Elmwood Ave: 49th Sts. And Elmwood Aves. From Woodland to Island Ave.		xxx 15 Mar. 1904
36 Elmwood Ave. - Track on Island Ave.		15 Feb. 1911
RAD Div. - 69th St. - Clifton (Balto. Pike)	3.3 mi.	15 June 1906
RAD Div. Clifton to Aldan	0.5 mi.	30 Apr. 1907
RAD to McDade Blvd., Collingdale	1.2 mi.	15 July 1907
RAD Collingdale to Sharon Hill	0.1 mi.	1 Aug. 1917
RAD Drexel Hill - Media	6.5 mi.	1 April 1913

Heavy Rail

R100 P&W 69th St - Villanova	7.5 mi.	22 May 1907
R100 P&W Villanova Jct. - Norristown	6.0 mi.	26 Aug. 1912
Market Street Subway-Elevated 69th-15th		4 March 1907
Market Street Subway: 15th St. to 2nd St.		3 Aug. 1908
Market St. to South St. Ferries		7 Sept. 1908
Frankford Elevated Extension		5 Nov. 1922
Broad St. Subway: City Hall - Olney Ave.		1 Sept. 1928
Broad St. Subway: City Hall - South St.		1930

Broad St. Subway: Ridge spur to 8th & Mkt.	1932
8th & Market to Broadway, Camden NJ	6 June 1936
Broad St Subway: South St. to Snyder Ave.	18 Sept. 1938
Broad St: Olney to Fern Rock	Oct. 1956
Broad St. Subway: Snyder to Pattison Ave.	April 1973
Locust St. Subway	10 Feb. 1953

3 BOSTON, MA: Massachusetts Bay Transportation Authority

<http://www.mbta.com/>

Light Rail - Green Line

B BOSTON COLLEGE - COMMONWEALTH AVE.		15 Aug. 1896
B BOSTON COLLEGE - COMMONWEALTH AVE.	Line total 8.05	26 May 1900
Commonwealth Ave subway: Blanford to Kenmore		23 Oct. 1932

Chestnut Hill Avenue from Commonwealth Avenue 15 Aug. 1896

C CLEVELAND CIRCLE - BEACON ST. LINE - Built	Line total 6.8	1 June 1888
C CLEVELAND CIRCLE - BEACON ST: Harvard to Beacon St: (St. Mary's Subway Portal)		13 Jan. 1889
		23 Oct. 1932

D RIVERSIDE LINE: subway to Newton - Highlands 12 miles 4 July 1959

Boyleston St. subway to Kenmore Square 3 Oct. 1914
 Subway Public Garden to Park Street 1 Sept. 1897

[Note: This was the first subway in U. S. A., used to replace surface track in downtown Boston.]

Subway Park Street to Causeway St. 3 Sept. 1898

E HUNTINGTON AVE. LINE: subway portion 16 Feb. 1941
 E HUNTINGTON AVE. LINE: Subway to Tremont St. 29 Oct. 1883

E HUNTINGTON AVE LINE: Huntington Ave from Tremont to S. Huntington Ave. (orig. Permit date Aug. 1 1859)

E HUNTINGTON AVE LINE: S. Huntington Ave: Huntington to Heath St. (Truncated from Arborway to Heath St 1977 because of car 11 July 1903

Causeway St.-North Sta. - Lechmere Sq. 1 June 1912

[Note: Replaces earlier Charlestown-Somerville surface tracks that followed Craigie Bridge and Charles River Dam roadway. Horse cars ran here until about 1890-1891 and then electric cars.]

Lechmere - Somerville - Medford, currently in public comment phase of draft environmental impact statement. 5 miles projected 2014

Mattapan - Ashmont reconstruction of NYNH&H Shawmut Branch 2.7 miles 21 Dec. 1929
 Mattapan - Ashmont service temporarily suspended 24 June 2006
 Mattapan - Ashmont service restored 22 Dec. 2007

East Boston Tunnel - Trolley as built
 Maverick Square to Court Street 30 Nov. 1904
 Court Street to Bowdoin Station 18 Mar. 1916
See under Heavy Rail under Blue line after 1924

Heavy Rail

Blue Line - Maverick Underground Station 21 Apr. 1924
 Blue Line (E. Boston) Conversion to Heavy Rail 21 Apr. 1924
 Blue Line: Maverick Sq. to Orient Heights 5 Jan. 1952
 Blue Line: Orient Hts to Suffolk Downs Sept. 1952
 Blue Line: Suffolk Downs to Wonderland 19 June 1954
 Total distance Bowdoin-Wonderland 5.94 miles
 Red Line Andrew to Quinicy 11 Aug. 1971

Orange Line: Sullivan Sq. - Oak Grove	4 April 1975
Orange Line - Wellington Station only	6 Sept. 1975
Orange Line - Malden Station only	27 Dec. 1975
Orange Line - North Station - Winter	30 Nov. 1908
Orange line - award repainting old el	1975
Orange Line: Relocated Southwest Corridor	1987
Total distance Oak Grove - Forest Hills	17.66 miles
[Note: Orange Line replaces Main Line elevated and subway from Everett to Forest Hills built in sections 1901-1909 and relocated 1909-1987.]	
Red Line: Harvard - Park Street	23 Mar. 1912
Red Line: Park St. - Washington (Downtrn.)	4 Apr. 1915
Red Line: Washington - South Station	3 Dec. 1916
Red Line: South Station - Broadway	15 Dec. 1917
Red Line: Broadway - Andrew	29 June 1918
Red Line: Andrew - Field's Corner	5 Nov. 1927
Red Line: Field's Corner - Ashmont	1 Sept. 1928
Red Line: Andrew to Quincy Center	1 Sept. 1971
Red Line: Quincy - So. Braintree Extension	22 Mar. 1980
Red Line: Harvard - Davis	8 Dec. 1984
Red Line: Davis - Alewife	30 Mar. 1985
Total Red Line Mileage	24.6 miles

4 TORONTO, ONTARIO: Toronto Transit Commission

<http://www.toronto.ca/ttc/>

Light Rail

504 KING LINE

Broadview (Queen to Danforth)	8 July 1889
Queen St: King to Woodbine (horse)	21 May 1887
King St: Young to Jarvis (horse)	10 Sept. 1861
King St: Jarvis to River (horse)	21 Sept. 1874
King St: River to Queen St. (horse)	4 Apr. 1893
King St: Yonge to Bathurst (horse)	21 Sept. 1874
King St: Bathurst to Niagara (horse)	13 Nov 1876
King St: Niagara to Strachan (horse)	2 Sept. 1879
King St: Strachan to Sudbury (horse)	Summer 1880
King St: Strachan to Dufferin (elec.)	21 May 1891
King St. Dufferin to Roncesvalles (elec.)	5 Dec. 1892
Roncesvalles: Dundas West Sta. - Queen	

501 QUEEN LINE

Lake Shore: Humber Loop - Kipling (Elec.)	1 July 1895
Lake Shore: Park Lawn to Kipling	Sept. 1893
Lake Shore: Humber River - Park Lawn Rd.	July 1893
Lake Shore: Roncesvalles - Humber River	16 July 1892
[Replaced by track on Queensway in 1953.]	
North Queen (Queensway) to Sunnyside	16 Sept. 1893
Queen St: Yonge to Roncesvalles (horse)	2 Dec. 1861
Queen St: Yonge to Church (horse)	Aug. 1881
Queen St: Church to Sherbourne (horse)	>19 Oct. 1881
Queen St: Sherbourne to Parliament (horse)	26 July 1881
Queen St: Parliament to King (horse)	8 Dec. 1881
Queen St: King to Woodbine (horse)	21 May 1887
Queen St: Woodbine to Lee (horse)	15 July 1889
Queen St: Lee to Balsam (electric)	30 June 1893
Queen St. to Munro Loop	1895
Queen St. to Neville Loop (electric)	2 July 1922

502 DOWNTOWNER; 504 KINGSTON ROAD TRIPPER

Note: There was an earlier horse car line on Kingston Road from Queen to Blantyre that opened on 11 Oct. 1886 and closed permanently in 1887.

Kingston Road: Queen St. to east end of line	1 July 1893
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Note: TTC has many blocks of downtown out of service trackage which is used for fire or parade diversions. At various times, Kingdon Road has used the Wellington, Church (23 Sept. 2875), York (1886) loop or has run north on McCaul Street (22 Oct. 1883) to McCaul loop. Only track that is regularly used is listed in this summary.

505 DUNDAS LINE

Prior to 1917, Dundas Street ran eastward to what is now Ossington and then turned southward to Queen Street. East of Dundas (Ossington), what is now Dundas was progressively known as Arthur (to Bathurst St.), St. Patrick, Anderson, and Agnes before it reached Terauley, which north-south cross street was later renamed Bay Street. In the summary below, only current street names are used.

High Park Road (Howard Park-Dundas)(Elec)	Aug. 1893
Dundas: Howard Park-Lansdowne (Elec.)	Aug. 1893
Dundas: Lansdowne to Dufferin (horse)	25 Sept. 1885
Dundas: Ossington to Lansdowne (horse)	8 Dec. 1881
Dundas: Ossington to Bathurst	6 Dec. 1908
Dundas: Bathurst to Bay	1 Nov. 1913
Dundas: Bay to Victoria	1 July 1923
Dundas: Victoria to Parliament (horse)	26 July 1881
Dundas: Parliament to Broadview	1 July 1923
Broadview: Queen to Danforth	8 July 1889

506 CARLTON LINE

Main Street: Gerrard to Danforth	2 Feb. 1922
Gerrard: Coxwell to Main	19 Dec. 1912
Coxwell: Gerrard to Gerrard	19 Dec. 1912
Gerrard: Greenwood to Coxwell	19 Dec. 1912
Gerrard: Pape to Greenwood (electric)	1 June 1906
Gerrard: River to Pape (electric)	11 Nov. 1993
Gerrard: Parliament to River	26 July 1881
Parliament: Carlton to Bridge	1886
Carlton: Parliament to Sherbourne (horse)	>Nov. 1874
Carlton: Sherbourne to Yonge (horse)	2 Aug. 1886
College: Youngie to McCaul (horse)	2 Aug. 1886
College: McCaul to Spadina (horse)	22 Oct. 1883
College: Spadina to Bathurst (horse)	June 1880
College: Bathurst to Clinton (horse)	15 Oct 1887
College: Clinton to Dovercourt (horse)	19 Sept. 1888
College: Dovercourt to Dufferin (horse)	15 July 1889
College: Dufferin to Lansdowne (electric)	29 Dec. 1893
Lansdowne: College to Dundas (and over existing track to High Park Loop.	15 May 1894
College extended through from Lansdowne to Dundas	9 May 1940

604, LATER 510, LATER 509 HARBOURFRONT

Harbourfront Streetcar: Union Station Loop via Bay Subway (under Bay and Queen's Quay) and center right-of-way on Queen's Quay to Spadina Loop	23 June 1990
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510 SPADINA LINE

Spadina St: Bloor to King	27 July 1997
Spadina streetcar (Spadina - Union Sta.)	21 July 2000

511 BATHURST LINE

Bathurst St: Lake Shore to King	
Bathurst St: King to Queen (horse)	9 Dec. 1889
Bathurst St: Queen to College (horse)	Sept. 1889
Bathurst St: College to Bloor (horse)	27 July 1885
Bathurst St: Bloor to CPR Crossing (Hillcr.)	18 Aug. 1890
Bathurst St: CPR Crossing to St. Clair	

512 ST CLAIR LINE

St. Clair St: Caledonia to Yonge		25 Aug. 1913
St. Clair: Keele Loop to Caledonia St.		14 May 1932
St. Clair St: Bathurst subway station		18 Sept. 1977
Extended west from Keele to Gunns Road		27 July 1981
Extension from Gunns Road to Jane Street to be built when Jane Street light rail is built.		2017

SHEPPARD EAST

Sheppard East line:		constr. Began Dec. 2009; proj. opening 2013
Don Mills station - Meadowvale Rd.	8.8 miles	

ETOBICOKE-FINCH WEST

Finch Avenue West from Humber College to Young Street subway station. Also possible future extension to Toronto Airport.	10.6 miles	construction 2011 Operation 2015
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EGLINTON CROSSTOWN

Eglinton Ave from Kennedy Station to Airport; Subway for 6 miles from Laird Drive to Keele. Three phases to open between 2016 and 2020.	20.6 miles	Const. 2010, Operation 2016-20
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DON MILLS

Possibly light rail but not determined. In Don Mills Corridor (same as CN) from Bloor north to Steeles Ave. Has received provincial funding but listed on TTC's web site as future project with no information.	11.2 miles	Const. 2013 Operation 2016
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JANE STREET

Jane Street from Bloor north to Steeles, then east on Steeles. Another "future project."

SCARBOROUGH - MALVERN

Another "future project" ... this would originate at Kennedy subway station, run east on Eglinton Ave., Kingston Road, and Morningside Avenue to Sheppard Ave.

WATERFRONT WEST

This would be an extension of the existing Harborfront Streetcar line to Long Branch. It also would have an eastern extension to Union Station. This would be TTC Broad Gauge.

Note: All except one of the proposed / under-construction light rail lines are incompatible with existing streetcar lines because they are standard gauge instead of broad gauge. While Eglinton, Don Mills, Finch and Sheppard have received provincial funding, they were the plans of the outgoing mayor and were conceived by him and not the result of engineering studies. They could be canceled by the incoming administration.

