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## Transit-Oriented Development: An Examination of America's Transit Precincts in 2000 & 2010

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## Gulf Coast Research Center for Evacuation and Transportation Resiliency

LSU / UNO University Transportation Center

# Transit-Oriented Development: An Examination of America's Transit Precincts in 2000 & 2010

## *Final Report*

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with

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### *Sponsoring Agency*

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# GULF COAST RESEARCH CENTER FOR EVACUATION AND TRANSPORTATION RESILIENCY

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## **Executive Summary**

This study examines patterns in fixed-transit stations across the United States in 2000 and 2010. It created a Transit Adjacent Development (TAD) - Transit Oriented Development (TOD) Typology that classifies fixed-transit precinct across the United States. The study compares TAD, hybrids, and TODs with respect to commuting, vehicle ownership, economic indicators, and built environment indicators. This study also presents a separate non-typological multilevel, multivariate analysis of transit commuting and the built environment, which is unique in that it is the first national study of transit station precincts of its kind to control for both regional and neighborhood level variables.

### **TAD – TOD Typology**

The study utilizes a minimum benchmark definition of TOD that accounts for density, land use diversity and walkable design. All stations were categorized on a TAD – TOD spectrum based on activity density, land use and walkability. The study identified 1,325 TODs in 2000 and 1,640 TODs across the United States in 2010 (representing 37.3 percent of all stations). When comparing TADs to TODs, the study found:

- TODs had approximately 3.5 times greater share of transit, walking and bicycle commuting
- TODs had half the level of vehicle ownership
- Households in TODs spent a smaller share of their income on housing and transportation costs. Despite TOD households having a median income of approximately \$17,000 less than TAD households in 2010, the median household in a TOD had similar levels of income left compared to TAD households after accounting for housing and transportation expenditures
- Nearly three-quarters of TOD households are renters as compared to less than half of TAD households
- TODs are eight times more dense than TADs
- TODs are more mixed use, with a greater share of jobs in the health care, entertainment and service sectors
- As compared to TODs, TADs are nearly 4 times further away from CBDs
- TOD are more walkable, measured by average block size, percent four-way intersections and intersection density

## **Multilevel, Multivariate Model of the Transit Commuting and the Built Environment**

This study also utilized multilevel, multivariate modeling to examine a number of factors at both the neighborhood and regional levels to better understand the average share of transit commuting within transit station precincts.

This analysis found that regional network accessibility, measured as the share of jobs and population within the region living within the half-mile catchment of all stations, was the strongest predictor of the share of transit commuting at the station level. A doubling of this variable is associated with a 52 percent increase in the share of transit commuting. This explains why regions with extensive rail systems perform better across the board as compared to regions with limited systems. Simply put, the more extensive the system, the more useful it is to access jobs for commuting.

At the neighborhood level the “D” variables were significant, including activity density, mix of land uses measured by a jobs/housing balance, and walkable neighborhoods measured by intersection density. Stations closer to CBDs were associated with higher shares of transit commuting as were heavy rail stations, locations with higher shares of nonwhite and non-Hispanic populations, and lower vehicle ownership.

Specific findings include:

- Doubling the activity density of residents and jobs: 15 percent higher share of transit commuting
- Doubling the nonwhite share: 33 percent higher share of transit commuting
- Heavy rail stations: 24 percent higher share of transit commuting
- Doubling of the scale of jobs/population balance: 23 percent higher share of transit commuting
- Doubling of the distance of the station to the CBD: 16 percent lower share of transit commuting
- Doubling of the intersection density: 9 percent higher share of transit commuting
- Doubling of the share of renters: 12 percent higher share of transit commuting
- Doubling of the average vehicle ownership: 24 percent lower share of transit commuting
- Doubling of the share of Hispanics: 12 percent lower share of transit commuting

## Policy Implications

We have built a national system of nearly empty railway stations. A great debate occurred in the United States over the past few years about expanding our railway infrastructure. Many states, which received funds for building new railway corridors, ended up returning the money in the name of fiscal prudence. Perhaps our nation should now consider policies to better enable development around infrastructure that already exists since the investment has already been made. As a nation, we have made a significant investment in railway infrastructure but have done a very poor job of unlocking the development potential within the station precincts.

- A policy that directs regional population and job growth to rail station areas is the best approach for encouraging a higher share of transit commuting due to increased network accessibility. Literature in this area has examined density mainly as the number of people and/or jobs per acre for a specific geographic area, such as a rail precinct, city, or region. While this study includes this sort of density measure, it also departs from traditional literature and examines the density of jobs and people around a region's fixed-transit station network as a measure of regional network accessibility. Higher regional network accessibility in turn results in higher shares of transit commuting amongst communities around the stations. As examples, New York would be the best example and Houston would be at the bottom of the scale. This means that a city like Houston has great potential to create a regional network of rail that connects jobs and people.
- Considering that in 22 of the 35 regions in this study, less than 5 percent of the population live within rail precincts, a policy to double the share of population living in such locations would not only seem achievable but help to expand market choice for housing in regions
- Targeted investments could be prioritized at stations closer to the CBD as they have a greater impact than stations further away from CBDs
- The study found that the type of transportation technology makes a difference, especially heavy rail and light rail/streetcar service, which generate higher a share of transit commuting
- This study could be a starting point for exploring associated phenomena, such as the performance of land values in TODs compared to TADs
- While this study found the opposite of gentrification (TODs were more affordable, had lower median incomes and a higher share of renters) this does not mean that gentrification is not occurring in some TODs
- A future study should examine the ability to decouple the growth in the economy with growth in carbon emissions

## **Abstract**

*This study creates a typology of all fixed transit precincts across the United States to categorize all stations as either a Transit Oriented Development (TOD), Transit Adjacent Development (TAD) or hybrid. This typology is based on an index that accounts for density, land use diversity and walkable design. This study also presents a separate non-typological multilevel, multivariate analysis of transit commuting and the built environment, which is unique in that it is the first national study of transit station precincts of its kind to control for both regional and neighborhood level variables. The findings lend support for the TOD concept in generating higher shares of transit commuting within station areas, with implications about how America can accommodate population growth by turning TADs and hybrids into TODs. This can result in more sustainable commuting patterns, a new growth market for housing and real estate in a post-recession economy and the potential decoupling of growth in the economy without the growth in carbon emissions. Much of this could be achievable without the need to necessarily make a major national investment in new infrastructure but in utilizing the existing infrastructure better by encourage more TODs.*

## 1.0 Introduction

While the concept of TOD is now twenty years old since first coined by Peter Calthorpe in the *Next American Metropolis* (1993), there have been few studies that have examined how many transit stations across the United States would be considered a TOD by quantitative measures. Categorizing station precincts at the national is increasingly important, as studies have reported many benefits of TODs, such as lower household spending on transportation, more sustainable travel behavior, fewer carbon emissions, and a host of other platitudes (see e.g. Newman and Kenworthy 1999; Cervero et al. 2004; Dittmar and Ohland 2004; Arrington and Cervero 2008; Litman 2012). However, TOD remains a niche market with growing demand, thus accounting for how many stations qualify as a TOD has value for planners and policy-makers in better understanding the scale of TOD across America. While this report establishes a new typology of station areas to compare some of these indicators, it also goes beyond the typology and examines stations at the neighborhood and regional level with respect to built environment and socioeconomic variables.

This work builds upon the Center for Transit Oriented Development's (CTOD's) work in developing a performance-based TOD typology (Austin et al. 2010) by categorizing fixed-transit station areas across the United States as a TOD, Transit Adjacent Development (TAD), or hybrid based on an index comprised of density, land use diversity and walkable design. TODs, TADs and hybrids are compared with respect to transit commuting, walking and bicycle commuting, vehicle ownership, economic indicators and built environment indicators.

This report also presents a separate multilevel, multivariate analysis of transit commuting and the built environment, which is unique in that it is the first national study of transit station precincts of its kind to control for both regional and neighborhood level variables. This part of the study uses similar metrics in the TOD typology section, but does not force this station-level categorization into the analysis. Findings of this model indicate that the largest predictor of transit commuting at the neighborhood level is the share of total jobs and population within the region's network catchment of fixed-transit stations. The type of rail service, land use diversity, demographics, activity intensity, distance to the central business district and the design of the built environment were also significant variables in the model.

Implications of this study should be useful to local, regional and national planners and policy-makers. The findings lend support for the TOD concept in generating higher shares of transit commuting within station areas. Moreover, as land use and transportation planners consider the growth of the next 100 million Americans by 2050, this study demonstrates that the majority of transit station areas are underbuilt. While it is important in many instances to build new infrastructure in cities, much can be done across the United States to turn TADs and hybrids into TODs, thus accommodating future population and job growth across the United

States in a more sustainable manner while taking advantage of transit infrastructure that already exists. Potential benefits could include a new growth market for housing and real estate in a post-recession economy and the decoupling of economic growth with the growth in carbon emissions.

The results of this study could enable a number of future research questions that span economic, environmental and social dimensions, while connecting the literature on TOD into a variety of other disciplines. While there will always be a healthy debate about the relative importance of density, land use diversity, walkability, distance to transit, geographic location within a metropolitan region, transit service quality, self-selection, etc. on travel behavior outcomes, the current TOD literature could expand into questions related to carbon emissions, real estate performance, social equity and other topics.

