

XVI compiled by the American Transit Association gives details on some of the rapid transit and commuter railroad projects already authorized or in prospect at the present time.

It is difficult to break down capital needs on a yearly basis since so much depends upon the timing of the contemplated projects. HUD estimates, however, that almost \$2 billion will be required in the next 3 years for the capital needs of the major metropolitan rail transit systems alone.

Sufficient knowledge of future conditions is also lacking to make a determination of how much of the capital outlays will be obtained from operating revenues and how much from Federal, State, and local government sources.

TABLE XVI.—*Rapid transit projects authorized or in prospect, urban transit industry*

System	Number of cars, cost	System cost and improvements
Allegheny Port Authority (Pittsburgh).	-----	Studying the conversion of Castle Shannon streetcar line to rapid transit.
Atlanta.....	375 cars; \$29,200,000.....	66-mile system. Estimated cost; \$29,200,000.
Chicago Transit Authority.....	180 under construction by Pullman-Standard; \$19,000,000.	\$45,000,000 for new projects exclusive of cars (left). Extension of our John F. Kennedy (Northwest) Expressway. Longrange needs \$300,000,000. \$13,200,000 total. Extension to Hopkins International Airport.
Cleveland Transit Authority....	30 cars; \$2,200,000.....	\$225,000,000 authorized for projects. Haymarket Sq. to Reading, Mass., an extension at \$53,000,000. 11½ miles, Boston-Quincy-Braintree, the Old Colony Route. Conversion of Highland Branch from PCC cars to rapid transit.
Massachusetts Bay Transportation Authority.	300; \$22,500,000.....	Special mass transit study committee formed. Talk of buying abandoned North Shore or developing rail transit.
Milwaukee.....	-----	Plans to buy an average of 200 cars per year. Various extensions proposed. DeKalb-Chrystie-Sixth Ave. tunnels \$100,000,000. Manhattan-Queens tunnel (proposed), \$86,000,000.
New York City Transit Authority.	200 cars on bid, 600 cars on order, Budd Co.; \$68,800,000.	Multi-million-dollar program to modernize physical, electrical equipment. Has option to take 50-plus additional cars for use in northern New Jersey connecting service.
PATH (Trans-Hudson).....	162 on order, St. Louis Car; \$17,000,000; 50 optional.	Voters approve \$87,330,000 bond issue to extend Broad St. subway. Sepact (Southeastern Pennsylvania Transportation Compact) plans to modernize 216.8 route miles of commuter lines for \$103,200,000—modern cars, upgraded physical property.
Philadelphia.....	300 at least.....	75-mile system, \$792,000,000.
San Francisco (BARTD).....	450 cars; \$71,000,000.....	Puget Sound regional transportation study will recommend an overall transit plan.
Seattle.....	-----	58 miles proposed, \$694,000,000.
Southern California Rapid Transit District (SCRTD, Los Angeles).	800 to 900; \$69,000,000.....	24.9 miles, \$431,000,000. Revised plan.
Washington, D.C.....	600 cars.....	

Source: Modern Railroads, January 1965.