Heavy Rail

Yonge Subway: Union Sta - Eglinton	30 Mar. 1954
University Ave. Subway: Union Sta. - St. George	28 Feb. 1963

Bloor-Danforth Subway: Keele-Woodbine		26 Feb. 1966
Bloor-Danforth extensions to Islington and Warden stations		11 May 1968
Yonge subway extension to York Mills		30 Mar. 1973
Yonge Subway extension to Finch		30 Mar. 1974
Spadina Subway: St. George - Wilson		27 Jan. 1978
Bloor-Danforth extensions to Kipling and Kennedy stations		22 Nov. 1980
Sheppard Subway: Sheppard -Don Mills		22 Nov. 2002
Spadina Subway: Wilsons to Downsview		31 Mar. 2006
Spadina Subway extension Downsview to Vaughn Corporate Center via York University, funded, construction to begin 2010.	5.3 miles	2015
Yonge Subway Extension from Finch to Richmond Hill Center; funded, construction to begin 2012.	4.2 miles	2017
Scarborough Linear Induction ART		22 Mar. 1985
ALRT cars are nearing end of life. Current plan is to convert line to light rail and extend it to Sheppard Avenue or beyond in 2012 or later. Why not extend the subway? Perhaps because the platforms would need to be lengthened and curves are too sharp.		2012 and ater

5 NEW YORK, NY : Metropolitan Transportation Auth: New York City Transit

<http://www.mta.nyc.ny.us/nyct/maps/submap.htm>

Heavy Rail

IRT Lexington Avenue lines after 1918		
City Hall to Times Square was part of New York's Original Subway		
ROUTES 4, 5, 6 LEXINGTON AVENUE - BROOKLYN & EAST BRONX		
Route 5 - overlaps route 2 and is not shown here. See Broadway-7th.		

Atlantic Avenue to Utica Avenue	2.8 miles	23 Aug. 1920
Brooklyn Boro Hall to Atlantic Ave.	0.9 miles	1 May 1908
Bowling Green to Brooklyn Boro Hall	1.6 miles	9 Jan. 1908
Wall St. to South Ferry	0.5 miles	10 Jul. 1905
Fulton St. to Wall St.	0.2 miles	12 Jun. 1905
Brooklyn Bridge sta. - Fulton St., Manhattan	0.3 miles	16 Jan. 1905
City Hall Loop - Times Square	9.1 miles	27 Oct. 1904
Grand Central Sta.-149th & Grand Concourse	7.3 miles	17 July 1918
149th & Grand Concourse to Kingsbridhe Rd.	3.8 miles	2 Jun. 1918
Kingsbridge Road to Woodlawn	1.7 miles	15 Apr. 1918
125th & Lexington to 138th St. & 3rd Avenue	0.9 mi	1 Aug. 1918
138th St/ & Third Ave. to Hunts Point Rd.	2.5 miles	8 Jan. 1919
Hunts Point Road to 177th St. & Parkchester	2.0 miles	30 May 1920
177th St to Westchester Square	1.1 miles	24 Oct. 1920
West Chester Square to Pelham Bay Park	1.3 miles	20 Dec. 1920

IRT Broadway - 7th Line after 1918		
Times Square to 145th Street was part of New York's Original Subway		
ROUTE 1 VAN COURTLAND PARK - SOUTH FERRY		

Broadway: 225th to 242nd Sts.	1.2 miles	1 Aug. 1908
Broadway: 215th to 225th Sts.	0.4 miles	14 Jan. 1907
Broadway : Dyckman St. to 215th St.	0.8 miles	12 Mar. 1906
Broadway: 157th to Dyckman St.	2.1 miles	12 Mar. 1906
Broadway: 145th to 157th (1)	0.6 miles	12 Nov. 1904
Broadway: Times Square to 145th St.	part of 9.1 mi.	27 Oct. 1904
7th Ave: Penn Sta. to Times Sq.	0.4 mile	3 June 1917
7th Ave: Penna. Sta. to South Ferry	3.6 miles	1 July 1918
31 Dec. 1937, part sold to New York and made part of the subway system		1 July 1918
Wall & William to Brooklyn Boro Hall	1.5 miles	15 Apr. 1919

IRT Broadway - 7th 241st St, Bronx, to New Lots or Nostrand, Brooklyn		
ROUTES 2, 3, 5 BROOKLYN - EAST BRONX		

Nostrand Ave (President-Brooklyn College)	3.0 miles	23 Aug. 1920
Livonia Ave: New Lots Ave - Penna. Ave.	0.6 mile	16 Oct. 1922

Livonia Ave: Penna. Ave. - Junius Street	0.4 mile	24 Dec. 1920
Livonia & Junius to Utica & Fulton	1.9 miles	22 Nov. 1920
<u>Utica Sta. (at Fulton) to Atlantic at Flatbush</u>	2.8 miles	23 Aug. 1920
[Then runs 0.9 mile from Atlantic Ave to Brooklyn Boro Hall, see routes 4, 5, 6.]		
<u>Wall & William Sts. - Brooklyn Boro Hall</u>	1.5 miles	15 Apr. 1919
[Then runs over route 1 to point on 7th Avenue north of 96th Street.]		
Broadway & 96th to Lenox & 145th St.	3.0 mi.	23 Nov. 1904
Lenox & 135th to Jackson Ave.	1.1 miles	10 Jul. 1905
149th St. & 3rd Ave. to 180th St. & Bronx Pk.	3.2 miles	26 Nov. 1904
177th to 219th Streets	3.4 miles	3 Mar. 1917
219th St. to 238th St.	1.1 miles	31 Mar. 1917
238th St. to 241st St. (Wakefield)	0.4 mile	13 Dec. 1920

IRT Dyre Avenue Shuttle
ROUTE 5 TO DYRE AVENUE, BRONX

Former New York, Westchester & Boston Railroad, subsidiary of New York, New Haven & Hartford Railroad, opened 29 May 1912, abandoned 31 Dec. 1937, part sold to New York and made part of the subway system. Shuttle extended through to Brooklyn via Lexington Avenue in 1972.
Shuttle from E 180th St. to Dyre Ave. 4.0 miles 15 May 1941

ROUTE 5 GRAND CENTRAL STATION - TIMES SQUARE SHUTTLE
The Shuttle is a remnant of the original first New York IRT subway line.

Times Square to Grand Central Sta. 0.8 mile 27 Oct.. 1904

IRT Queensboro - Flushing Line (Steinway Tunnels)
ROUTE 7 TIMES SQUARE - GCT - FLUSHING

42nd St: Times Sq. to 5th Ave.	0.4 mile	14 Mar. 1927
42nd St: 5th Ave. to Grand Central Terminal	0.4 mile	22 Mar. 1926
Grand Central Terminal to Vernon-Jackson	1.3 miles	22 June 1915
Vernon-Jackson to Hunters Point Ave.	0.3 mile	15 Feb. 1916
Hunters Point Ave. to Queens Plaza	0.9 mile	5 Nov. 1916
Queens Plaza to Roosevelt & 103rd	4.3 miles	21 Apr. 1917
Roosevelt Ave: 103rd to 111th	0.4 mile	13 Oct. 1925
Roosevelt Ave: 111th to Willetts Pt. Blvd.	0.9 mile	14 May 1927
Roosevelt Ave: Willetts Pt. Blvd to Main St.	0.9 mile	21 Jan. 1928
<u>Times Sq. to 34 St. & 11 Ave.</u>	<u>1.3 miles</u>	<u>proj. Dec. 2013</u>

NOTE: Most of the Brooklyn Manhattan Transit (BMT) lines are successors to Brooklyn Rapid Transit Elevated Lines that were placed in service much earlier than the dates shown for the subway lines.

BMT Jamaica Line
J

Broadway (Brooklyn) line was originally completed from the Broadway ferry slip via Broadway to East New York and then via Fulton St. and Crescent St. to Cypress Hills station in 1881. The present J line from Marcy St. to Cypress Hills follows this alignment.

Chambers St. via Centre, Nassau and Broad to Whitehall St. and connection with subway tunnel to Brooklyn	1.0 miles.	30 May 1931
Chambers and Centre, Manhattan Isl., via Centre, Kenmare and Delancey to Essex St. station	1.2 miles	4 Aug. 1913
Essex St., Manhattan, via Williamsburg Bridge, to connect with existing Brooklyn Rapid Transit tracks at Marcy St. and Broadway in Brooklyn.	1.7 miles	16 Sept. 1908
Marcy to Myrtle Avenue	1.4 miles	17 Jan. 1916
Myrtle to Alabama Ave.	2.5 miles	21 Dec. 1916
Alabama Ave. to Cypress Hills station	1.9 miles	
Cypress Hills to 111th St., Jamaica	2.0 miles	28 Mar. 1917
111th to 121st Street	2.4 miles	3 July 1918
Archer Ave. subway to Parson & Archer		1988
Broadway & Myrtle to Lutheran Cemetery (Metropolitan)		1890 - 1915

BMT Sea Beach Line		
N		
Originally built as the steam powered New York and Sea Beach Railway, extended from a steam boat terminal at the foot of 61st Ave., Brooklyn to Coney Island via 61st Street and West 63rd Ave. and West 8th St. to Coney Island. It was opened as far as New Utrecht Ave. 18 July 1877 and to Coney Island in 1879.		
Manhattan Bridge, South Side, to Myrtle Avenue,	7.7 miles	22 June 1915

BMT Fourth Ave - Fort Hamilton Line		
R		
Wholly new, the 4th Avenue Subway replaces the Fifth Avenue Elevated.		
Follow Sea Beach Line to 59th St., then		
59th Sgt. To 86th St., Brooklyn	1.4 miles	15 Jan. 1916
86th St. to 8th St., Fort Hamilton, Brooklyn	0.4 mile	31 Oct. 1925

BMT West End Line		
B		
Follows Sea Beach Line to 36th St., then turns eastward onto right-of-way of the Brooklyn, Bath and West End Railway, dating from 1869. This is the first New York area transit property. This right of way is mostly on 36th St. and New Utrecht Avenue.		
From 36th & 4th to 18th Ave.	3.6 miles	24 June 1916
From 18th to 25th Avenues	1.1 mile	29 July 1916
From 25th Ave. to Stillwell Ave., Coney Isl.	1.5 miles	21 July 1917

BMT Brighton Beach Line		
D		
The Brighton Beach line from Prospect Park (Flatbush Ave. & Empire Blvd.) to Brighton Beach was opened 2 July 1878 by the steam operated Brooklyn, Flatbush and Coney Island Railroad. It was soon extended north to a connection with the Long Island Railroad at Atlantic Avenue (late 1878) and later to the Fulton Elevated (1886). After the connection to the Montague Street Tunnel via DeKalb Avenue was opened in 1920, the original line from Prospect Park to Fulton St. became the Franklin Shuttle.		
DeKalb Ave. to Prospect Park	2.3 miles	1 Aug. 1920
Prospect Park to Church Avenue	0.8 mile	26 Sept. 1919
Church Ave. to Newkirk Ave.	1.0 mile	1907
Newkirk Ave. to Sheepshead Bay	3.4 miles	1907
Sheepshead Bay to Ocean Parkway	1.1 miles	22 Apr. 1917
Ocean Parkway to West 8th Street	0.4 mile	30 May 1917
W. 8th St. to Stillwell Ave., Coney Island	0.4 mile	29 May 1919

BMT Franklin Shuttle		
SS		
Fulton St. to Prospect Park (Malebone St)		1886

BMT Culver Line		
F		

The Culver Line began as the Prospect Park and Coney Island Railroad , 1875- 1912. The majority of the stock was acquired by the Long Island Rail Road. Brooklyn Rapid Transit leased the PP&CI in 1893, operating it directly until 1912 when control was transferred to the South Brooklyn Railway. South Brooklyn later became a BMT subsidiary. The line opened June 19, 1875 from Prospect Park (9th Ave. and 20th St.) to Gravesend Ave. and Neck Rd. The service reached Coney Island on June 27, 1875. Electrified with overhead wires 1899; steam railroad service ended and trolley car service began. Through service to downtown Brooklyn over the 5th Avenue elevated began 1900. Using an elevated structure over the South Brooklyn Railroad, service began in 1919 over Gravesend Ave (later named McDonald Ave.), first to Kings Highway and then to Ave. X. BMT service to Chambers St., Manhattan via the 4th Avenue subway began in 1931. The Culver line later became an Independent line and was paired in 1954 with service across the Queensboro Bridge to Jamaica. In 1988, Culver - Jamaica F line service was routed into the newly-opened 63 St. Tunnel.

See Whitehall - Chambers under Jamaica Line.

Ninth Avenue to Ditmas Avenue	1.1 miles	16 Mar. 1919
Ditmas to Avenue X		1919

BMT Astoria Line

N

DeKalb Ave., Brooklyn to Manhattan via Monague St /East River/ and Whitehall St. tunnels	2.0 miles	1 Aug. 1920
Whitehall & Water Sts. To Broadway & Prince St.	1.8 miles	5 Jan. 1918
Broadway at Prince to Broadway at 14th St.	0.8 mile	4 Sept. 1917
14th St. & Broadway (Union Sq.) to Times Sq.	1.4 miles	5 Jan. 1918
Times Square to 57th St. and 7th Avenue	0.8 mile	10 July 1919
57th St. and 7th Ave. to 60th ST. & Lexington Ave.	0.8 mile	1 Sep. 1919
60th St. & Lexington Ave. to Queens Plaza	1.7 miles	1 Aug. 1920
Queens Plaza to Ditmars Blvd	2.5 miles	1 Feb. 1917

BMT 14TH ST. - CANARSIE LINE

14, L

The Canarsie portion began as a steam railroad, the Brooklyn and Rockaway Beach Railroad, from East New York (variously known as Broadway Jct. and Eastern Parkway) to Canarsie Shore on 21 October 1865. Through elevated service to the shore operated from 1906 until 1917 when service was cut back to Rockaway Parkway with shuttle cars running to the water's edge. These were replaced with streetcars in 1920.