As a nation, we have crafted policies for decades to subsidize and promulgate low-density, single-family home ownership and auto dependence. However, in the current post-recession economy, stakeholders are calling for the nation to rethink how we subsidize housing and transportation, which is illustrated by Smart Growth America's call for an examination of the federal role in real estate (Smart Growth America 2013). What would more TOD-supportive policies mean for the future of the nation? For example, of the 4,399 stations in this study in 2010, only 1,640 were identified as TODs. What would be the outcome of national policy to transform the other 2,759 stations and 1,583 proposed stations into TODs on carbon emissions and energy consumption? From a real estate perspective, how do TODs perform as an asset class to all other property types? Would a shift in institutional real estate finance in favor of TODs enable long-term and sustained growth in both the construction market as well as within investment portfolios? Would this allow for a decoupling of economic growth with growth in carbon emissions? Would such a change accelerate gentrification forcing away transit dependent populations from job accessibility? Would a larger share of the population living in TODs enable better resiliency for people to access multiple modes of travel, in case of shocks such as: spikes in energy prices; large weather events such as major hurricanes; or terrorist strikes (much praise was given to the multimodal nature of New York in evacuating Lower Manhattan on September 11<sup>th</sup>)? Such questions could transform future research not just focused on current debates about "if TODs provide societal benefit" towards "what is the range of societal benefits that are feasible with a national policy to enable TOD." While the former question is important to keep debating the latter is very much understudied.

Following this introduction this report is organized into four key areas. First, a section that defines TOD and examines a minimum benchmark definition for TOD follows this introduction. The substantive section examines data from fixed transit precincts from 2000 and 2010. It categorizes all stations as a TOD, TAD or hybrid and compares across commuting, vehicle ownership, and economic and built environment indicators. The third section presents a multiple level multivariate analysis. This section discusses trends in transit commuting, literature on transportation and the built environment, and self-selection and the market for TOD, followed by the quantitative analysis stemming from several different, but related model

runs. The final section of the report discusses conclusions, policy implications, and suggestions for future research.



## 2.0 Defining Transit-Oriented Development: How many TODs are in the United States?

The National TOD Database utilized for this study is somewhat of a misnomer, as the data covers all existing fixed guideway transit station areas and 1,583 proposed station areas across 54 metropolitan areas across the United States. Transit-oriented developments (TODs) are a niche subset of all stations areas, but what is a TOD and how many TODs are in the United States? Answering these questions necessitates an understanding of how TOD is defined.

TOD has been defined in general terms over the past two decades. The term was originally coined by Peter Calthorpe in the *Next American Metropolis* (1993), who stated that a TOD is:

a mixed-use community within an average 2,000-foot [0.38-mile] walking distance of a transit stop and a core commercial area. TODs mix residential, retail, office, open space, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot or car. (p. 56)

*Transit Oriented Development: Moving from Rhetoric to Reality* (Belzer and Autler 2002) devotes a chapter to defining TOD for the 21<sup>st</sup> century. They present that definitions should consist of a framework that can be useful for planning and analysis of projects which allows:

1. A focus on the desired functional outcomes of TOD, not just physical characteristics
2. Acknowledgement of a continuum of success
3. Adaptation to different locations and situations (p. 3).

Some studies have attempted to define what TOD is not - Transit Adjacent Development (TAD), since such a designation identifies many station areas that are not compact, mixed-use, or pedestrian-friendly (Belzer and Autler 200; Cervero et al. 2002; Dittmar and Ohland 2004). However, the reality is that the built environments around transit stations fall within a TOD-TAD spectrum. One the TOD side of this spectrum, environs are characterized by accessible and/or grid street patterns, high density of people and/or jobs, underground and/or structured parking, pedestrian-focused design, bicycle access and parking, multi-family homes, office and retail land uses, and vertically and horizontally mixed land uses. A TAD contains the opposite of these characteristics, typically in an auto-dominated, industrial and/or segregated land use environment (Renne 2009).

The *New Transit Town* (Dittmar and Ohland 2004) proposed a performance-based definition of TOD, that includes five, including: location efficiency, a rich mix of residential and commercial choices, value capture, place-making, and the resolution of the tension between node and place. This tension has been illustrated in a number of cases of railway station projects, especially across Europe (Bertolini et al. 2012).

Despite the variety of frameworks to define TOD, a major TOD study published in 2004 by the Transportation Research Board notes that there is no universally accepted definition of TOD (Cervero et al. 2004). They “opted not to parse definitions of TOD, leaving it to local stakeholders to identify what they consider to be TOD from their own or their agencies’ perspectives.” (Cervero et al. 2004, p. 5). Cervero’s study found about 100 self-identified TODs, as reported by a survey of local government and transit agencies.

Utilizing the National TOD Database, and building upon the *New Transit Town*, the Center for Transit Oriented Development (CTOD) released the Performance-Based Transit-Oriented Development Typology Guidebook (Austin et al. 2010). The report identified vehicle miles travelled (VMT) as the key performance measure, which varies across station precincts that are categorized as either residential places, employment places or balanced between the two. VMTs were derived through a multivariate statistical model that included measures of household income, household size, commuters per household, journey to work time by mode, household density, block size, transit access and jobs access. The study then compares averages for stations in these various categories against normative metrics, as identified in Table 1.

Place Types	Residential Places					Balanced Places					Employment Places				
	Low VMT	Low-Mod VMT	Mod VMT	High-Mod VMT	High VMT	Low VMT	Low-Mod VMT	Mod VMT	High-Mod VMT	High VMT	Low VMT	Low-Mod VMT	Mod VMT	High-Mod VMT	High VMT
Total Intensity (residents + workers)	54,216	24,718	12,580	7,708	3,429	64,155	21,763	11,600	6,867	3,242	109,306	34,914	13,009	5,969	2,325
Residents	44,293	20,106	10,229	6,292	2,716	29,875	10,732	5,884	3,695	1,764	12,581	5,103	2,065	1,154	321
Workers	9,923	4,612	2,351	1,416	713	34,280	11,031	5,716	3,172	1,478	96,725	29,811	10,944	4,815	2,004
Workers/Residents	18.3%	19.5%	19.6%	20.3%	19.6%	51.6%	49.7%	48.2%	46.0%	46.2%	86.5%	83.9%	84.2%	83.0%	87.1%
Households	16,214	7,684	3,906	2,253	974	15,466	4,646	2,429	1,467	670	6,828	2,524	861	467	120
Household Size	2.71	2.61	2.62	2.71	2.68	1.95	2.21	2.41	2.43	2.60	1.58	1.67	2.22	2.28	2.64
Gross Density (units/acre)	50.0	21.6	10.3	5.7	2.2	48.7	16.4	7.6	4.0	1.9	28.5	10.3	4.6	2.2	0.9
Residential Density (units/acre)	53.2	23.6	12.1	6.7	3.4	55.6	20.9	10.5	5.8	3.5	51.4	20.6	10.8	6.0	2.9
Block Size (acres)	4.2	4.1	5.7	7.7	18.8	3.7	5.8	8.5	9.9	23.7	3.7	6.4	14.2	69.9	86.7
Monthly T Cost	\$422	\$563	\$688	\$781	\$906	\$394	\$597	\$721	\$794	\$900	\$463	\$613	\$713	\$793	\$920
Yearly T Cost	\$5,064	\$6,756	\$8,256	\$9,372	\$10,872	\$4,728	\$7,164	\$8,652	\$9,528	\$10,800	\$5,556	\$7,356	\$8,556	\$9,516	\$11,040
Average Median Income (1999)	\$31,713	\$35,643	\$41,344	\$53,492	\$62,069	\$43,997	\$37,364	\$43,395	\$51,138	\$65,544	\$41,875	\$34,183	\$43,935	\$40,985	\$57,562
Travel Time to Work (minutes)	35.6	31.4	27.4	25.5	24.7	23.5	22.1	21.4	21.6	22.9	18.0	17.1	18.7	19.0	21.5
Employment Proximity	233,890	127,448	65,640	42,260	20,788	451,725	152,310	73,393	41,335	27,131	396,277	159,118	99,648	58,747	32,167
Transit Access Index	31	19	13	10	3	56	28	11	9	4	85	45	19	10	4
Autos/Household	0.45	0.82	1.18	1.47	1.71	0.52	0.87	1.22	1.41	1.68	0.48	0.74	1.11	1.18	1.61
Home Journey to Work Transit	58%	39%	23%	15%	8%	43%	25%	14%	10%	8%	25%	16%	13%	9%	5%
Home Journey to Work Walk/Bike/Transit	68%	47%	27%	18%	10%	64%	40%	23%	15%	11%	58%	37%	24%	18%	9%
Workplace Journey to Work Transit	33%	20%	11%	7%	2%	38%	17%	8%	5%	3%	38%	16%	9%	5%	3%
Workplace Journey to Work Walk/Bike/Transit	47%	30%	18%	12%	6%	48%	23%	12%	8%	5%	43%	19%	11%	7%	5%

**Table 1: Normative Metrics for a Performance-Based Definition of TOD**

A shortcoming of the CTOD framework is that it is somewhat cumbersome and mainly a one-dimensional analysis, basing VMT outcomes on land use mix (the diversity “D” variable). It looks at other key built environment variables, such as density and design, as outcomes, not inputs into TOD success.

## 2.1 An Minimum Benchmark Definition of TOD

The CTOD report is useful in that it moves the field towards better defining TOD using benchmarks. The topic of minimum densities necessary to support transit ridership is related to developing a minimum benchmark definition of TOD. Cervero and Guerra (2011) found that a minimum of 30 people per gross acre was a minimum density that light rail systems needed to perform in the top quarter of cost effectiveness across all transit systems.

This study utilizes a minimum benchmark definition of TOD that accounts for density, land use diversity and walkable design. All stations were categorized on a TAD – TOD spectrum based on the following point-based system:

- Greater than 30 jobs or residents per gross acre = 1 point
- Not having 100% of land uses as either residential or commercial = 1 point
- Average block size less than 6.5 acres<sup>1</sup> = 1 point

Each station was assigned a score from 0 – 3 points and then categorized as follows:

- TAD = 0 or 1 points
- Hybrid = 2 point
- TOD = 3 points

The analysis was conducted separately for all stations in the National TOD database for years 2000 and 2010 (see Appendices A, B and C for lists of TADs, Hybrids and TODs, respectively, for 2010). Jobs data for the earlier year was based on the number of jobs in 2002, which is the earliest year that such data was available. Data for jobs for the later year was based on 2009 jobs, which was the latest year such data was available.