14th Street Manhattan from 6th to 8th Aves.	0.3 mile	30 May 1931
6th Ave. & 14th St. to Montrose Ave., Brooklyn	3.9 miles	30 June 1924
Montrose Ave. to Broadway Junction	3.6 Miles	14 July 1928
Broadway Junction to Sutter Avenue	0.6 mile	
Sutter Avenue to Rockaway Parkway		

IND WASHINGTON HTS - EAST NEW YORK / ROCKAWAYS

A

207th & Broadway in Manhattan's Upper West Side via Broadway, Fort Washington Ave., W. 174th and Broadway, St. Nicholas Ave., Central Park West, 8th Avenue, Greenwich St., Avenue of the Americas (6th Avenue), and Church St. to Chambers St. in Lower Manhattan.	12.2 miles	10 Sept. 1932
From Chambers St. station via Church and Fulton Sts., under the East River to Brooklyn, under Cranberry and Jay Sts. To Jay Street station at Fulton St.	2.2 miles	1 Feb. 1933
Court St. to Hoyt-Schermerhorn: No Longer Active tracks. Court Street station is the Subway Museum.	0.4 miles	9 Apr. 1936
Fulton St. Station via Jay St., Schermerhorn St., Lafayette St., Fulton St. to Rockaway Ave.	4.3 miles	9 Apr. 1936
Fulton St. from Rockaway to Broadway (E. New York)	0.4 miles	30 Dec. 1946

From Broadway via Pennsylvania and Pitkin to Euclid Avenue, Brooklyn	2.0 miles	28 Nov. 1948
Subway service extended over former Fulton elevated from Euclid to Lefferts Avenue. The structure east of Grant Avenue was built in 1915.		29 Apr. 1956
Rockaway Blvd. to Far Rockaway and Rockaway Park in Queens Boro. Earliest service by the Long Island Railroad dates to 1872.		28 June 1956

IND BRONX - GRAND CONCOURSE
D

145TH & New Amsterdam via New Amsterdam, 157th, and private property to E 161st. St. in The Bronx and then north under Grand Concourse to 207th St., and east to 206th and Bainbridge.	5.7 miles	1 July 1933
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IND GRAND CONCOURSE - CONEY ISLAND
D ON NORTH; F ON SOUTH

Brooklyn: Smith St. from Jay to 9th	0.5 mile	20 Mar. 1933
From Bergen and Smith via Smith St., 9th St., Prospect Park, 9th Ave, Prospect Ave, Fort Hamilton Parkway, and McDonald Avenue to Church Ave.	4.3 miles	7 Oct. 1933
McDonald Ave: Church to Ditmas and over former BMT to Coney Island	0.3 mile	30 Oct. 1954

IND QUEENS - MANHATTAN LINE
F

50th St. & 8th Ave., Manhattan, to Queens Plaza, Boro of Queens, to connect with earlier BMT Jamaica line with initial service to Roosevelt Ave., Queens	5.6 miles	19 Aug. 1933
Roosevelt Avenue via Broadway and Queens Blvd to Union Turnpike	4.0 miles	31 Dec, 1936
Union Turnpike via Queens Blvd and Hillside Ave. to 169th Street	2.4 miles	24 April 1937
Hillside Ave: 169th St. to 179th St. Another source gives a 1953 date.	0.5 mile	10 Dec. 1950

IND BROOKLYN - QUEENS CROSSTOWN LINE
G (EXTENDED ON NORTH END TO FOREST HILLS, JAMAICA)

From Queens Plaza via Jackson Street in Queens Boro and Manhattan Avenue in Brooklyn to Nassau St.	2.3 miles	19 Aug. 1933
From Nassau St. station via Manhattan Ave. and under Mccarren Park and Union Avenue and its continuation Marcy Avenue, then west under Lafayette St. and Shermerhorn St., to Smith and Bergen St.	4.8 miles	1 July 1937

IND SIXTH AVE - HOUSTON ST.-CONSOURCE LINE
originally F; other routes added later

6th Ave. & 57th via 63rd St. Tunnel under East River to 21st & Queensbridge.		23 Oct. 1989
6th Ave. from 50th to 57th.		1 July 1968
53th St. and 8th Avenue 53rd St and 6th Avenue tunnels from 8th Avenue to W. 4th St.	3.2 miles	15 Dec. 1940
W. 4th St. and 6th Ave. to Houston St. & 2nd Ave.	1.0 mile	1 Jan. 1936
2nd Avenue Station via Houston St. and Rutgers Sts in Manhattan and Jay St. through York Station to Jay St. station in Brooklyn.	2.3 miles	9 Apr. 1936

Chrystie Street Connector from IND line on
Houston St. at 2nd Avenue to BMT line on
Williamsburg Bridge (used today by routes B and
D)

26 Nov. 1967

IND SECOND AVENUE SUBWAY

Originally conceived in the Depression. Construction was reactivated in the 1970s until funds ran out. Borrowing was reauthorized in 2006 with a schedule to open the line from 63rd to 96th Street by 2014. (2.3 miles)

STATEN ISLAND RAPID TRANSIT - FORMER B&O SUBSIDIARY UNTIL CA.1972

Tottenville to St. George Ferry Terminal

6 PITTSBURGH, PA: Port Authority Transit

<http://www.portauthority.org>

Light Rail

25.25 mi.

OVERBROOK LINE - S. HILLS JCT. TO CASTLE SHANNON

Pittsburgh & Castle Shannon RR - steam, 40" - gauge predecessor of South Hills Junction - Overbrook - Castle Shannon line. Chartered 21 Sept. 1871; purchased an existing railroad from the north side of Mt. Washington through tunnel to High Bridge (McKinley Park). No record of passenger service that date. Extended to Castle Shannon 1872-1873. Owned 7 passenger cars 31 Dec. 1873. First known passenger schedule of P&CS was published in *Pittsburgh Evening Chronicle* 13 May 1873. P&CS leased to Pittsburgh Railway 1900 and merged into Castle Shannon-Overbrook-S. Hills Jctn. (ELEC.)

P&CS Steam Freight Ended	-	15 Jul. 1909
Overbrook Line Closed for Repairs	-	1 May 1912
Overbrook Line reopened	5.2 miles	6 June 1993
		2 June 2004

CASTLE SHANNON TO LIBRARY

See section Washington Junction to Drake for origin of right-of-way between Castle Shannon and Washington Junction.

Library - Castle Shannon (Pgh. & Charleroi)	7.7 miles	12 Sept. 1903
Outer end Library closed for reconst.	-	29 Aug. 1982
Rebuilt Library line reopened	-	23 Dec. 1988

WASHINGTON JCT. TO DRAKE AND SPUR TO SOUTH HILLS VILLAGE

The Pittsburgh Southern Railroad, a narrow-gauge steam railroad, was used as the nucleus of a secondary Baltimore & Ohio mainline from Finleyville to Washington PA and its abandoned right-of-way was later incorporated into the trolley line from Castle Shannon to Washington Junction and Drake.

Washington Jctn. - Drake	4.1 miles	15 Feb 1909
Branch to South Hills Village mall opened	0.5 mile	15 Apr. 1984
Outer end Drake closed for reconst.		29 Aug. 1982
Drake branch service ended; track intact	-1.5 mile	4 Sept. 1999

CASTLE SHANNON - PITTSBURGH VIA BEECHVIEW & SOUTH HILLS TUNNEL

Castle Shannon- Mount Lebanon	1.4 miles	2 Feb. 1903
Mt. Lebanon - Domont Jct. surface tracks were a Pittsburgh & Birmingham (West Liberty St. Ry.) franchise dating to 1900 north of Mount Lebanon Cemetery and opened between 1900 and 1902 to the cemetery, and in 1903 south thereof, and were replaced by a subway tunnel on the date shown to the right:		
	0.85 mile	22 May 1987
Dormont Junction to Smithfield and Carson Sts. including Mount Washington tunnel	3.7 miles	1 Dec. 1904

Panhandle Bridge and Downtown Pittsburgh Subway	1.35 mi.	7 July 1985
Subway branch: Steel Plaza to PRR (Penn Park) station, downtown Pittsburgh (currently not used).	0.3 mile	5 June 1988

TUNNEL BYPASS VIA ALLENTOWN (Route 52 Allentown)

Tunnel Bypass - Arlington Ave. (nee Brownsville Rd) and Warrington Ave. (nee Washington Rd.) as far as Knoxville built by Pittsburgh and Birmingham Ry.	2.15 miles	4 Jan. 1897
Warrington Avenue to South Hills Junction was a Pittsburgh & Birmingham operation prior to Pittsburgh Railways.	0.9 miles	Pre 1902

NORTH SHORE CONNECTOR

Light rail extension from downtown under the Allegheny River to the "North Shore" to service parking garages and sports venues. Construction began 2006. Tunnel boring in process summer 2008.	1.2 miles	To Open 2011
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7 SAN FRANCISCO, CA: San Francisco Municipal Railway

<http://www.sfmuni.com/cms/mms/absite/sitemapa.htm>

Cable Cars

California Street: Kearney to Van Ness	10 April 1878
California St: Kearney to Market (Drumm)	1890
Hyde Street: California to Beach	9 Feb. 1891
Bay & Taylor via Taylor, Columbia, Mason, Jackson, Powell to Market St.	28 Mart. 1888

Light Rail

J line to Church St. from 22nd to 30th Sts. Only	11 Aug. 1917
J line: 30 and Church to Ferry Building	1 June 1918
J line 30th & Church to Ocean & San Jose	
L line: West Portal to 33rd & Taraval	19 Apr. 1919
L to 48th Ave.	14 Jan 1923
L line: extended through Twin Peaks Tunnel	15 Oct. 1923
K line: St. Francis Cir. Via West Portal Ave, Twin Peaks Tunnel, Market St., Van Ness to Pine	3 Feb. 1918
K line: Mirimar and Ocean to Ferries	21 Feb. 1919
K line from Brighton and Grafton via Brighton, Ocean and West Portal	18 May 1919
K line: Brighton / Grafton stub abandoned and replaced by Ocean and Phelan loop.	18 May 1952
K line: Extended from Ocean and Phelan to Balboa Park BART station	23 April 1979
TransBay Transit Terminal Tracks Opened	15-Jan-39
N line and Sunset Tunnel	21 Oct. 1928
Shuttle Embarcadero to 4th & Townsend	Jan. 1998
N line extended to 4th & Townsend	Aug. 1998
M line to Broad and Plymouth-W Portal	6 Oct. 1925
M line service abolished 6 Aug. 1939	xxx
M line reestablished	17 Dec. 1944
M line extension to Ocean & San Jose	1978
Muni Metro (Subway)	18 Feb. 1980
F Line service over existing tracks on Market Street from Castro St. to Trans Bay Transit Terminal	4 Sep. 1995
New F line service on Embarcadero to Fisherman's Wharf	4 Mar. 2000
T: Line: Third Street to City Limits	5.1 miles 13 Jan. 2007
Muni Central Subway, 4th & King to Chinatown. Federal new starts budget 2011.	1.7 miles final design to start 2010, projected to open Dec. 2018

8 CHICAGO, IL: Chicago Transit Authority

<http://www.transitchicago.com/>

Heavy Rail

GREEN LINE: SOUTH SIDE-LAKE STREET		
63rd & Cottage Grove to Congress St. (steam)		27 May 1892
Madison & Market to Lake & California(steam)		6 Nov. 1893
Lake St. eastward to Wabash finished		1895
Wabash Avenue leg of loop opened		8 Nov. 1896
Van Buren & Wells legs of Loop finished		3 Oct 1897
[Lake St. electrified with motor/trailers April 1896.]		
[First electric multiple-unit operation of train - South Side L]		12 Nov. 1897
Lake St: California to Laramie		19 April 1889
Lake St: Laramie St., Chicago, to Harlem Ave., Oak Park: relocated from surface tracks from the end of the original elevated right of way onto the Chicago & Northwestern Railway embankment.		
Change made to eliminate 22 grade crossings in original 1889 surface alignment.	2.5 miles	28 Oct. 1962
Englewood Branch completed in steps by:		13 July 1907

BLUE LINE: EISENHOWER/DOUGLAS PARK - O'HARE AIRPORT		
Douglas Park: Eisenhower to S. 18th St.		28 April 1896
Douglas Park: S. 18th to Western Avenue		7 Aug. 1896
Douglas Park: Western to Kenton		22 May 1907
Douglas Park: Kenton to Cicero		16 Dec. 1907
Douglas Park: Cicero to 52nd		20 Aug. 1910
Douglas Park: 52nd to Central		1 August 1912
Douglas Park: Central to Lombard		1 August 1915
Douglas Park: Lombard to Oak Park Ave.		16 Mar 1924
Congress (Eisenhower) Expwy		22 June 1958
Milwaukee-Dearborn subway		25 Feb 1951
Canal to Robey St.		6 May 1895
Robey St. to Logan Square		17 May 1895
Logan Sq. to Jefferson Park		1 Feb. 1970
Jefferson Park to O'Hare Airport		3 Sept. 1984

RED LINE: HOWARD ST. - DAN RYAN		
Loop to Wrightwood (1st Opening)		30 Dec. 1899
[Ran for only two days until city agreed to change franchise.]		
Loop to Wilson		31 May 1900
State St. subway (removes line from loop L)		17 Oct. 1943
Dan Ryan Expwy.		28 Sept. 1969

PURPLE LINE: EVANSTON BRANCH		
Built as Chicago as Chicago, Milwaukee & St. Paul Railroad, 1 May 1885. Unprofitable. Steam railroad was willing to allow both the Chicago & Milwaukee Electric Railway (North Shore) and Northwestern Elevated RR trackage rights in order to eliminate passenger business and ultimately their freight traffic. While this initially involved everything north of Wilson station, the operation eventually became a branch north of Howard St. and everything south of Howard became part of the mainline elevated.		
Wilson - Evanston extension opened		16 May 1908

BROWN LINE: RAVENSWOOD		
Loop to Western Avenue		18 May 1907
Western to Kimble and Lawrence		14 Dec. 1907

YELLOW LINE: SKOKIE SWIFT		
CRT ran Howard St - Dempster (Niles Center, renamed Skokie) service from 1 Feb. 1925 until bus substitution 27 Mar 1948. After Chicago, North Shore & Milwaukee abandoned on Jan. 21, 1963, CTA reinstated service.		