It is important to note that the author debated various methodologies for categorizing stations as TODs. The method presented in this report does not necessary purport to be the best but is just one of many based on various thresholds of built environment indicators, such as density, diversity, design, and other “D” variables. The method reported in Table 1 is another method, which only takes into account land uses. This study might have benefited from utilizing a similar approach in awarding points, however did not there has been little research into the optimal mix of land uses in TODs. For example, a small amount of commercial could go a long

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<sup>1</sup> This threshold was recommended by Reid Ewing based on his knowledge of many studies of what is the minimum average block size for being walkable.

way to creating a successful environment. Nevertheless, this author found the proper balance of land uses across the residential to commercial spectrum to be an area that needs additional research to determine what balance is best, so the index only penalizes places that are solely residential or commercial.

Based on this methodology, Table 2 shows that 35.6 percent of stations were TADs in 2000, 25.6 percent were hybrids and 38.8 percent were TODs. This was based on 3,417 stations with data available. In 2010, 4,399 stations had data available and 31.8 percent were categorized as TADs, 30.9 percent hybrids and 37.3 percent were TODs.

TAD - TOD Typology Scale	2000		2010	
	Number of Stations	Percentage of Stations	Number of Stations	Percentage of Stations
TAD	1,216	35.6	1,399	31.8
Hybrid	876	25.6	1,360	30.9
TOD	1,325	38.8	1,640	37.3
All Station Precincts	3,417	100.0	4,399	100.0

**Table 2: Transit Stations Categorized by TAD – TOD Typology Scale**

### **3.0 2000 & 2010 Data Analysis by TAD – TOD Typology**

This section presents the data from 2000 and 2010 based on the TAD – TOD typology presented in Table 2 to examine commuting, vehicle ownership, economic indicators and built environment indicators. It is important to note that the data should not be presented as a trends analysis because the stations identified as TADs, hybrids and TODs in 2000 were not the exact same identified in 2010. This was because more station area data existed in 2010 thus while the typology methodology was the same for both years, the list of stations was not identical. It would be possible to examine the stations identified as TODs in 2000 to see trends from 2000 – 2010, however, such an approach would omit some TODs identified in the 2010 data. This study did not utilize such an approach and should be viewed as cross-sectional only, each for 2000 and 2010 analyses.

#### **3.1 Commuting**

As shown in Figure 1, the share of commuters utilizing sustainable modes in TODs in 2000 was 54 percent, which is approximately 3.5 times greater than that share in TADs. This same ratio holds true for both transit commuting (36.6 in TODs versus 10.7 percent in TADs) and the combined share of bicycling and walking to work (17.4 percent in TODs versus 5.1 percent in TADs).

As shown in Figure 2, in 2010, the share of transit commuting in TODs was 34.4 percent, with walking and bicycle commuting accounting for 18.5 percent, for combined total of 52.9 percent. In TADs, the share of transit commuting was less than a third of TODs at 10.7 percent and walking and bicycle commuting was 4.9 percent for a combined share in TADs of 15.6 percent.

#### **3.2 Vehicle Ownership**

An examination of vehicle ownership in 2000 and 2010 shows that levels average vehicle ownership in TADs was twice the level as in TODs for both years (see Figure 3). Figure 4 reports that TODs had 1.7 – 1.8 times greater share of households with 0 or 1 vehicles as compared to TADs.

## Percent of Commuters on Sustainable Modes (2000)

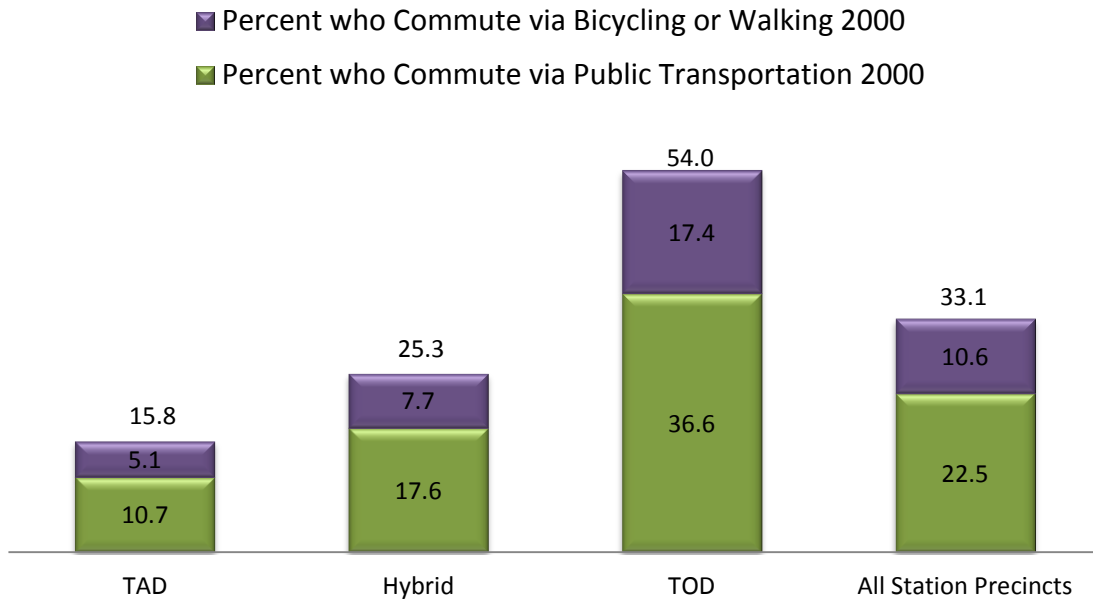


Figure 1: Percent of Commuters on Sustainable Modes (2000)

## Percent of Commuters on Sustainable Modes (2010)

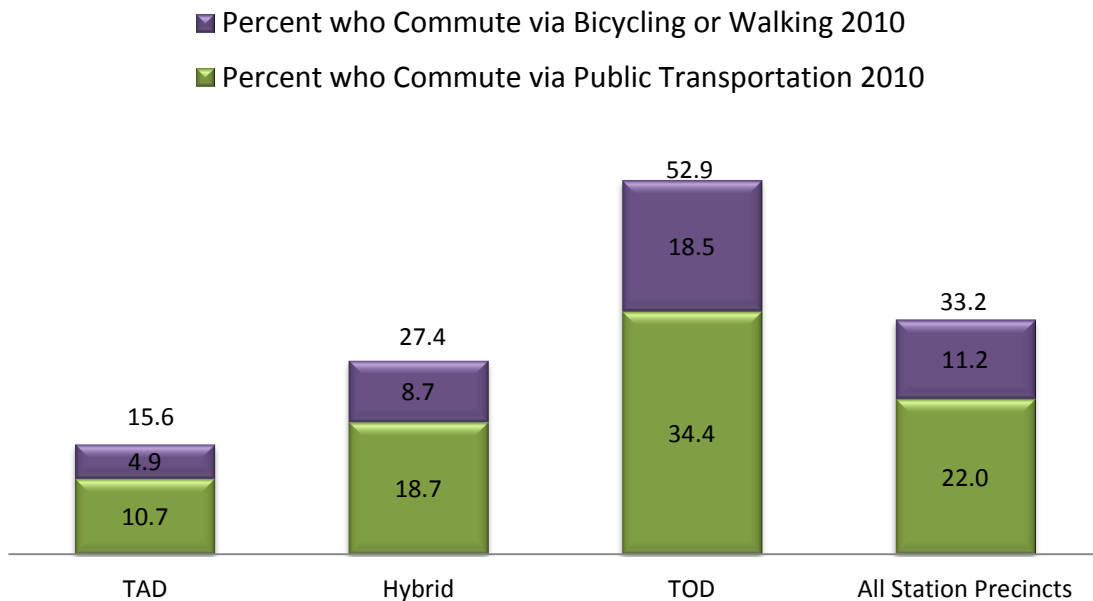
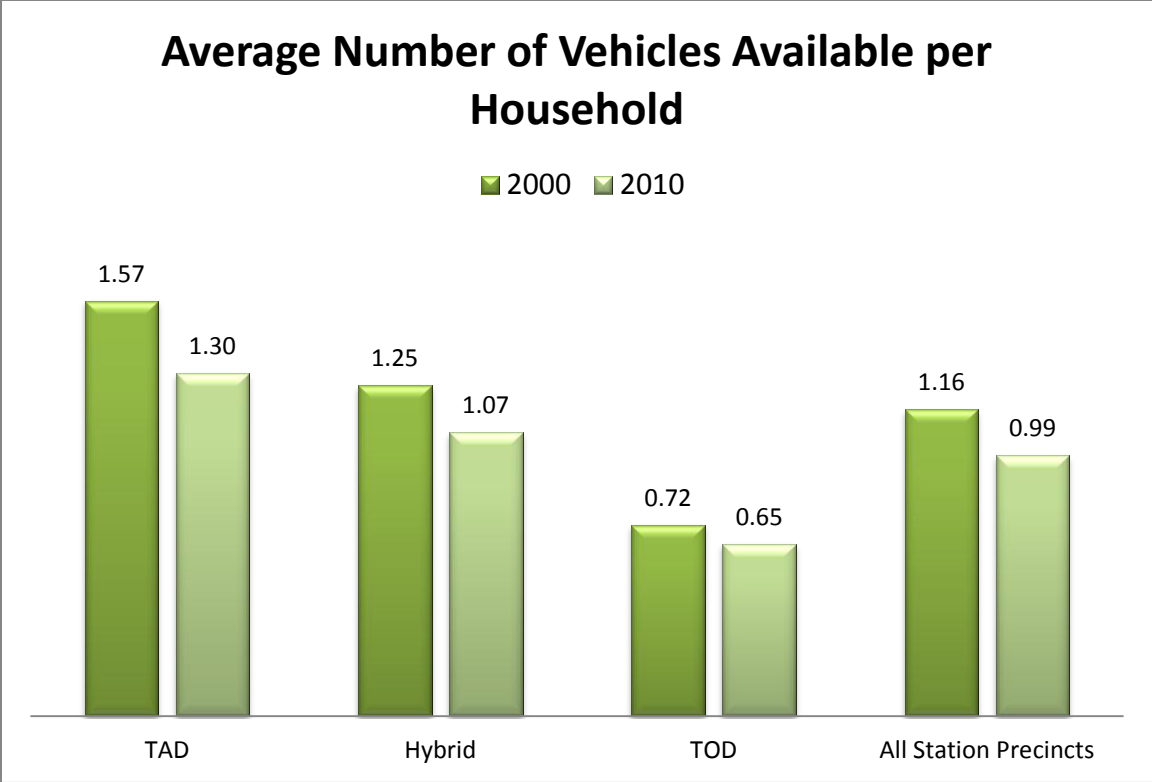
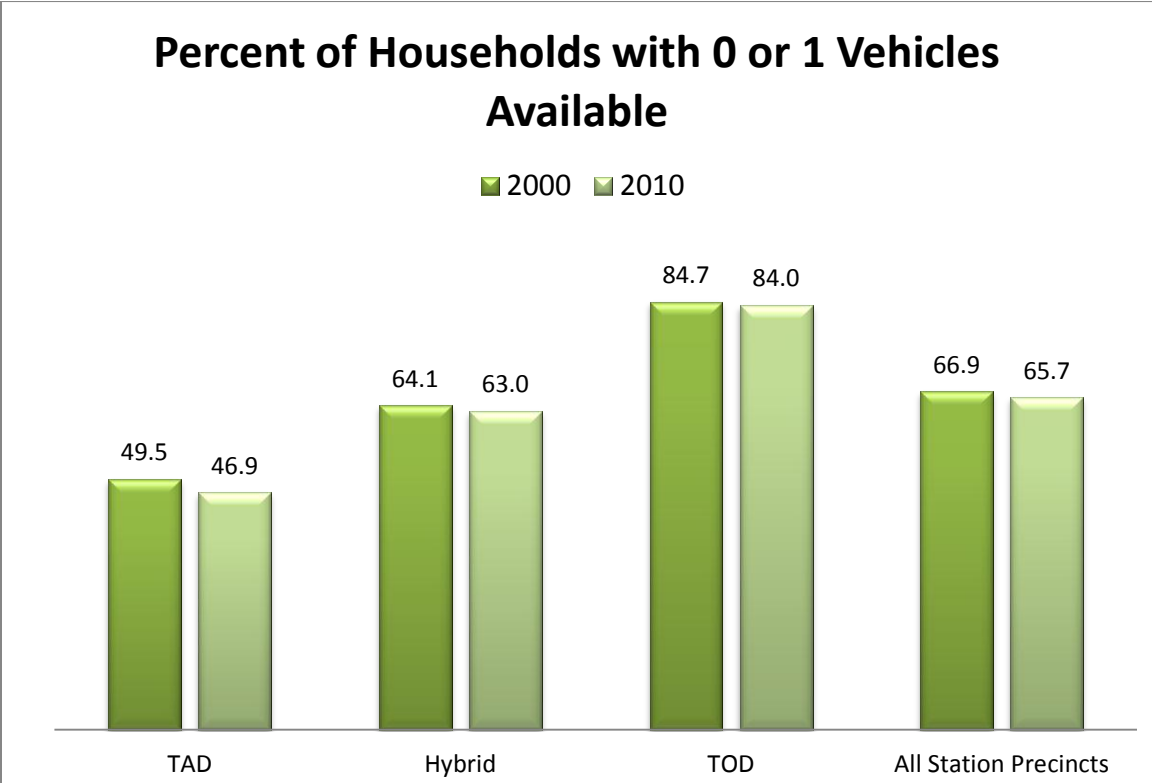


Figure 2: Percent of Commuters on Sustainable Modes (2010)



**Figure 3: Average Number of Vehicles Available per Household**



**Figure 4: Percent of Households with 0 or 1 Vehicles Available**

### 3.3 Economic Indicators

Figure 5 shows the percentage of household budget spent on housing and transportation. In 2000, households in TODs saved 9.1 percent of their budget on the combined cost of housing plus transportation as compared to TAD households. The difference in 2010 was 12.7 percent.

The savings reported in Figure 5 are especially important taken in context with median household income, as reported in Figure 6. TOD residents in 2000 had a median household income of \$39,051, which was \$14,905 less than TAD residents. In 2010, TOD residents had a median household income of \$51,335, which was \$17,074 less than TAD households.

Based on the data in both Figures 5 and 6, Table 3 reports that despite the significant difference in median household income, residents of TADs and TODs have similar levels of income remaining after housing and transportation costs.

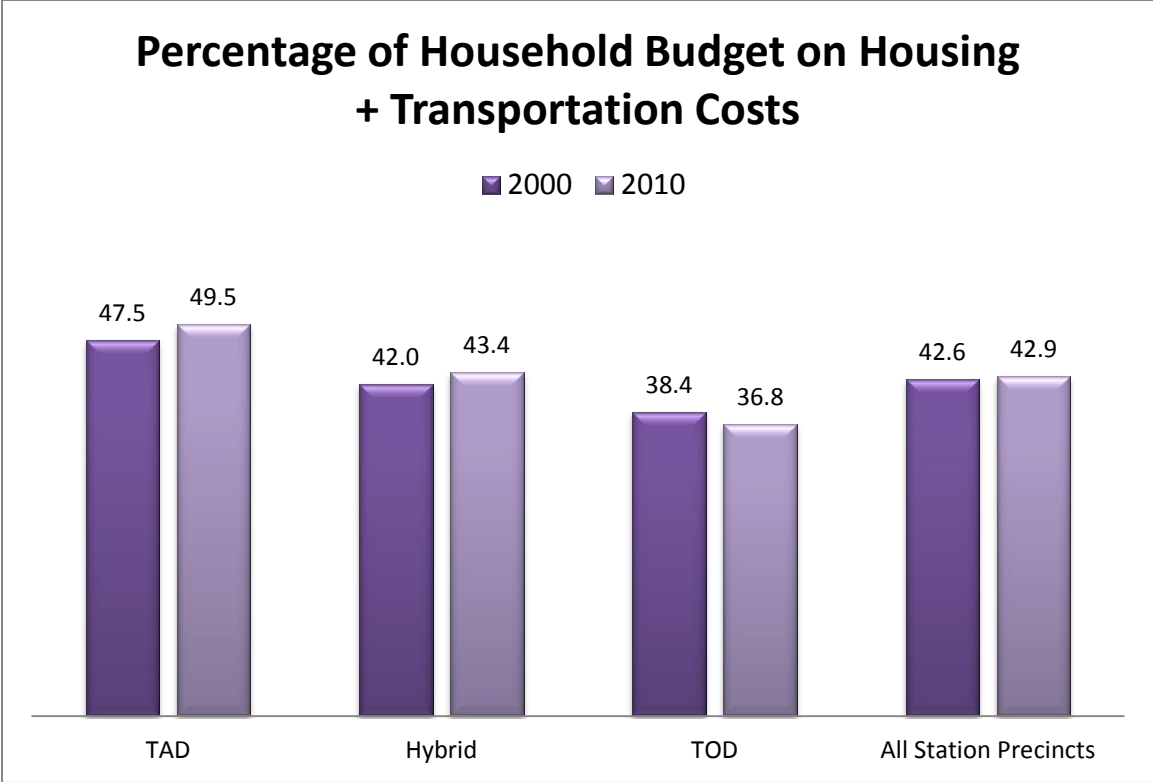
<b>2010</b>	<b>TADs</b>	<b>TODs</b>
Median Household Income	\$68,409	\$51,335
Housing + Transportation Costs	\$33,862	\$18,891
Amount Remaining for All Other Purchases	\$34,547	\$32,444

**Table 3: Median Household Budget in 2010**

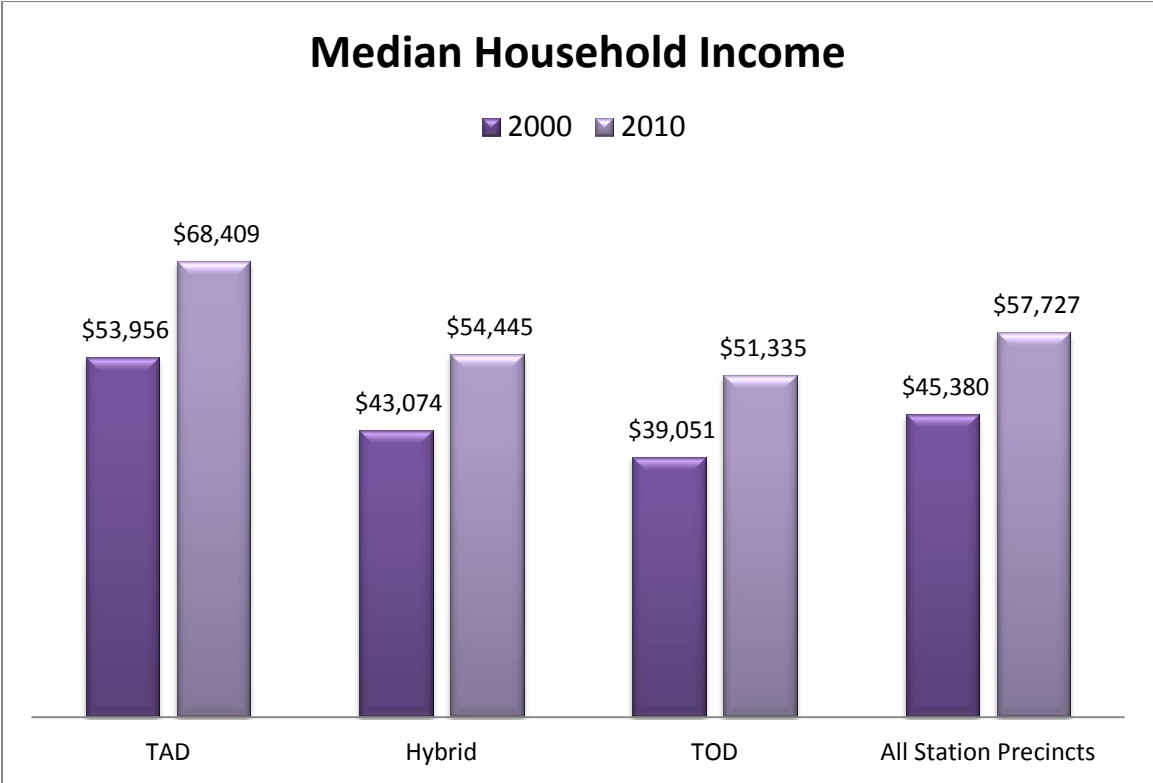
Figure 7 presents another measure of income diversity. In 2000, 39.9 percent of TOD households earned under \$25,000 as compared to 24.9 percent of TAD households. In 2010, TOD households earning less than \$25,000 constituted 33.7 percent compared to 20.7 percent for TAD households.