Howard St to Dempster (Skokie Swift)

20 Apr. 1964

ORANGE LINE - MIDWAY AIRPORT

Loop to Midway Airport

31 Oct. 1993

PINK LINE: S 18TH ST. TO EISENHOWER

Douglas Park: Eisenhower to S. 18th St.

28 April 1896

Douglas Park: S. 18th to Western Avenue

7 Aug. 1896

Douglas Park: Western to Kenton

22 May 1907

Douglas Park: Kenton to Cicero

16 Dec. 1907

Douglas Park: Cicero to 52nd

20 Aug. 1910

Douglas Park: 52nd to Central

1 August 1912

Douglas Park: Central to Lombard

1 August 1915

Douglas Park: Lombard to Oak Park Ave.

16 Mar 1924

9 Port Authority of New York and New Jersey

9a JERSEY CITY, NJ: Port Authority Trans-Hudson Corp. (PATH)

<http://www.panynj.gov/CommutingTravel/path/html/>

Heavy Rail - built as Hudson & Manhattan RR

19th St. Manhattan via uptown tube to Hoboken NJ

25 Feb. 1908

19th St. to 23rd St. and 6th Ave., Manhattan

15 July 1908

Downtown tube from Hudson Terminal (World

Trade Center) to Exchange Place, Jersey City

19 July 1909

Exchange Place, Jersey City to Hoboken NJ

2 Aug. 1909

Exchange Place to Grove St., Jersey City NJ

6 Sept. 1910

6th Avenue from 23rd to 33rd Sts., Manhattan

27 Nov. 1910

Grove St., Jersey City to Manhattan Transfer,

Harrison NJ

1 Oct. 1911

Manhattan Transfer to Park Place terminal, Newark

26 Nov. 1911

Manhattan Transfer station on Pennsylvania

Railroad closed; H&M realigned to new Newark

Penn Station and new Harrison station is sited

several blocks to south.

20 June 1937

Port of New York Authority buys Hudson &

Manhattan RR through condemnation.

13.8 mi. ttl.

1 Sept. 1962

9b Linear Induction ART to JFK Airport - "Airtrain"

Official web site: <http://www.panynj.gov/airtrain/>

Best map: http://www.citidex.com/special/airporttrans/jfk_airtrain.html

Total length of route:

8.0 miles

inside JFK Airport, Queens, New York

2.0 miles

17 Dec. 2003

JFK to Howard Park IND Station

3.4 miles

17 Dec. 2003

JFK - Jamaica Long Island RR Station

3.0 miles

17 Dec. 2003

9c Newark Airport Monorail to Amtrak Station

<http://www.panynj.gov/CommutingTravel/airports/html/newarkliberty.html>

Internal airport monorail extended to Amtrak >>>

21 Oct. 2001

10 CLEVELAND, OH: Greater Cleveland Regional Transit Authority

<http://www.gcrtc.org/>

Light Rail

Shaker Rapid - Initial Service

17 Dec. 1913

Waterfront Extension

10 July 1996

Heavy Rail

Rapid to Windermere

15 Mar. 1955

Rapid to W. 117th St.

15 Aug. 1955

Rapid to West Park

15 Nov. 1958

Rapid to Hopkins Airport

21 Nov. 1968

11 NEWARK, NJ: New Jersey Transit, Newark City Subway

<http://www.njtransit.com/>

Light Rail

Newark City Subway Heller Pkwy. to Broad St.	3.3 mi.	26 May 1935
Newark City Subway Broad St. - PRR Sta.	~0.5 mi.	20 Jun. 1937
Newark City Subway: Heller Pkwy.to Franklin St.		22 Nov. 1940
Newark City Subway: Franklin Ave. to Grove St.	1.0 mile	22 June 2002
Penn Station to Broad Street Station via surface	0.98 mile	17 July 2006

12 MONTREAL, QUEBEC: Société de Transport de Montreal (STM)

<http://www.stcum.qc.ca/English/metro/a-mapmet.htm>

Heavy Rail - rail for guideway / rubber tires for support

ORANGE LINE	15.4 mls	
Henri Bourassa - Place D'Armes (orange)	~6.2 mls	14 Oct. 1966
Place D'Armes - Square-Victoria (orange)	~0.4 mls	6 Feb 1967
Square-Victoria - Bonaventure (orange)	~0.4 mls	13 Feb 1967
Bonaventure - Place-Saint-Henri (orange)	~1.6 mls	28 Feb 1980
Place-Saint-Henri - Snowden (orange)	~2.8 mls	7 Sept 1981
Snowden - Cote-Sainte-Catherine (orange)	~0.6 mls	4 Jan. 1982
Cote-Sainte-Catherine - Plamondon (orange)	~0.4 mls	29 June 1982
Plamondon - Du College (orange)	~2.2 mls	9 Jan. 1984
Du College - Cote-Vertu (orange)	~0.7 mls	3 Nov. 1986
Cote-Vertu - Henri Bourassa		c. 1995
Henri Bourassa - Montmorency (Laval)	3.2 mi.	28 Apr. 2007
Montmorency - Cote Vertu (completes loop)	6 miles	
GREEN LINE	13.7 mls	
Agrignon - Atwater (green)	~5.0 mls	3 Sept. 1978
Atwater - Papineau (green)	~3.1 mls	14 Oct 1966
Papineau - Fontenac/Ontario (green)	~0.7 mls	19 Dec 1966
Frontenac - Honore-Beaugrand (green)	~4.9 mls	6 June 1976
YELLOW LINE	2.64 mls	
Berri de Montigny (Berry QUAM) - Ille Sainte Hélène (Jean Drapeu) for Expo.	1.3 miles	19 Dec. 1966
Ille Sainte Hélène - Longueuil (yellow)	1.34 miles	31 Mar. 1967
Longueuil - Pierre Boucher	3 miles	
BLUE LINE	6.0 mls	
Saint-Michel - Du Parc (blue east)	~2.3 mls	16 June 1986
Du Parc - Snowden (blue west)	~3.7 mls	5 Jan 1988
St. Michael - Anjou	3 miles	

13 CAMDEN NJ: Port Authority Transit Corp., Subsidiary of Delaware River Port Auth.

<http://www.drpa.org/patco/>

Heavy Rail

Camden to Lindenwold NJ	14.5 mi.	4 Jan. 1969
Camden to Philadelphia (over existing tracks)		4 Jan 1969

14 JACKSONVILLE FL: Jacksonville Transportation Authority

<http://www.jtaonthemove.com/>

Monorail (Conflicting dates: May or June 1989)	0.7 mile	25 May 1989
Skyway extension Southbank to San Marco station	1.8 mi.	30 Oct. 1998

15 OAKLAND CA: Bay Area Rapid Transit District

<http://www.bart.gov/index.asp>

Heavy Rail

Oakland to Fremont	22 miles	11 Sept 1972
Oakland to Richmond	15 miles	29 Sept. 1972

Oakland to Concord	17 miles	21 May 1973
San Francisco (Embarcadero to Balboa Park)		3 Nov. 1973
Balboa Park to Daly City		5 Nov. 1973
Oakland - San Francisco (Transbay Service)		16 Sep. 1974
Daly City to Colma		24 Feb. 1996
Dublin - Pleasanton extension		10 May 1997
North Concord-Martinez extension		16 Dec. 1995
West Pittsburg Extension		7 Dec. 1996
Colma - SFO Airport	8.7 mi.	Dec. 2002
Fremont - Warm Springs extension (see next line)	5.4 miles	Const. 2008-2013
Warm Springs (Fremont), Berryessar, Milpitas, to 28th & Santa Clara in San Jose. Funded by VTA. Preliminary engineering and EIR completed. In final design 2007.	16.1 miles	Construction 2008-2015. To Open 2016

16 MORGANTOWN WV: University of West Virginia

<http://www.wvu.edu/transportation/>

People Mover - University of West Virginia

Morgantown to Engineering Station		1975
Balance of Line	total 3.6 mi.	1979

17a WASHINGTON DC: Washington Metropolitan Area Transit Authority

<http://www.wmata.com/>

Heavy Rail

106 miles total

Rhode Island Ave - Faragut North (red)	4.6 mi.	27 Mar. 1976
Farragut North - Dupont Circle (red)	1.07 mi.	Jan. 1977
Stadium/Armory - Natl Airport (Blue)	11.94 mi.	1 July 1977
Rhode Island Av. - Silver Spring (red)		6 Feb. 1978
Stadium/Armory - New Carrollton (orange)		20 Nov. 1978
Rosslyn - Ballston (orange)		1 Dec. 1979
Stadium/Armory - Addison Road (blue)		22 Nov. 1980
Dupont Circle - Van Ness Av. (red)		5 Dec. 1981
Gallery Pl. - Nat'l. Airport (yellow)		30 Apr. 1983
Nat'l. Airport - Huntington (yellow)		17 Dec. 1983
Van Ness Av. - Grosvenor (red)		25 Aug. 1984
Grosvenor - Shady Grove (red)		15 Dec. 1984
Ballston - Vienna (orange)		7 June 1986
Silver Spring to Wheaton (red)		22 Sep. 1990
Gallery Pl. -U St./Cardoza (green)		11 May 1991
King St. - Van Dorn (blue)		15 June 1991
L'Enfant Pl. - Anacostia (green)		28 Dec. 1991
Ft. Totten - Greenbelt (green)		11 Dec. 1993
Van Dorn - Springfield (blue)		29 June 1997
Wheaton - Glenmont (red)		25 July 1998
U St./Cardoza - Ft. Totten (green)		18 Sep. 1999
Anacostia - Branch Avenue (green line)	6.5 mi.	13 Jan. 2001
Addison Rd. - Largo (blue)	3.22 miles	18 Dec. 2004
West Falls Church - Wiehle Ave., Reston, VA. USDOT approved \$900 million in January 2009. Federal approval is for 14 miles.	11.6 mi.	Proj. 2013
Wiehle Ave., Reston - Dulles Airport - Route 772	11.5 mi.	Proj. 2015

17b WASHINGTON DC: D C Department of Transportation

Light Rail

Anacostia line (From Good Hope Road via M. L. King Jr. Ave. SE [nee Nichols Ave SE], Howard Ave., SE, Firth Stirling Ave., to a station on S. Capitol St. SW.) [3 cars built, no line built yet.]	1.3 miles	At least not before 2012
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A second route was begun on Union Station via H Street and Benning Road NE to Oklahmoa Ave. Rails have been laid into H Street in 2009 because the city was renewing paving. Rails are stacked along Benning Road but paving has not begun. No money is available for equipment or overhead. The issue of underground power collection was a franchise restriction in the past.

2.1 miles

Unknown

Purple line (Bethesda - Silver Spring - College Park - New Carrollton) Would connect with Red line twice, Green Line and Orange line as well as MARC commuter trains at Silver Spring and Amtrak at New Carrollton. Has been through DEIS and is in planning and engineering phase. Maryland has removed \$1.5 billion from highway funds to cover construction.

16 mls

serious proposal; constr. To start 2014, proj. opening 2018

<http://www.piketranst.com>

Pentagon out along Columbia Pike

5 mi.

serious proposal but not firm yet. Construction projected for 2011.

18 DETROIT, MI: City of Detroit Dept. of Transportation, "D-DOT"

<http://www.detroitmi.gov/ddot/index.html>

Heritage line - Washington Blvd-Jefferson Ave.

Service suspended

opened 1976

Carbarn destroyed

October 2003

People Mover

2.9 mi.

31 July 1987

Light Rail

http://www.lightrailnow.org/news/n_newslog2009q3.htm

Private-non profit group proposed Woodward Avenue line from Hart Plaza (foot of Woodward St.) to Grand Blvd. (a.k.a. General Motors Blvd., serving Amtrak station Wayne State University, Merrill-Palmer Institute, Dengell VA Medical Center and General Motors office complex. Dec 2009 US legislation allows private funding to be used as match toward federal support. Total of \$121 million in private money committed. Award of \$25 million in TIGER stimulus funds announced 16 February 2010.

3.4 miles

Maybe 2013

Public operation by DDOT to connect with private light rail at Grand Blvd and extend on out Woodward to 8 Mile Road

4.6 miles

Private money is match for federal money.

19 EDMONTON, ALTA: Edmonton Transit System (42,000)

<http://www.edmonton.ca/transportation.aspx>

Light Rail

8.8 mi. total

Belvedere - Central

23 Apr. 1978

Central-Clareview

25 May 1981

Central - Bay - Corona (two stations)

June 1983

Corona - Grandin (one station)

Sept. 1989

Grandin-University (one station)

Aug. 1992

University of Alberta - Health Science Ctr. (one sta.)

7 miles

3 Jan 2006

Health Science Center - South Campus

1.2 mi

25 Apr. 2009

South Campus - Century Park

3.4 miles

Proj. 4/25/10

North Line: From Churchill station downtown to Grant McEwan University, Royal Alexandra Hospital and NAIT. Engineering and partial construction budget approved.