Last, TOD residents in 2000 had a 1.8 times higher rate of renting compared to TAD residents. In 2010, TOD residents had 1.6 times higher rate of renting as compared to TAD residents (see Figure 8).





**Figure 5: Percent of Household Budget on Housing + Transportation Costs**



**Figure 6: Median Household Income**

### Percent of Households Earning Less than \$25,000 (Income from reported census year)

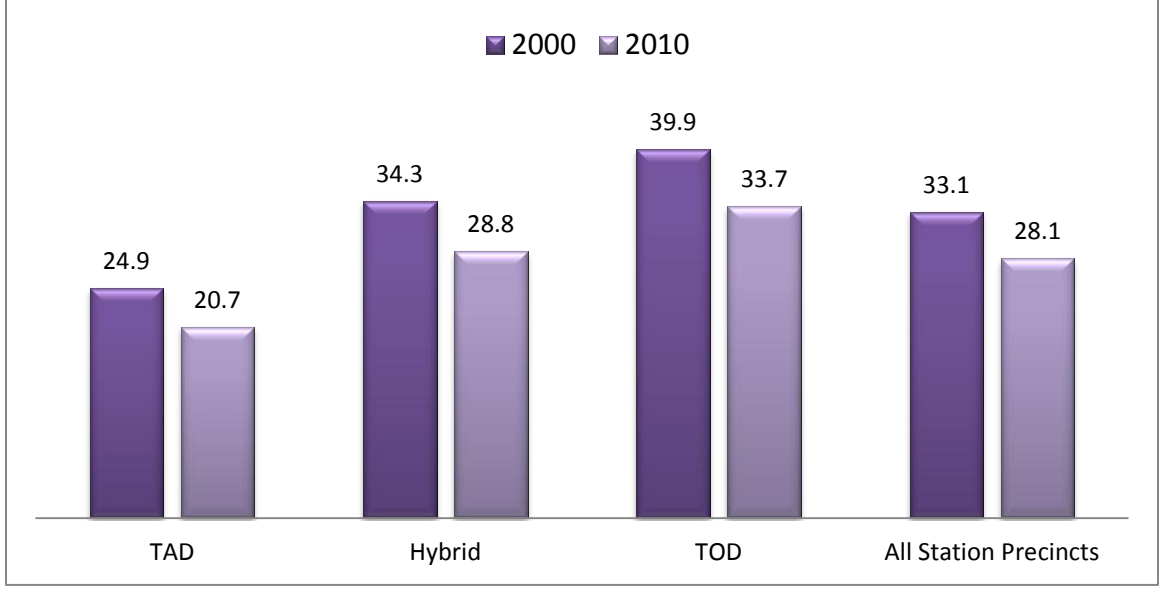


Figure 7: Percent of Households Earning Less than \$25,000

### Percent of Renter Occupied Housing

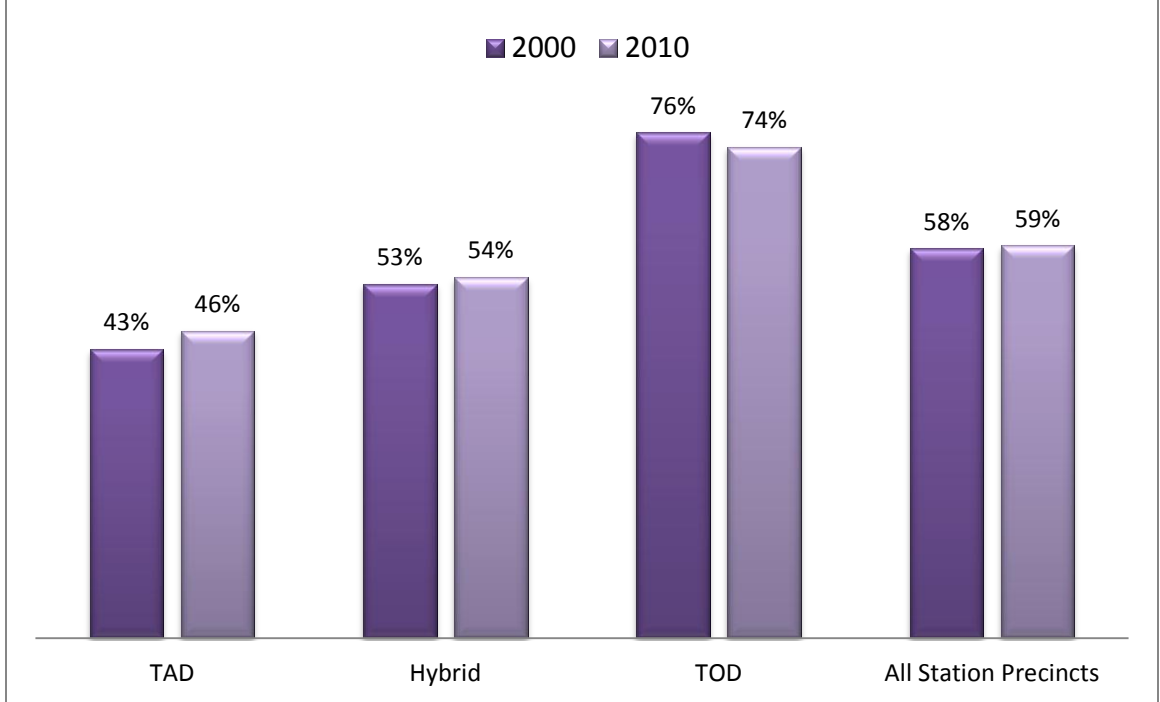


Figure 8: Percent of Renter Occupied Housing

## **3.4 Built Environment Indicators**

As noted above, density, land use diversity and walkability were utilized to create the TAD – TOD typology. However, it still important to compare with respect to built environment indicators. Some of this data is available for 2000 and 2010, however some of the data were calculated by the Department of City and Metropolitan Planning at the University of Utah and were only available for 2010.

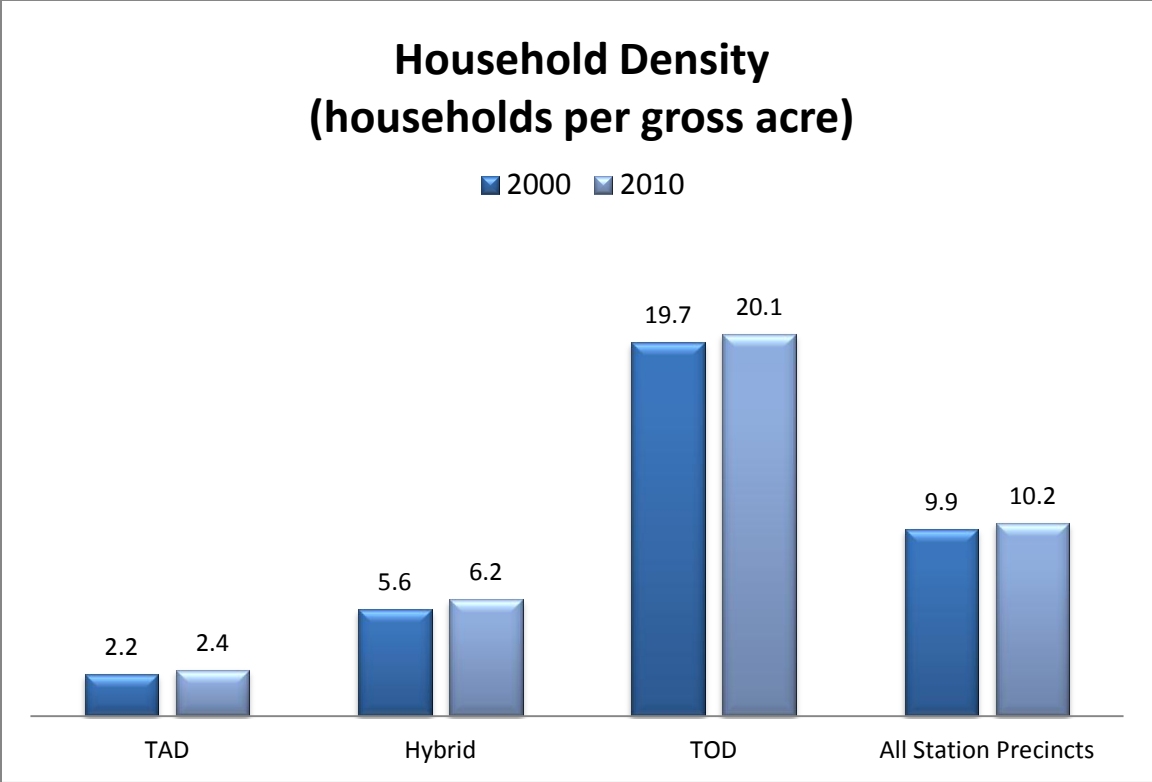
This section reports many of the “D” variables including density, land use diversity, distance to the central business district, and design and walkability.

### **3.4.1 Density Indicators**

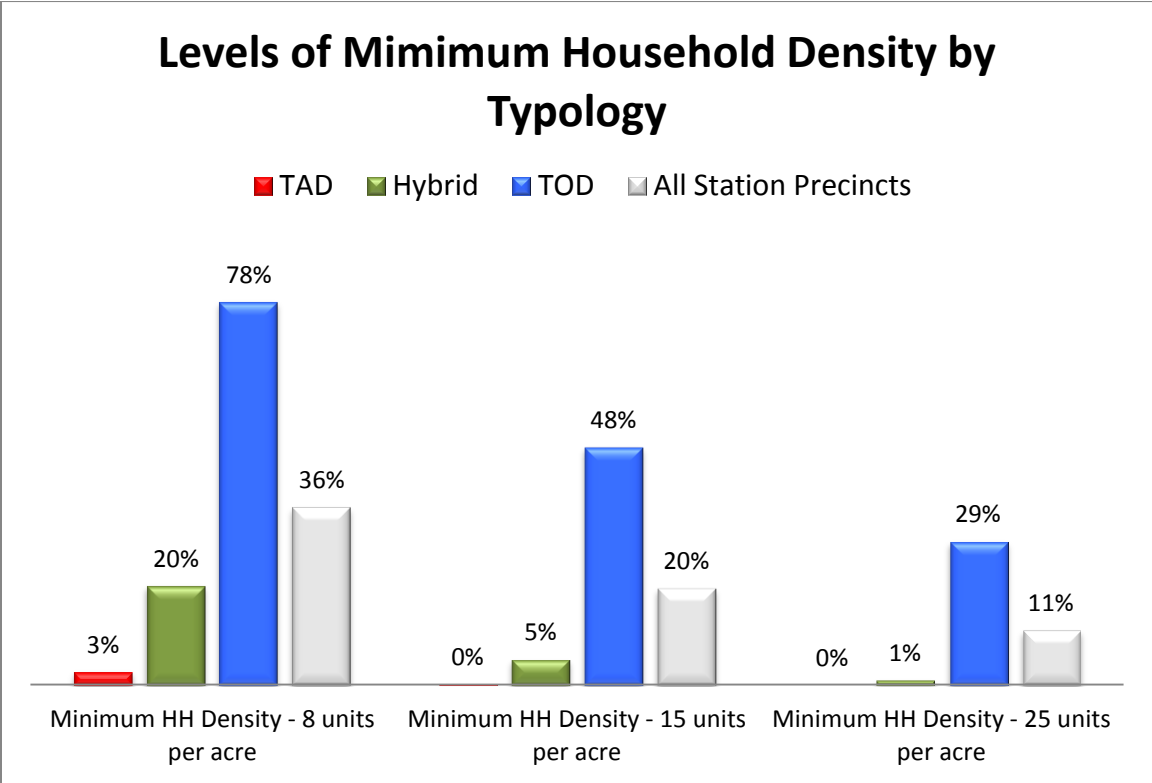
Figure 9 reports that in 2010, TODs had over 8 times the level of density as TADs and about 3.25 times the level of density as hybrids. Figure 10 reports that 78 percent of TODs meet a minimum density of 8 units per acre<sup>2</sup>. This compares to only 3 percent of TADs and 20 percent of hybrids that have a minimum level of household density at 8 units per acre. When raising the threshold to 15 units per acre 48 percent of TODs qualify, 5 percent of hybrids, but no TADs qualify. Finally, at a level of 25 units per acre, 29 percent of TODs qualify and only 1 percent of hybrids can be counted.

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<sup>2</sup> See Renne 2013 for more discussion about these thresholds and the potential for accommodating population growth in transit precincts across the United States.



**Figure 9: Household Density**



**Figure 10: Levels of Mimimum Household Density by Typology**

### 3.4.2 Land Use Diversity Indicators

Entropy is a land use diversity index that captures the variety of land uses within the precinct (Ewing 2011 and 2013). The entropy calculation based on net acreage in land-use categories likely to exchange trips. The entropy index varies in value from 0, where all developed land is in one of these categories, to 1, where developed land is evenly divided among these categories. Figure 11 reports that the entropy index measure for TADs of 0.61 is 80% of the measure for TODs of 0.77. This indicates that land uses in TOD are more balanced than in TADs.

Figure 12 compares non-residential land uses and shows that TODs have a greater share of health care, entertainment and services as compared to TADs. TADs report a higher share of retail land uses where as educational land uses are pretty similar.

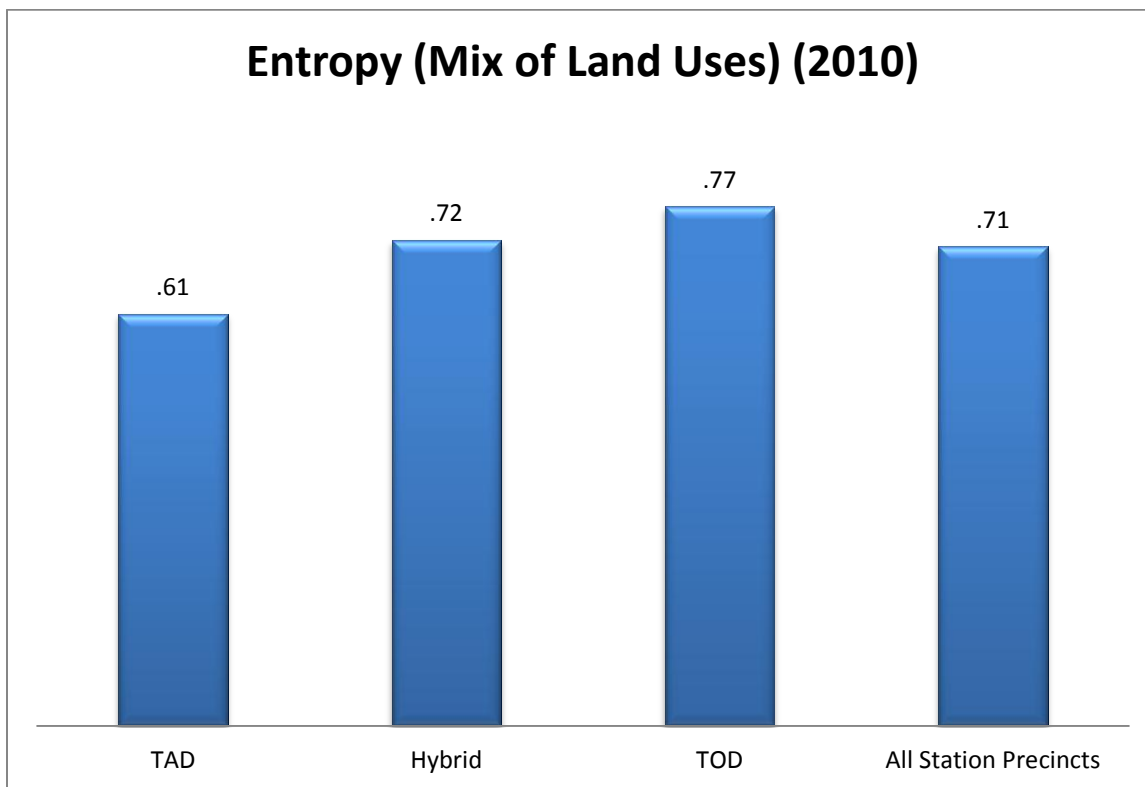
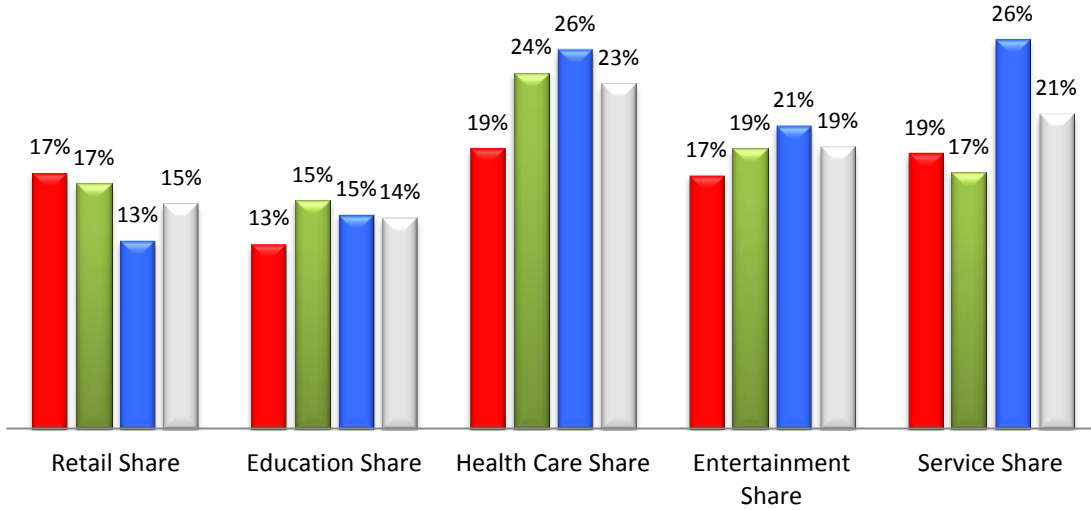


Figure 11: Entropy (Mix of Land Uses)

## Share of Selected Nonresidential Land Uses by Station Typology (2010)

■ TAD   
 ■ Hybrid   
 ■ TOD   
 ■ All Station Precincts



**Figure 12: Share of Selected Nonresidential Land Uses by Station Typology**

### 3.4.3 Distance to Central Business District

Table 13 shows that TODs tend to be located closer to CBDs, followed by hybrids and TADs. This corresponds to the development patterns of most regions where land uses closer to CBDs tend to be more dense and mixed use whereas land uses on the edge of regions tends to be dominated by low-density and homogeneous land uses.