1.9 miles

Proj. April 2014

20 ATLANTA, GA: Metropolitan Atlanta Rapid Transit Authority

<http://www.itsmarta.com/>

Heavy Rail

East (Blue) line: Avondale - Georgia State	11.9 miles	30 June 1979
West (Blue) Line: Hightower (Hamilton E. Holmes) station through Five Points to Georgia State station	8.3 miles	22 Dec. 1979
South (Red) line to Garnett to North Avenue	3.3 miles	4 Dec. 1981
North (Yellow) Line from North Ave. to Arts Center	1.2 miles	11 Sept. 1982
South (Red) Line from Garnett to West End	1.3 miles	11 Sept. 1982
Tokens replace magnet tickets		Aug. 1984
North (Yellow) Line Arts Center to Brookhaven/Oglethorpe University	6.5 miles	4 Dec. 1984
South (Red) Line: West End station to Lakewood/Fort McPherson station.	2.7 miles	4 Dec. 1984
South (Red) Line from Lakewood/Fort McPherson station to East Point Station	1.8 miles	16 Aug. 1986
North (Yellow) line Brookhaven/Oglethorpe University station to Chamblee station	6.5 miles	Dec. 1987
South (Red) Line: East Point to Hartsdale Airport and College Park stations	3.7 miles	18 June 1988
Lindberg Center and Lakewood (existing track)	-	Sept. 1990
East Line: Avondale to Indian Creek	3 miles	June 1993
Proctor Crk. (Green) Branch to Bankhead	1.1 mi.	12 Dec. 1992
Chamblee - Doraville (Northeast line)	1.9 mi.	12 Dec. 1992
Avondale - Indian Creek (East line)	3.4 mi.	26 June 1993
North (Red) Line to Linwood to Dunwoody	5 miles	8 June 1996
Dunwoody - North Springs (North line)	1.9 mi.	18 Dec. 2000
Smart cards replace tokens		Dec. 2005

Light Rail

City of Atlanta has paid for feasibility study for both light rail projects in 2009.

Atlanta Streetcar: 6-mile, \$200 million project on Peachtree Street. Full line would be 14 miles from Buckhead on the north to Fort McPherson on the south. As been submitted for TIGER stimulus funds. AKA: Georgia Transit Connector.

Belt Line Street car combined green belt circular route around central city using former railroad rights-of-ways, not all of which remain intact.

21 LOS COLINAS, IRVING, TX: Dallas County Utility and Reclamation District

People Mover - elevated - AEG Westinghouse

Very limited demand 1.5 mile 1979-1983
Shutdown July 1993 to Dec. 1996; runs on demand only mid day.

22 CALGARY, ALBERTA: Calgary Transit (City of Calgary), "C Train"

<http://www.calgarytransit.com/>

Light Rail

10th St. & 7th Ave. - Anderson (South Line)	8.0 miles	25 May 1981
7th Avenue to Whitehorn (Northeast Line)	6.1 miles	27 Apr. 1985
9th St. & 7th Ave. to University (Northwest Line)	3.5 miles	17 Sep. 1987
University to Brentwood, 1 station	0.6 mile	31 Aug. 1990
Anderson- to Fish Creek - Lacombe (2 sta.)(south)	2.1 miles	9 Oct. 2001
Brentwood to Dalhousie (1 station)(Northwest line)	1.9 miles	15 Dec. 2003
Fish Creek to Somerset - Bridlewood (2 sta.)(South)	1.9 miles	28 Jun. 2004
Whitehorn to McKnight-Westwinds (Northeast line)	1.7 miles	17 Dec. 2007
Dalhousie to Crowfoot (northwest line)	2.4 miles	15 June 2009
Northwest line: Crowfoot to Royal Oak and Tuscany	1.6 miles	Projected 2014
Downtown Heritage Loop		Proj. July 2008

McKnight Westwinds - Saddle Ridge (Northeast line)	5.2 miles	Proj. Dec. 2012
West Line 7th Avenue South and Bow Trail from	5.2 miles	constr. To start 2010;
7th Avenue downtown to 69th Street, SW. First		proj. to open Dec.
stage engineering design began Feb. 2008.		2012

23 SAN DIEGO, CA: Metropolitan Transportation Development Board,

<http://www.sdcommute.com/>

San Diego Trolley

Light Rail

San Diego - San Ysidro	15.9 mi.	19 July 1981
Orange Line: San Diego - Euclid Ave.	4.5 mi.	25 Mar. 1986
Orange Line: Euclid Ave. - La Mesa	5 Mi.	14 May 1989
Orange Line: La Mesa - El Cajon	6 mi.	25 June 1989
Union Sta. -Bayside-Gaslamp Qtr.-12th & Imperial		June 1990
Orange / Green Lines: El Cajon - Santee	3.6 mi.	28 Aug. 1995
Mission Valley West:Old Towne - Mission San Diego	6.1 mi.	23 Nov. 1997
San Diego (Santa Fe Station) to Old Towne	3.2 mi.	June 1996
Green Line (Mission San Diego - Santee)	5.9 mi.	10 Jul. 2005
Downtown Heritage Loop		Proj. July 2008

24 SEATTLE, WA: Metro Transit, a division of King County Dept. of Transporta

<http://metro.kingcounty.gov/>

<http://www.seattlestreetcar.org/>

http://en.wikipedia.org/wiki/Seattle_Streetcar_Network

http://en.wikipedia.org/wiki/First_Hill_Streetcar

Monorail (Built by Alweg of Cologne for World's Fair)

24 Mar. 1962

Light Rail / Street Car:

Waterfront trolley (Pier 70 to Main St.)

Spring 1982

Extended to International District

~1990-1993

Temporary closure

18 Nov. 2005

South Lake Union Trolley line (SLUT)

1.3 miles

12 Dec. 2007

First Hill-Capitol Hill Line

2.2 miles

Proposed 2013

Fairview - East Lake - University Line - strongest chance of all the unfunded lines.

3.5 miles

No firm plans

Central Line: 1st venue North and S Jackson St. East through Central District

6.4 miles

No firm plans

Westlake - Fremont - Ballard Commons Line

4.4 miles

No firm plans

See note 51 for Seattle-Seatac-Tacoma light rail.

25 BALTIMORE, MD: Maryland Department of Transportation, Maryland Transit Administration

<http://www.mtamaryland.com/>

Heavy rail

Charles Center - Reistertown

8 mi.

21 Nov. 1983

Reistertown - Owings Mills

6 mi.

19 Jul. 1987

Charles Center - Johns Hopkins

1.5 mi.

31 May 1995

Central Light Rail

Camden Yards - Timonium

13.2 miles

3 Apr. 1992

Camden Yards - Patapsco Av.

4.1 miles

30 Aug. 1992

Patapsco Av. - Linthicum

3.0 miles

2 Apr. 1993

Linthicum - Cromwell (Glen Burnie)

2.2 mi.

20 Jun. 1993

Timonium - Hunt Valley

4.5 mi.

9 Sep. 1997

Penn Sta. & BWI extensions

0.3 + 2.7 mi.

6 Dec. 1997

South end was shut down in segments beginning Sept. 6, 2003 to allow contractors to install a second track; the project was finished:

6 Dec.2004

North end was shut down in segments beginning January 2005 to allow contractors to install a second track; the project was finished:

28 Feb. 2006

Analysis of the first timetable after the double tracking was completed disclosed running times were equal to or longer than with single track and sidings.

Red Line Light Rail

<http://baltimorelined.com/>

On the west end in Baltimore County from the Centers for Medicare and Medicaid Services, past Security Square Mall, over or under the Belway, past the main Social Security Office, a subway under Security Blvd. and Cooks Lane, on the surface on Edmonson Avenue and Franklin St., subway under MLK Blvd. and Lombard Street through downtown. Continuing in tunnel under Exeter and Fleet Streets through Fells Point and Little Italy and then on Boston Street through Canton. The line then turns north through Highlandtown to the Bayview MARC station at I-695 (the Harbor tunnel Thruway) and then ends at the Johns Hopkins Bayview Medical Center. Some places like social security and medicare/medicade employ thousands of people but they were located next to the Beltway to attract suburbanites. This represents a reversal in policy to attract urban workers. Line has gone through preliminary EIS and is now in preliminary engineering. The subway through downtown makes it impossible to share a work shop with the other light rail line; a third shop is contemplated.

14 mls in planning for constr.
In 2014, proj. 2018 opening

26 LOWELL, MA: National Park Service

<http://www.nps.gov/lowe/2002/home.htm>

<http://www.railwaypreservation.com/vintagetrolley/lowell.htm>

National Park Service Demonstration

26 May 1984

27 FORT COLLINS, CO: Fort Collins Municipal Railway Society

<http://www.fortnet.org/trolley/>

Sunday Only Heritage Trolley using two former local Birney ca

21 Dec. 1984

28 MIAMI, FL: Miami-Dade County Transportation Department

<http://www.miamidade.gov/transit/metrobus.asp>

Heavy Rail

22.4 miles

South line

20 May 1984

North line to Earlington Heights

17 Dec. 1984

Earlington Hts. - Okeechobee

19 May 1985

Okeechobee - Palmetto stations

0.7 mile

30 May 2003

Orange Line Phase I: Earlington Hts. - Miami

2.4 miles

constr. To start 5/09;

Intermodal Center, Miami Airport: Under

projected to open

Construction

2012

Orange Line Phase II: Partially funded, north from MLK station at at 62nd St. to 215th Street.

9.5 miles

Construction projected to begin in 2011.

Received a medium-low rating by FTA.

Opening in 2017

Orange Line Phase III: Partially funded, west from Miami Intermodal Center to Florida International University and SW 137th Avenue

10 to 13 miles

Construction to begin in 2013; opening in 2016.

Metromover (ART - People Mover)

1.9 miles

1986

Brickell and Omni extensions

2.5 miles

6 May 1994

MIA Mover - connects Miami Int'l Airport with
Miami Intermodal Center (Amtrak, Tri-Rail,
MetroRail and buses) 1.27 miles Late 2011.early 2012

29 BUFFALO, NY: Niagara Frontier Transportation Authority

<http://www.nfta.com/>

Light Rail	total 6.5 mi.	
Non-revenue tracks car shop to Auditorium	0.1 mile	9 Oct. 1984
Main St. from Auditorium (renamed Erie Canal-Harbor station) to Theater station opened first to enhance election of President Regan.	1.1 Mile	9 Oct. 1984
Subway under Main St. from Theater station to Amherst Station	4.2 miles	20 May 1985
Main St. subway: Amherst to University stations	1.0 mile	~Sep. 1986

30 VANCOUVER BC: Greater Vancouver Transportation Agency (GVTA), or TransLink.

<http://www.translink.bc.ca/>

Advanced Rapid Transit - Linear Induction

Expo line: downtown Vancouver - New Westminster	13.7 mi.	11 Dec. 1885
Expo line: New Westminster to Columbia Station		14 Feb. 1889
Expo Line: Columbia - Surrey (King George)	4 mi.	28 Mar. 1994
Millennium Line: Columbia - Commercial Drive		31 Aug. 2002
Millennium Line: Commercial Drive - VCC / Clark		6 Jan. 2006
Millennium Line: extension to Univ. of Brit. Col.	7.5 mi.	Projected 2020
Evergreen Line: northwest route connecting Lougheed Town Centre to Coquitlam via Port Moody. Announced April 18, 2008 Extension of Millennium line.	6.8 mile	Projected to start constr. 2010, open 2014

Light Rail

Port Moody - Coquitlam	6.3 mi.	projected 2010
Granville Island to Canada Line (demonstration of Bombardier Flexity cars during Olympic games)	1.8 km	Jan 21 to Mar 21 2010

Heavy Rail

www.canadainline.ca

Canada line (Waterfront, City Center, Marine Drive and branches to YVR Airport & Richmond)	11.8 mi.	17 Sept. 2009
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31a PORTLAND OR: Tri-County Metropolitan Transportation Authority of Oregon

Metropolitan Area Express or MAX

<http://www.trimet.org/>

Light Rail

Blue Line: Portland - Gresham	15 mi.	5 Sept. 1986
Blue Line: Portland - Hillsboro	18 mi.	12 Sept. 1998
Red Line: Gateway Transit Center to Airport (PDX)	5.5 mi.	12 Sept. 2001
Yellow Line: Interstate Ave. (Rose Qtr. To Expo Ctr.	5.8 miles	2 May 2004
5th - 6th Av. Mall (for yellow & green lines)		proj. 8/30/09
Green line: Gateway/NE 99 Av. south to Clackamas Town Center via I-205 corridor	8.3 miles	12 Sept. 2009
Portland - Milwaukie (in prelim. Engineering phase)	6.5 miles	constr. Start 2011, open 2015

31b Portland Streetcar

	8 miles total	
Initial Loop Portland State University to NW Portland	5.5 miles	Jul 20, 2001
River Place Extension	0.5 miles	11 Mar 2005
River Place to South Waterfront stop	1 mile	20 Oct 2006
Lowell extension (to River Place Loop)	2 miles	17 Aug. 2007
Westside Loop: extension across Willamette River to Oregon Museum of Science & Industry	3.3 miles	projected 2011

32 SAN JOSE CA: Santa Clara Valley Transportation Authority

<http://www.vta.org/>

Light Rail	42 miles	
Old Ironsides to Civic Center	6 miles	11 Dec. 1987
Civic Center to downtown San Jose	5 miles	17 Jun. 1988
Downtown - Alma	2 miles	31 Oct. 1990
Alma - Santa Theresa & Almaden branch	10 miles	2 Aug. 1991
Old Ironsides - Mtn. View	7.6 miles	Dec. 1999
Baypointe - I-880/Milpitis	1.9 mi.	18 May 2001
I-880/Milpitis - Alum Rock	1.9 miles	24 June 2004
Vasonia Extension (Sacramento to Winchester) in Campbell	5.3 miles	1 Oct. 2005

33 SACRAMENTO CA: Sacramento Regional Transit District

<http://www.sacrt.com/>

Light Rail		
Watt I-80 - downtown	9.0 miles	12 Mar. 1987
downtown - Butterfield	9.3 miles	5 Sept. 1987
Butterfield - Mather Field / Mills	2.3 miles	6 Sept. 1998
Mather Field/Mills - Sunrise	2.5 miles	13 June 2004
Sunrise - Folsom	7.5 miles	15 Oct. 2005
South Line to Meadow View	6.3 miles	26 Sept. 2003
Downtown - SP train station	0.5 mile	8 Dec. 2006
South Line Extension Phase 2 (Meadow View to Consumnes River College) - undergoing environmental review Jun 2007. Consultant hired 8-08.	4.3 miles	construction to start 4Q09 and finish in 2011
Phase I of Natomis Airport line: north on 7th Street from the Amtrak station line at H St. to Richards Blvd. Serves several county offices, some factories, and the empty fields where the SP yards used to be.	1.1 miles	Ground Breaking held October 12, 2009; Service to begin Nov. 2010
Remainder of Green Line to Natomis Airport via Truxel Road.	12 miles	Advisory Measure U approved by voters Nov. 2008