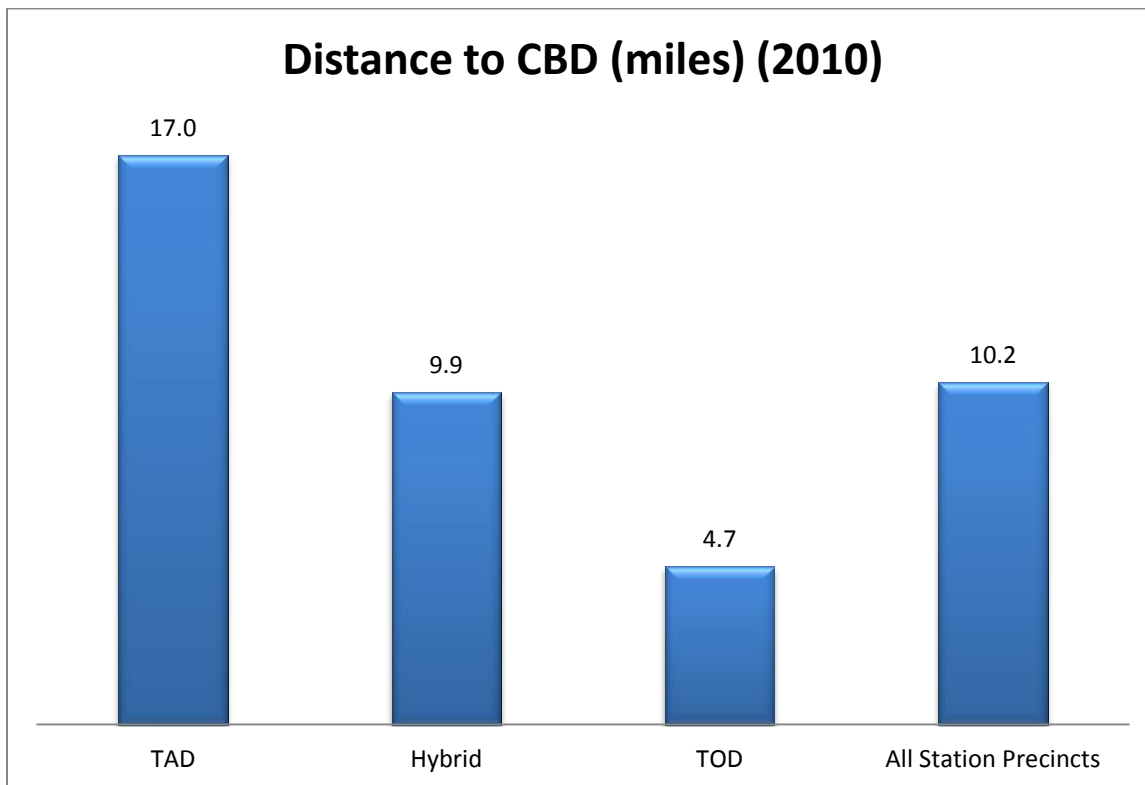


Figure 13: Distance to the Central Business District

### 3.4.4 Design and Walkability Indicators

Figures 14 – 16 report measures of urban design and walkability, including average block size, percent four-way intersections, and intersection density. Figure 14 reports that the average block size in TADs is 4.7 times larger than TODs whereas hybrids are much closer in average size to TODs. As shown in Figure 15, TODs also have 2.2 times the share of four-way intersections as compared to TADs. Finally, TODs have 2.5 times more intersections per square mile than TADs.

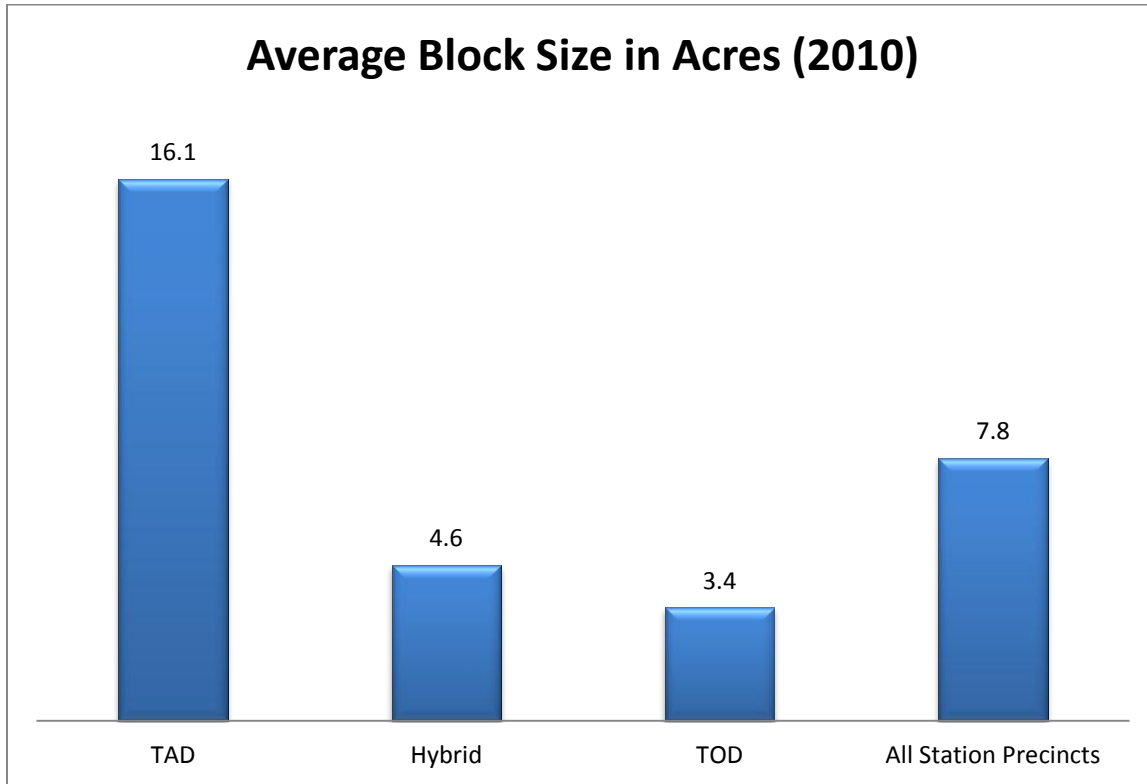
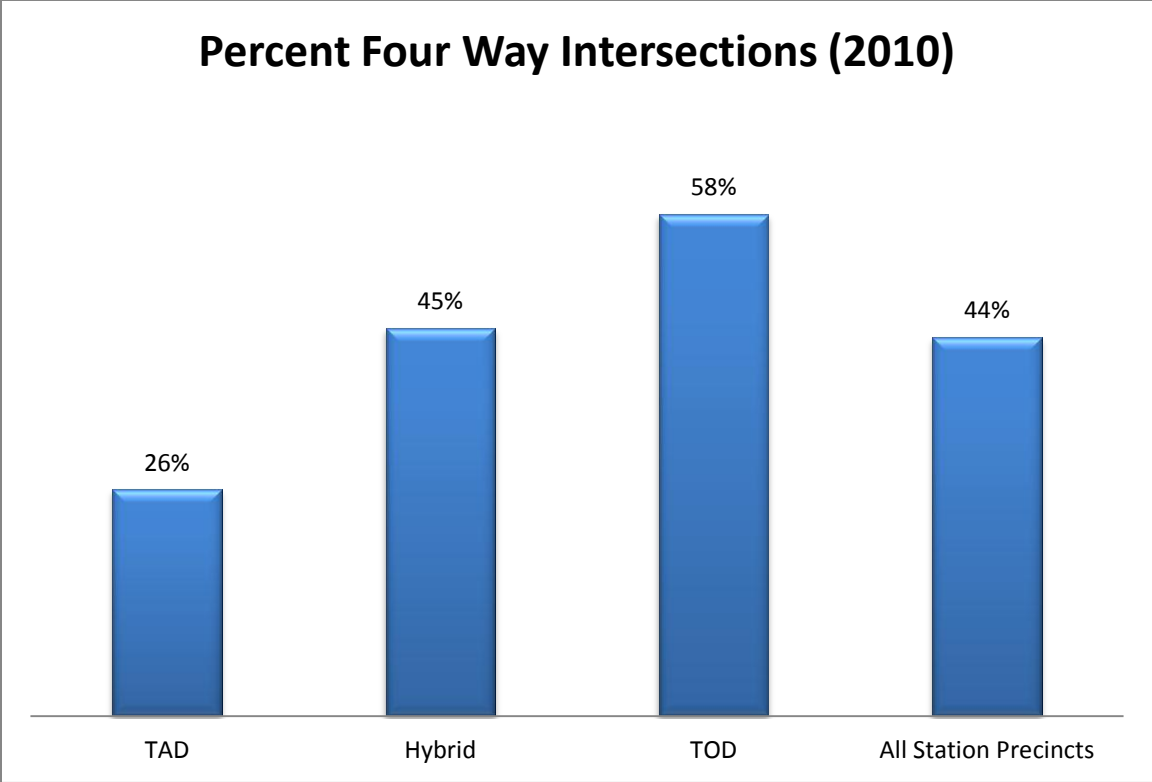
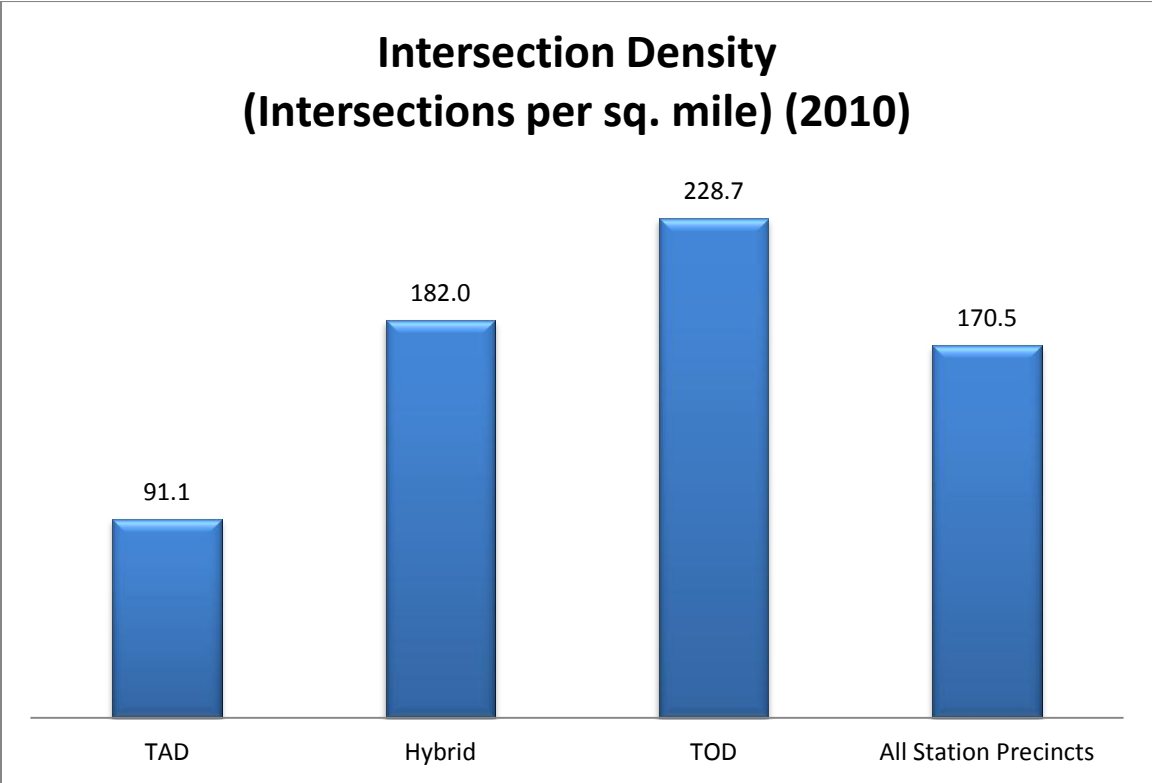