34 GALVESTON, TX: Island Transit

<http://www.islandtransit.net/main.htm>

Light rail, Heritage project	2.2 miles	23 July 1988
Suspended due to Hurricane Ike; cars stored at carhouse in April 2009.		13 Sept. 2008

35 DALLAS, TX: Dallas Area Transit Authority (DART)

35a Light Rail - McKinney Ave. Transit Author	2.8 miles	23 July 1988
(Note: Losses paid by DART)		
http://mata.org/index.shtml		
http://www.mata.org/map.htm		
McKinney Avenue extension	0.5 mile	1999
McKinney Ave. to DART City Place station	1.25 miles	27 June 2002

35b Light Rail - Dallas Area Rapid Transit (DART)

<http://www.dart.org/>

Blue line S (Corinth - Illinois St.)	1.5 miles	14 June 1996
Red line S (Pearl - Westmoreland)	5.8 miles	14 June 1996
<i>note: Pearl - Corinth serves red and blue lines</i>		
Blue line S (Illinois St. - Ledbetter)	2.9 miles	May 1997

Red & Blue lines (Pearl - Mockingbird)	3 miles	10 Jan. 1997
Red line (Mockingbird - Park Lane)	3 miles	10 Jan. 1997
Blue line (Mockingbird - White Rock)	3.1 miles	24 Sept. 2001
Blue line (White Rock - LBJ/Skillman)	3.5 miles	6 May 2002
Blue line (LBJ/Skillman - Garland)	3.9 miles	18 May 2002
Red line (Park Lane - Richardson)		~2001
Red line (Richardson - Plano)		9 Dec. 2002
Green Line (Victory to Carrollton Sta.)		Dec. 2010
Green Line: Union Sta. - Victory Sta.	1.25 miles	12 Nov. 2004
Green Line from Union Station to Pearl uses existing track of Blue and Red Lines		14 Sept. 2009
Green Line: Pearl Station to M. L. King Station		14 Sept. 2009
Green Line (Pearl to Bruckner Station) - Federal new starts 2010 or earlier.		Dec. 2010
Green Line Total Mileage Summary	28.0 miles	
Orange line (Bachman - Las Colinas Urban Center)	5.1 mi.	Dec. 2011
Orange line (Las Colinas - Belt Line Rd.)	4.1 mi.	Dec. 2012
Orange line (Belt Line - DFW Airport)	4.8 mi.	Dec. 2013
Blue Line (Garland - Rowlett)	4.5 mi.	Dec. 2012
Downtown Corridor 2	~ 1.5 miles	Proj. 2016
Blue line (Ledbetter -S. Dallas/ I-20)		Proj. 2018
A streetcar service has been proposed starting at Union Station and running via Houston, Young, Market, Commerce, and Broom sts. to a connection with the McKinney Ave. streetcar line at St. Paul and Broom. The line then would return via St. Paul., Elm and Houston sts. to Union Station. At least four stops would be adjacent to DART light rail stops. The line has been proposed by Dallas City Council for a 2014 opening. TIGER stimulus funds in amount of \$23 million announced 16 Feb. 2010.		Proj. 2014

36 ASTORIA, OREGON: Astoria Riverfront Trolley Association

<http://www.mta.net>

Light Rail, Heritage, ex San Antonio car

ca. 1990

37a LOS ANGELES: Los Angeles County MTA

<http://www.mta.net/default.asp>

Light Rail

Blue Line (Los Angeles - Long Beach)	22 miles	16 July 1990
Green Line (Norwalk - Vermont Av.)	10.9 mi.	summer 1994
Green Line (Vermont Av. - El Segundo-Redondo)	9.1 mi.	12 Aug. 1995
Gold Line (Los Angeles - Sierra Madre Villa Station in East Pasadena)	13.7 mi.	26 July 2003
Gold Line from LAUPT to Atlantic & Pamonza Blvd. in East Los Angeles.	6 miles	15 Nov. 2009
Gold line further eastside extension to Whittier	10 miles	design to be completed in 2010
Gold Line Azusa Extension from Sierra Madre Villa to Arcadia, Monrovia, Duarte, Irwindale and Azusa. Hill International hired as project leader if funding approved in 2010, line could open in 2013.	11.4 miles	approved by voters November 2008
Gold Line - Phase II-B Foot Hill Extension from Azusa to San Dimas, Laverne, Pomona, Claremont and Montclair.	about 11 miles	no firm date.

<<http://www.metrogoldline.org/about.html>>

No Contracts

Mid-city/Expo Line: downtown L.A. (7th & Flower) to Culver City (Venice & Robertson)(Equates to part of former Pacific Electric Santa Monica Air Line)	Unduplicated 7.7 miles	Under const., Proj. 2010
Mid-city/Expo line: further extension (Venice & Robertson) to Santa Monica (4th & Colorado)	6.5 miles	in planning, projected 2013.
South LA/north-south line: Exposition & Crenshaw Blvds (connection to Expo Line) to connection with Green Line	8.5 miles	2009-recommended to be LRT by LACMTA
Heavy Rail		
Red Line (Union Sta. - Westlake/MacArthur)	3.2 mi	30 Jan 1993
Purple Line (MacArthur Park - Wilshire /Western)	2 mi.	13 July 1996
Red Line to Hollywood and Highland	11.1 mi.	12 June 1999
Red line to North Hollywood	6.3 mi.	24 Jan. 2000
Purple Line: Wilshire & Western to Santa Monica		2020
Bus Rapid Transit		
El Monte Bus Way		1973
Orange Line, San Fernando Valley		Oct. 2005

37b LOS ANGELES: Los Angeles Streetcar, Inc

<http://www.lastreetcar.org/>

Streetcar / Light rail

Studying three options for downtown distributor streetcar loop running southbound on Broadway from 1st St., three various options for loops in the South Park neighborhood as far south as either 11th St. or Pico Blvd., and returning north to 1st St. over either Oliver or Hill St. U. S. Transportation Secretary has awarded \$250,000 for environmental impact statement.	3.5 miles	2014
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38 FORT SMITH, AR: Fort Smith Streetcar Restoration Association Inc.

<http://www.fstm.org/>

Museum / Heritage Light Rail

~0.5 mile	19 May 1991
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39 NELSON BC: Nelson Electric Tramway Society

<http://streetcar.kics.bc.ca/index.html>

Heritage Light Rail

~1 mile	15 June 1992
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40 TUCSON, AZ: Old Pueblo Trolley

<http://www.oldpueblotrolley.org>

http://en.wikipedia.org/wiki/Old_Pueblo_Trolley

http://www.lightrailnow.org/news/n_tuc_2009-12a.htm

Light Rail Heritage Demo Project / state funds

1.1 miles	17 Apr. 1993
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extension under UP to edge of downtown

0.4 mile	20 August 2009
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Extension northeast to University of Arizona and Arizona Health Science Center and west to downtown and Convention Center by Tucson Area RTA. Seven Skoda-licensed cars on order.

2.4 miles	2011-2012
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TIGER stimulus funds in amount of \$653 million announced 16 Feb. 2010.

41 ST. LOUIS: , Metro St. Louis; Bi State Development Agency

<http://www.metrostlouis.org/>

LIGHT RAIL (38 mile total as of early 2006)

Metrolink opens with 16 stations from North Hanley to East St. Louis

12.5 miles	31 July 1993
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North Hanley to Lambert Airport and Riverfront sta.	4.0 miles	25 June 1994
Airport East station opened, no additional track	0.0	1998
Illiois extension East St. Louis to Belleville, IL.	17.4 miles	4 May 2001
Illinois phase II to Shiloh - Scott AFB station	3.5 miles	23 Sept. 2003
Cross Country Branch to I-44	8.6 miles	26 Aug. 2006

42 MEMPHIS TN: Memphis Area Transit Authority

<http://www.matatransit.com/>

Heritage Line

North - South line on Main St.	1.3 miles	29 Apr. 1993
North South Line along railroad	1.0 miles	1997
Madison Line (Precursor for airport lrt)	2.5 miles	15 Mar. 2004

43 LAS VEGAS, NV: Las Vegas Monorail Co. (IRS 501.c.4, private, non-profit)

No Official Web Site

Mark VI Monorail (same as Disneyworld, Florida)

MGM Casino to Sahara in Strip	3.9 miles	14 July 2004
Extension of line built in 1990s using second-hand Disneyworld cars. New cars built by Bombardier.		
Extension of line to Airport to be built using local support. Turndown in real estate market is affecting local funding. Opposition from taxi companies may also enter the picture.	4.2 miles	

44 SALT LAKE CITY, UT: Utah Transit Authority

<http://www.rideuta.com/>

Light Rail

Salt Lake City - Sandy	15.0 miles	4 Dec. 1999
University Line	2.3 miles	15. Dec. 2001
Univ. Utah. Med. Ctr. Extension.	1.5 miles	29 Sep. 2003
Extn. Delta Center Sta. to Salt Lake Central Sta.	<1 mi.	27 Apr. 2008
Planatarium (Delta Center) station to Airport via West 4th North and West North Temple to 2400 west, then airport access road.	6.25 miles	Projected 2013
West Valley line (2100 South from connection with existing line to Sandy - West Valley City and 3700 south and 2700 west)	6.1 miles (also reported as 5 miles)	Ground breaking June 18, 2008. Projected 2015
Fashion Place West (6400 South) - Mid Jordan line (5600 West) Environmental phase completed July 2007. Letter of no prejudice from FTA received. Federal New Starts budget 2010 or earlier.	10.6 miles	Under Const. May 2008. Completion 2011-2012.
Extension of Salt Lake - Sandy light rail: Sandy-Draper - Pioneer Rd.	Unknown/ Several Possible alignments	projected 2015

45 DENVER, CO: Denver Regional Transportation District

<http://www.rtd-denver.com>

Light Rail

30th & Downing - I 25 / Broadway	5.3 miles	7 Oct. 1994
SW Corridor (I25/Broadway - Littleton)	8.7 miles	14 July 2000, Revenue: 17 July 2000
Central Platte Valley branch (W. Colfax Ave. to Union Station)	1.8 miles	5 April 2002, Revenue: 7 April 2002
From Broadway along I-25 to Lincoln Ave., then up I 225 to Parker.	4 miles	17 Nov. 2006

Broadway - Lincoln Av. Along I-25	15 miles	17 Nov. 2006
West Corridor: downtown to Jeff. Co. Government Center, Golden. Federal New Starts budget 2010 or earlier.	12.1 miles	Under. Const., projected 2013 opening
Gold Corridor: Denver Union Station to Northwest Denver, Avarda Ridge and Ward Road. Federal New Starts Budget 2011.	11.2 miles	In planning, const. start 2011 for 2016 opening
I-225 Light Rail links East Line Commuter Rail with existing Nine Mile Station.	10.5 miles	In planning, construction to start 2011 for 2015 opening
Extension of Southwest Corridor beyond Littleton to C-470 / Lucent Blvd.	2.5 miles	2017
Extension of Southeast Corridor beyond Lincoln to Ridge Gate Parkway	2.3 miles	2017
Colfax Streetcar Feasibility Study Denver Public Works Department received funding from the US government for a study of the Colfax Avenue corridor for a streetcar distributor service. Area being studied extends from Interstate 25 past the Capitol to Syracuse Street on the east. Existing bus routes in the corridor haul up to 9,000 daily riders west p Broadway and 23,000 daily east of Broadway. The existing light rail lines to Littleton and Central Platte Valley would cross the Colfax line at Auraria Station at the west end of the survey area. Study initiated 2009.	5.5 miles	In study phase

46 KENOSHA, WI: City of Kenosha, Transportation Department

<http://www.kenosha.org>

Heritage Light Rail 1.8 miles 17 June 2000

47 WHITE HORSE, YUKON: Miles Canyon Historical Railway Society

<http://www.explorenorth.com/library/weekly/aa091300a.htm>

<http://www.yukonalaska.com/railway/>

<http://www.panoramio.com/photo/3757575>

Miles Canyon - ex Lisbon 431 - territorial funding ca. 2000
extension to Chilkoot Centre projected 2006

48 HOBOKEN NJ: New Jersey Transit, Hudson-Bergen Line

<http://www.njtransit.com/>

Light Rail

Exchange Place, Jersey City to 34 St., Bayonne	5.0 miles	17 April 2000
Branch to West Side Av	1.8 miles	17 April 2000
Jersey City: Exchange Place to Pavonia/Newport	0.5 miles	18 Nov. 2000
Exchange Pl - Hoboken	1.5 miles	29 Sept. 2002
Bayonne: 34th St. to 22nd St.	1.0 miles	6 Nov. 2003
Hoboken - Weehawken	2.6 miles	7 Sept. 2004
Weekday-only service extension northward Weehawken to Port Imperial station	incl. below	29 Oct. 2005
Weehawken - Tonnelle Av.	4.0 miles	25 Feb. 2006

Bayonne 22nd St. to 8th St. Construction contract approved 17 April 2008.	1.0 miles	Proj. June 2010
Northern Branch: Tonnelle Avenue to Tenafly North via Leonia and Englewood; 6 stations in Bergen County; announced by governor 7-18-2009	11.0 miles	Ground- breaking 2011

49 TAMPA FL: Hillsborough County Regional Transit Authority, operator;

no official web site found; link below describes line.

http://www.tecolinestreetcar.org/about/maps/trolley_streetcar_map_10_5_08.pdf

Tampa Historic Streetcar Inc., owner

Heritage Light Rail	2.3 miles	19 Oct. 2002
Channelside - Franklin & Whiting Sts.	0.3 miles	projected late 2010; ground breaking held October 8, 2009.

50 SAN PEDRO, CA: a function of the City of Los Angeles

<http://www.railwaypreservation.com/page8.html>

Heritage Interurban Trolley

Replicas of 2 Pacific Electric 500 class cars	1.5 miles	19 July 2003
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51 TACOMA - SEATTLE WA: Sound Transit - Sound Link

<http://soundtransit.org>

<http://soundtransit.org/Documents/pdf/projects/MA>

Light Rail

Dome Arena - downtown Tacoma	1.6 mi.	22 Aug. 2003
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Westlake - Seattle - Stadium - Mt Baker - Ranier Beach -Tukwila International Blvd.	14 mi.	18 July 2009
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Tukwila International Blvd. - Seatac Airport	1.7 mi.	19 Dec.2009
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One station north from Westlake to Capitol Hill (In Federal New Starts 2010 or earlier.)	3.15 miles	Under construction until 2016
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North Line from Capitol Hill to University of Washington, Husky Stadium, Northgate, Shoreline and Lynwood. Last portion to Lynwood may be 2023. Bond issue approved Nov. 2008.	12.5 miles to Lynwood	Projected 2020
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Southern extension from Sea-Tac airport, S. 200th St., Highline, to Redondo-Starlake station in Federal Way.		projected early 2020s
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East Link: to Bellevue & Overlake Transit Center (bond issue approved 11/08)		projected early 2020s
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Overlake - Redmond		in long range planning
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52 HOUSTON, TX: Metropolitan Transit Authority of Harris County Texas

<http://www.ridemetro.org/>

Light Rail

Main St: Univ. Houston-Downtown-Fanning South	7.5 miles	Jan. 1, 2004
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East End line: Magnolia Transit Center to downtown	4 miles	construction began 6/08
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North line Continuation of South line. Federal funding approved.	5.2 miles	Ground breaking July 13, 2009; Opening 2012
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http://www.metro-solutions.org/posted/1068/North_Align_11x17_v102507_8_stations_pdf.190960.pdf

Southeast Corridor: Capitol and Rusk Sts from downtown, Scott , Wheeler, Martin Luther King and Griggs to Palm Center Station in southeast Houston, ten stations, intersects University, East and Main St. lines. Federally funded. 6.1 miles Ground breaking July 13, 2009; Opening 2012

Uptown Line - Bellaire Station on University line via Post Oak to Northwest Transit Center Station north of Interstate route 10, ten stations

University Corridor using Westpark, Richmond, Alabama and Elgin from Hillcroft Transit Center to Eastwood Transit Center. Intersections Uptown, University and Southeast Lines. EIS not finished

53 CAMDEN NJ: New Jersey Transit, River Line

<http://www.njtransit.com/>
Diesel Light Rail (Camden - Trenton) 34 miles 14 Mar 2004

54 CHARLOTTE NC - Charlotte Area Transit System (LYNX)

<http://www.charmeck.org/Departments/CATS/Home.htm>
Heritage trolley being converted to LRT 28 June 2004
 Closed for reconstruction 8 Feb 2006

Light Rail
Reopened as LRT 7th Street downtown via South Boulevard to I-485. Charlotte Trolley runs to 9th Street. 9.6 miles 26 Nov. 2007

Northern extension of Lyncx from 7th Street station parallel to Norfolk Southern RR to Sugar Creek, then along Trade Corridor to University of North Carolina at Charlotte. Ending at I-485. 11 miles Tentatively 2015

55 MINNEAPOLIS-ST. PAUL, MN: Metro Transit, subsidiary of Metro Council

<http://www.metrotransit.org/>
<http://www.metrotransit.org/aboutUs/pressReleases.asp>

Light Rail
Hiawatha Corridor 8 miles 26 June 2004
 Extended to Mall of America 4 miles 4 Dec. 2004
 Downtown Minneapolis - train station (Target Field) ~1/2 mile 16 Nov. 2009
 Central Corridor (Minneapolis - St. Paul) via Washington and University Avenues to Capitol and St. Paul Union Station. New Starts Funding 2011. 11 miles constr. To start 2010; proj. to open 2014

[http://en.wikipedia.org/wiki/Central_Corridor_\(Minneapolis\)](http://en.wikipedia.org/wiki/Central_Corridor_(Minneapolis))
 Southwest Corridor - final design 2013, construction 2014-2016: Would run from Target Field (train station) to Hopkins, Eden Prairie and Mitchel by proposed route 3-A according to November 2009 Hennepin County commissioner's vote. No federal funding. ~12 miles operation 2017

56 LITTLE ROCK, AR. - Central Arkansas Transit Authority

<http://www.cat.org/>
Light Rail - Heritage
Loop in Little Rock; Branch into North Little Ro 2.5 mi. 1 Nov. 2004
 Extension to Clinton Library 0.9 miles 16 Feb. 2007

57 SAN JUAN, PR: Tren Urbano

<http://urbanrail.net/am/snju/san-juan.htm>

Heavy Rail -

Bayamón to Sagrado Corazón (Sacred Heart) Un 10.7 miles 6 Jan. 2005

58 PHOENIX, AZ: Valley Metro

<http://www.valleymetro.org/rail/>

<http://www.valleymetro.org/rail/pressroom/Press%20Releases.html>

Light Rail

Starter Line: Phoenix Spectrum Mall (19th Ave. near Bethany Home Rd.) via 19th Ave., Camelback Rd., Central Ave., Washington St., and right-of-way into Tempe and then east on Apache Blvd. / Main St. to a terminal at

20 miles

Official Dec. 27, 2008; Revenue Dec. 29, 2008

NOTE THAT ALL PHOENIX PROPOSALS HAVE BEEN SET BACK ONE TO FOUR YEARS

Extension from northwest end of existing line on 19th Avenue : Bethany Home Rd. - Dunlap Av. Engineering work in progress.

3.2 miles

construction to start spring 2009; 2012 projected opening

Continuing north on 19th Avenue from Dunlap to Metrocenter

0.8 mile

2018

In Mesa eastward on Main Street from Sycamore (east end of existing LRT) to Mesa Drive

2.6 miles

2016

South in Tempe on Mill Avenue from the existing light rail line to Southern Ave. Further extension to Chandler has been eliminated.

2016

Westward from th 2012 extension on the North 19th Street Line into Glendale

2019

West Phoenix extension: possibly along Washington St. corridor to state capitol, then north along 27th St. to McDowell Road and west to park-and-ride lot next to Interstate 10 at 79th Street West.

planning to open in 2021

From existing north line possibly east on Indian School Road to the Arizon 51 freeway (east 18th

planning to open in 2030

59 SAVANNAH, GA: Savannah Mobility Management & Chatham Area Trans. A

http://www.connectonthedot.com/index.php?option=com_content&task=view&id=13&Itemid=37

Diesel Melbourne car on Riverfront from Montgomery to Broad. Electrification a possible later option.

About 1 mile

11 Feb 2009

60 NORFOLK - VIRGINIA BEACH, VA: Hampton Roads Transit

<http://www.ridethetide.com/>

Light Rail

From Eastern Virginia Medical Center eastward through downtown Norfolk and then along I-264 corridor to Newtown Road at the Norfolk / Virginia

7.4 miles

projected to open in Fall 2010

Newtown Road to Virginia Beach via Norfolk Southern right-of-way. Passed by Virginia General Assembly in 2008.

Unknown

61 HONOLULU, HI

technology not determined, to be HRT or LRT	20 mls total	
Phase I: from East Kapolei to Ala Moana, approved by voters 11/08. Federal New Starts funding announced Feb. 1, 2011.	6.5 mi. Kapolei - Pearl Highlands	contract for E. Kapolei - Pearl Highlands segment awarded; work to begin 1/10 if political battles are resolved; projected to open 2013
Second section of Phase I, Pearl Highlands - Aloha Stadium	3.9 mi. P. Highlands - Stadium	may go out for bid in December 2009
Phase II: Ewa extension - Kapolei		projected 2018
Phase II: downtown - Waikiki and U of H (2 branches)		projected 2018

62 CINCINNATI, OHIO

http://www.lightrailnow.org/news/n_newslog2009q4.htm#CIN_20091022

Light Rail

Ballot suggestion to automatically defeat all proposed light rail lines failed popular vote in late 2009. Starter line would run from Banks of Ohio Transit Center on right of way near 2nd Street, via Main St, 12th St., Elm St. into Over-the-Rhine District, then east on West McMicken Avenue, and south on Race St., east on E. Central Pkwy., and south on Walnut St. to point of origin.	4.2 miles	ca. 2011-2012
Phase II would extend line via Green St. to Vine St. outbound to University of Cincinnati, University Medical College and the Zoo., returning from Vine Street to Race via Elder St.	1.4 miles	2012

63 OTTAWA, ONTARIO

Light rail: north-south line (Rideau Centre - Barrhaven) [MAY CHANGE]	18.3 miles May Change	late 2009 or 2010
NOTE: contract awarded 15 Sept. 2006, but later cancelled. Preliminary engineering & design for a new line is to begin in 2010, if Provincial approval is given (expected as early as May 2010).		

64 OKLAHOMA CITY, OK

http://www.lightrailnow.org/news/n_newslog2009q4.htm A 1% sales tax passed Dec. 8, 2009 which included, among other projects, a city trolley line of uncertain route. Possibility is a loop on Sheridan St. in Bricktown (east -west), north on Hudson, east on 10th, north on Lincoln to the state capitol, also farther east on 10th to OU Medical Center. And returning south on Lincoln, Harrison and Walnut to Seridan.	6 miles	Uncertain
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65 KITCHENER - WATERLOO, ONTARIO

Light Rail

<p>Light rail from Conestoga Mall in Waterloo via Northfield Drive, Parkside Drive, King Street, Ottawa Street, railway right-of-way to Fairview Park Mall in Kitchener. Regional population 795,000. CDN\$658 million in federal and provincial support leaving \$132 local.</p>	<p>~ 7 miles</p>	<p>Construction to begin 2012; to open 2014</p>
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66 MONTEREY BAY, CA: Transportation Agency for Monterey County

<http://www.tamcmonterey.org/programs/rail/mont>

Light Rail

<p>This is consider partially funded because the county has already invested about 7% of the project cost by purchasing the railroad that will be needed for the proposed light rail line that is to extended from Monterey to Monterey Bay (Phase I) and Castroville (Phase II). The SP railroad was purchased in 2003. The Environmental Impact Statement will be finished in 2011.</p>	<p>16.0 miles</p>	<p>Phase 1 Const. Begins 2013 opens 2015.</p>
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OTHER UNFUNDED ELECTRIC RAILWAY AND FIXED GUIDEWAY PROPOSALS

None of these have reached the funding phase ... this is a wish or dream list.

(Order by state, then city)

<p>GARDEN GROVE TO SANTA ANA, CA Would use abandoned PE right-of-way</p>	<p>5 miles</p>
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<p>SACRAMENTO TO WEST SACRAMENTO CA Nothing published since advisory approval by voters in November 2008.</p>	<p>2.2 miles</p>
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SAN JOSE, CA: Valley Transit Authority
A two proposal to connect the Alum Rock line with downtown via a short route over Alum Rock and Santa Clara Sts. and also to connect the south end of the Alum Rock line with the Santa Theresa line at Capitol station with a line in the median of the Capitol Expressway around southeastern San Jose has been placed on hold or abandoned because any funds for these two projects have been diverted to extend BART from Fremont to San Jose.

COLORADO SPRINGS, CO.
Heritage trolley as "revitalization tool for Main Street along lines of other heritage lines which haul few passengers "such as Kenosha and Little Rock."

NEW HAVEN CT

Local streetcar loop, unidirectional, primarily to connect two Yale campuses with the Amtrak / Connecticut DOT train station. Strong priority by mayor. Population of New Haven is 124,000 of which 10% are Yale students. The population density of the city is about 6,000 per square mile; lower than Detroit, Michigan. Federal monies have been requested.

STAMFORD CT.

Consultant's study concluded a streetcar line to the South End would spur economic development on that route. The city's population is about 118,000 but the density, about 3000 per square mile isn't much better than Los Angeles County, California or a typical suburb.

WASHINGTON DC: DC Department of Transportation

http://ddot.dc.gov/ddot/frames.asp?doc=/ddot/lib/ddot/masstransit/streetcar/maps/map_futurealignments.pdf

In addition to the Anacostia and H St - Benning Road streetcar lines that are under construction, DDOT released in October 2009 a long wish list that would bring extensive streetcar operations back to Washington but only east of Rock Creek. This list includes, but is not limited to, restoring streetcars to Rhode Island Ave (the old 82 Maryland lines), Georgia Avenue (the 70 series DCTS lines), U Street - Florida Avenue - 8th St (this was the former 92 line). plus some other interations. The entire map can be viewed by keying the link above into your browser. A local on site political analyst feels that if the price of gasoline goes up and if we do not have an economic collapse, some of the proposed 37 mile system will be built.

FORT LAUDERDALE, FLORIDA

<http://www.wavestrecar.com/>

The Fort Lauderdale Downtown Development Authority, apparently persuaded by downtown business interests, has backed a 2.7 mile loop streetcar line running on NE 6th St., NE and SE 3rd St., SE 17th St., and NE and SE Andrews St. The city has pledged \$10.5 million contingent on county and federal funding. The city has a population of 184,000 with a density of about 7000 per square mile. However, the area to served is virtually all comercial and low density residential. It apparently does not meet a test of easing congestion. There is a large hospital at the south end and a government office complex in the center but any riders to those facilities would need to use buses or automobiles from the their homes to the business district. The only connection to the Tri-Rail commuter train service to Miami is also a connecting bus.

2.7 miles Construction 2011 for
a December 2012
opening.

Florida DOT has a proposal for light rail from the seaport at Fort Lauderdale and the due west that was begun in 2006. It may not have completely died. 22 miles

ORLANDO, FLORIDA

<http://www.sunrail.com/nslightrail.asp>
The state of Florida has proposed a 22 mile light rail line from Altamonte Springs to Orlando and farther into South Orange County. The 9 to 12 mile north end would likely be the first built if anything is done. 22 miles

ATLANTA, GA: Metropolitan Atlanta Rapid Transit Authority (MARTA)

West extension of east-west line from Hamilton-Holmes to Adamsville / I-285. No local funding 1.5 miles

AUGUSTA, GA

Augusta-Richmond County, a combined city/county, is the second largest city in the state of Georgia with 594,000 people. Before the consolidation, the city had about 60,000 people. Downtown today is a collection of parking lots ... not much there except on Broad St. In 2009 the city consultants recommended a 2.5 mile loop trolley using 7th, Broad, 13th and Reynolds Sts. with a possible branch on 13th St. and Ra Dent Blvd. south to the University Hospital and Medical College of Georgia. In any case, there is very limited population along the route. Local visitors to Little Rock were impressed! No local funding source for construction. 2.5 to 4 mi.

BOISE, IDAHO

City is considering a 2.6 mile streetcar loop on Main and Idaho Streets between 1st and 16th Streets. Region is about 60% parking lots with no residences. 2.6 miles

CHICAGO, ILLINOIS: Chicago Transit Authority

Three subway proposals approved by CTA Aug. 13, 2009. No local funding

Red Line extension from 95th and Dan Ryan parallel to Union Pacific to a point at 130th Street between S. Indiana and I-94. This is a minority significant unservices minority area. 5.0 miles

Yellow Line extension north from Skokie to Old Orchard Mall (farther up the abandoned North Shore right-of-way). Possible opposition from suburban landowners who don't want their space violated. 1.5 miles

Orange Line extension from Midway Airport south in trench next to Belt Railway and Cicero Avenue to Ford City. 2.3 miles

DES MOINES, IOWA

HRD Engineering recommended a 4 mile downtown streetcar system claiming that the city supported smaller system could expanded with federal money. A proposal dating to 2006 suggested an east-west service on Walnut Street which is parallels the city's busiest bus route (20 minute intervals on weekdays). Such a route would connect the capitol complex with downtown offices. 2 to 4 mi.

ANNAPOLIS, MARYLAND

A 2009 state funded, city requested study of the West Street corridor has suggested a streetcar line as a means of removing traffic congestion. This is a one industry town of 36,000 people: government. It houses the state capital and U. S. Naval Academy. Some of the important destinations that the existing West Street bus lines serves are beyond the city limits: a hospital and the Annapolis Mall.

BALTIMORE, MARYLAND

A long standing streetcar proposal on Charles Street remains mired over issues of funding and final route selection.

BOSTON, MASSACHUSETTS: Massachusetts Bay Transportation Authority

One station inner end extension of Blue Line from Bowdoin to Charles / Mass General Hospital Station allowing direct transfer to Red Line. No local funds. 0.4 mile

GRAND RAPIDS, MICHIGAN

[Http://www.ridetherapid.org](http://www.ridetherapid.org)

City attempts to determine if a downtown trolley from the central bus terminal through the CBD to north 6th and Monroe makes sense. City has a population of 193,000 with a density of about 4,400 per square mile. < 2 miles

MINNEAPOLIS, MINNESOTA

Separated from the light rail proposals is an undefined city supported feeder to the light rail, possibly from he northeast sector of the city.

KANSAS CITY, MISSOURI

http://www.kcata.org/light_rail_max/

After voters defeated a light rail proposal in 2008, KC metro has applied on Sept. 16, 2009 for TIGER stimulus monies for a streetcar line on Main Street between downtown Kansas City and 25th Street. In the meantime a bus rapid transit line is being built on Troost Street. See link above. With 480,000 people, this is now the most populous city in Missouri.

ST. LOUIS, MISSOURI

A streetcar loop has been proposed linking the Delmar (Blvd.) Metrolink station (the site of the former Wabash Railroad Delmar station) and University City including numerous restaurants using Delmar Blvd., then south to Avenue A., Kingsland, Enright, 66th St., Vernon Ave., Skinker Blvd and Rosedale to point of origin. The outer end would be within walking distance of Metrolink stations on the Cross County line.

2.2 Miles

An extension of the eastern Metrolink line from Shiloh-Scott AFB station to Mid County Airport has long been touted. However, Mid-County Airport has no commercial aviation, only general aviation. The project is considered unlikely.

5.3 miles

East - West Council of Governments has proposed a light rail Metrolink extension running northeast from East St. Louis to Alton or Edwardsville. Our man on the scene said this, "...discussion of building that line has died. It is not that the public would not like to have it, but the cost factors involved make it not something that would be built right away. Edwardsville and neighboring Glen Carbon are in the middle of the east sides fastest growing communities."

22 - 23 miles

East-West Council of Governments has also proposed a North-South line largely in St. Louis City but extending out into St. Louis County. First off, we are told that while the city always votes for transit, the county always votes it down. So money is an issue. The North side portion has collapsed because a government entity does not want rail cars running on its streets and that is part of this proposal. And on the south, use of the BNSF railway would be required to reach Shrewbury and that is problematic. Don't expect this to happen soon.

ALBUQUERQUE, NEW MEXICO

Previous proposal dropped. New streetcar proposal in 2009 from Alvarado Transportation Center (Amtrak station and bus terminal) via Central Ave. S E and University South to Albuquerque Skyport is supported by mayor but rejected by City Council because it takes money away from roads. New proposal would also have two branches that would serve University of New Mexico and the south campus of Central New Mexico Junior College. Estimated riders might peak at 18500. This is the state's most populous city. It has grown from about 50,000 people in 1950 to over half a million in 2010. As a peripheral point, the New Mexico Rail Runner commuter trains from Santa Fe to Albuquerque and Belen were lifting 4500 daily fares in mid 2009

4.2 miles

NEW YORK, NY (BROOKLYN)

<http://www.thetransportpolitic.com/2009/05/07/streetcars-for-brooklyn-a-new-life/>

New York City Transportation Commissioner visited Toronto and felt Brooklyn needed streetcars again; a complete turnaround from past politics! Story in link.

NEW YORK, NY (MANATTAN)

For more than 25 years a proposal to install "light rail" on 42nd Street has been on again, off again. In 1994 it was approved by City Council and then floundered with Mayor Rudolph Giuliani withdrew his support. The 2.5 mile line is back again proposed by the Institute for Rational Urban Mobility, this time as a pedestrian / rail street without autos. One might question if even New York is ready to give up one of its four cross-island two-way streets. Costs would be incredibly high (\$411 to \$582 million) with about 75% going to utility relocation.

2.5 miles

CHARLOTTE, NORTH CAROLINA

North to east streetcar line proposed but current 1/2 percent tax revenues insufficient to run Lynx, build northern Lynx extension and also build this. Property taxes may also be needed in addition to federal support. Unstated is that there may be political issues between high income suburban neighborhoods along the Lynx northern line and the low-income area on this line that could get in the way of immediate funding. This crosstown streetcar line starts at Rosa Park Place just outside I-85 on the north west side and would follow Beatties Ford Road past John C. Smith University and then in Trade Street into downtown Charlotte. It would then continue east past Central Piedmont Community College, Presbyterian Hospital, Kings College and eastward on Central Avenue to Eastland Mall. If built, operation would not be before 2015 to 2020.

RALEIGH - DURHAM, NORTH CAROLINA

Numerous proposals for light rail have surfaced for the 1.1 million population, two-county (Wake and Durham) region in North Carolina's Piedmont. While heavily populated, the density is so low that it makes owning an automobile almost a necessity and pretty much guarantees that if any light railway is built, it will be underutilized. The most populous city, Raleigh, has 356,000 people but most are in single-family homes spread over the landscape at fewer than 2500 people per square mile. (By comparison, Philadelphia has 11,000 people per square mile). In addition, there is no overall political jurisdiction to unify transit in this area which would be needed to connect Raleigh and Durham with light rail. Don't count on it tomorrow. You might follow this under <http://www.thetransportpolitic.com/>

WINSTON-SALEM, NORTH CAROLINA

In June 2009 a proposal was issued to link downtown Winston Salem with the Wake Forest University Baptist Medical Center with a streetcar line. Ridership projections of up to 14,000 a day seem optimistic. The existing bus route hauls 37 people a day. We can also hear the howls of protest when it is proposed to lay tracks down West First Street amid suburban housing.

PORTLAND, OREGON

A Columbia River crossing of the Interstate Avenue line from the Expo Center into Vancouver, Washington is proposed. In addition, two additional eastern corridors toward Gresham are added to the laundry list.

COLUMBUS, OHIO

The original streetcar proposal for Columbus has been expanded into a light rail proposal on North High Street to Ohio State University and then along the I-71 corridor to Polaris Road. It was rejected for federal stimulus money. 13 miles

LANCASTER, PA.

Non-profit Lancaster Streetcar Inc. has proposed operating a downtown loop using Vine St., North Queen St., McGovern Ave., and North Prince Street to connect the new convention center, the Amtrak station, the ball stadium and Lancaster General Hospital. The group owns two Philadelphia PCC cars. The mayor has asked for a new study. 2.5 Miles

PHILADELPHIA, PA

Late in 2009 a proposal surfaced to run trolleys to a planned gaming casino on the waterfront in Philadelphia, either from the PATCO Franklin Square Station or from farther up Market St. in Philadelphia. In is conjectural whether PATCO or SEPTA would run the service. Stay tuned.

PROVIDENCE, RI: Rhode Island Mass Transit Authority

A Dec. 8, 2009 Providence Metropolitan Transit Enhancement Study proposed a three pronged streetcar line for the city of Providence. The south branch would run from Rhode Island Hospital through the Jewelry District via Eddy and parallel Richmond and Chestnut Streets to Kennedy Plaza (nee Exchange Place) in downtown. One branch would run northwest from Kennedy Plaza to the Amtrak station but no plans have been announced to extend it to the state house (state capitol) on the other side of the tracks. A third branch would extend east from Kennedy Plaza through the former 1914 trolley tunnel from North Main at Washington to Fonnes Alley at Thayer St. to serve Brown University. Providence city population is 175,000. The MSA population is 1.613 million. The state population is 1.051 million.

MEMPHIS, TENNESSEE

Draft Environmental Impact Statement for extending Madison Avenue streetcar line as a light rail line to Memphis airport was prepared. Nothing on line since 2007. No recent board minutes. State Representative Lamar Alexander (Rep.) issued a press release in December 2009 taking credit for removing money from mass transit in his home state.

AUSTIN, TEXAS

After a definitional problem that brought the FRA into a jurisdictional dispute with the Austin diesel light rail project, Capital Metro has chosen to let the city study the future light rail line. Very little has appeared in local newspapers since 2008. The city has muchroomed in the last 50 years from 187,000 people to nearly 800,000 today. In large part this is due to the city being the capital for the second most populous state in the nation with 163,000 government employees in Austin ... most are probably near downtown. On the north side is the University of Texas, the largest school in the state with 50,000 students and 18,000 staff. The city has a very functional core.

DALLAS, TEXAS

There is also an active and unfunded neighborhood proposal to restore trolleys to the Oak Cliff section of Dallas and to connect them to downtown. Again the word revitalization is used.

FORT WORTH TEXAS

<http://westandclear.com/?p=1008>

A streetcar proposal dates to 2008 to restore rail service to inner parts of the city where rail service had been removed in the 1930s. Since then Dallas-Fort Worth has become the 4th largest MSA in the United States. This is a multi-pronged proposal that begins with a downtown distributor loop on Commerce, Houston, 2nd and 15th Streets. A western extension leads out west 7th Street to a loop on Montgomery, Lancaster and Currie Streets and would serve the museum district and the UNT Health Center. A southern line on South Main, Magnolia, 7th and Terrell would service four different hospitals. A branch off that on Rosedale from Main to Veal would serve an older residential area. And a northeastern branch from 2nd, Pecan, Bekkkamp, Elm and Samuels Sts would service a large apartment complex. Might be a winner. Partially funded.

SAN ANTONIO, TEXAS

VIA Metropolitan Transit and the Downtown Alliance have hired Jacobs to do a four-month study on returning streetcars to Texas' third largest city (1.3 million people). The study began in 2009.

WACO, TEXAS

A streetcar line is proposed to connect Baylor University with downtown Waco. City population is about 120,000. Stimulus funding has been requested for engineering.

SALT LAKE CITY UTAH

Mayor and City Council Adopted a resolution on June 29, 1909 to build a low-speed street car line on 21st Street (2100) South from the TRAX stop at 2nd St. West to McClelland Avenue (1100 E 21st) in the center of the Sugar House business district.

2 miles

MILWAUKEE, WISCONSIN

\$55 million in federal money is available for a downtown circulator streetcar line.

EDMONTON, ALBERTA

In addition to the NAIT extension that is under construction, the city transportation department is exploring three other options: a northeast extension from Clareview to Anthony Henday, a southern LRT extension from Century Park to the south city limits, and a western extension from downtown to Lewis Estates. In each case the routes are being planned.

MONTREAL, QUEBEC

A light rail proposal, 8 miles or 12.9 km in length, called route 10 (because it parallels highway 10, the East Autoroute) has been around for almost a decade. The design work was done in 2004. This would reestablish a corridor similar to the Montreal and Southern Counties interurban which was torn up in 1955. The problem? The Montreal - Chevrier proposal requires a bridge over the St. Lawrence River where it is nearly 1.5 miles in width. Motorists are not logically going to give up the old trolley right-of-way on the former Victoria Bridge now that they have it.

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