Figure 14: Average Block Size





**Figure 15: Percent Four Way Intersections**



**Figure 16: Intersection Density**

### **3.5 Summary of TAD – TOD Typology Data Analysis**

The TAD – TOD Typology analysis is useful because it helps to categorize stations into basic categories and compare across commuting, vehicle ownership, and economic and built environment indicators.

The comparison illustrates that residents of TODs make a larger share of their commute trips using transit, walking and bicycling as compared to residents of hybrids and TADs. Vehicle ownership is lower in TODs as well as incomes. However, TOD residents spend a lower proportion of their household budget on combined housing and transportation costs, so despite the fact that TAD residents earn significantly more, they have similar levels of household budget for other purchases after housing and transportation expenditures.

While the methodology was created to differentiate TADs from TODs based on density, walkable design and land use mix, the built environment indicators provide additional metrics to compare across the spectrum.

This section was intended for comparisons across singular categories. The following section seeks to better understand transit commuting as an outcome variable utilizing a multiple level, multivariate analysis, however, it does not force the TAD – TOD typology into the analysis.

## **4.0 Multiple Level Multivariate Analysis of Transit Commuting and the Built Environment: An Analysis of America's Station Precincts<sup>3</sup>**

This section presents the findings of a study of the relationship between transit commuting, the built environment and regional factors across most fixed transit precincts in the United States. This study utilized multi-level modeling (also known as hierarchical modeling) to examine a number of factors at both the neighborhood and regional levels to better understand the average share of transit commuting within transit station precincts. Findings of this study indicate that the largest predictor of transit commuting at the neighborhood level is the share of total jobs and population that live along the region's fixed-transit network. The type of transit service, land use diversity, demographics, land use intensity, distance to the central business district and the design of the built environment were also significant variables in the model.

### **4.1 Background**

As a share of all travel, commuting represents only 22% of all trips across the United States (Santos et al. 2011) and public transit commuting has remained relatively constant at approximately five percent of all workers from 1990 – 2009 (McKenzie 2010). However, these statistics mask the important role of commuting in the transportation system and the role that transit plays. Roadway congestion costs the average American commuter \$818 in lost time and fuel in 2011 compared to an inflation-adjusted \$342 per commuter in 1982. In total, congestion cost the American economy \$121 billion in 2011, yet public transit saved the American economy \$20.8 billion (Schrank et al. 2012).

Most aggregate studies of commuting focus on regions where transit mode shares are high, such as New York, Chicago, Philadelphia, Washington, Baltimore, Boston, San Francisco and several others. Other aggregate studies examine the phenomenon of transit commuting through the lens of metropolitan size, central city versus suburbs, and population density (Pisarski 2006). Aggregate analyses do not take into consideration the role of the built environment on transit use, or if they do, may distort relationships due to aggregation bias. Travel and the built environment was the topic of a recent meta-analysis that examined various "D" variables as measures of the built environment (Ewing and Cervero 2010). The Ds are development density, land use diversity, pedestrian-oriented design, destination accessibility, distance to transit, demand management, and demographics. The Ds virtually define transit-oriented development (TOD). TOD seeks to maximize transit use, especially for commuting, by

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<sup>3</sup> This section was co-authored by Reid Ewing and a version of this was submitted as a non-published conference paper for the Joint AESOP/ACSP Planning for Resilient Cities and Regions conference, Dublin, Ireland, July 15 – 19, 2013.

creating dense, walkable, and mixed use communities in close proximity to high-frequency transit facilitation, usually rail stations.

While, numerous books and articles have been written which address the topic of transit commuting. This section focuses on three areas, including 1) trends in transit commuting, 2) the relationship between transit and the built environment, and 3) self-selection and the market for TOD. This background is useful to better understand both the analysis and the recommendations that follow. Moreover, it is important to understand the relevance of each of these points on the overall theoretical research framework.

The section on transit commuting includes a macro analysis and a section on how trends in TODs vary from the general patterns. The discussion provides a justification for the dependent variable, which is the share of commute trips made via transit. The section on transit and the built environment covers a growing literature on the influence of the “D” variables upon mode choice. In the early literature (ie. Seskin, Cervero and Zupan 1996; Newman and Kenworthy 1999) density was seen as a key factor influencing travel behavior. In recent years, attention has been shifted to the other “D” variables away from density as driving importance of the built environment in influencing travel (Ewing and Cervero 2010). Findings from this study call for a reexamination of the importance of density and/or overall share of total jobs and people within a region’s fixed-transit network catchment, which has not been a variable examined in within the context of comparing across station areas and regions, in previous research.

Finally, some studies have claimed that transit commuting in TODs is driven by self-selection. The section on self-selection and the market for TOD provides evidence that demand for TOD living is far greater than supply. While self-selection may be a factor in travel behavior outcomes it does not mean that policy should not encourage more TODs since there is an overall mismatch between market supply and demand as an increasing segment of the overall market is not able to live in a TOD due to the lack of supply.

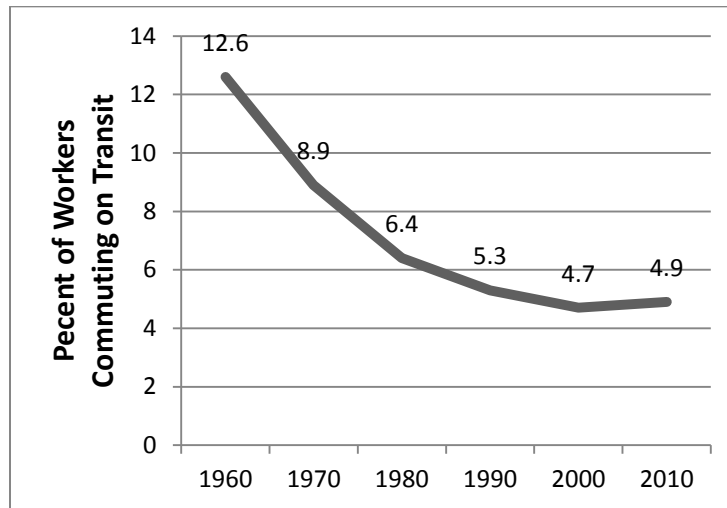
#### **4.1.1 Trends in Transit Commuting**

As shown in Figure 17, the percentage of Americans commuting on transit fell precipitously from 1960 – 1990 and has remained relatively stable since then at around 5 percent. Pisarski (2006), who summarized commuting trends in *Commuting in America III*, focused on the demographic and trip-related determinants of commuting. He started his analysis with the basic point, “just as vehicle users do not drive unless there are roads, transit users cannot ride unless service is provided” (p. 89). However, he does not address the importance of the built environment in which transit operates, which would have been beyond the scope of his data.

Appendix D depicts the top 100 metropolitan regions across the nation ranked in order by the share of transit commuting. New York dominates with 31 percent of all trips made by transit, more than twice the share of any other region. The metropolitan areas of Washington, D.C.,

San Francisco, Boston and Chicago each have between 10 – 15 percent of trips made by transit. Only 22 regions have transit shares above 5 percent.

Regardless of metropolitan size, transit commuting in central cities, where networks are dense and service is more frequent, is significantly higher than in suburban areas. The share of transit commuting in the central city of metro areas larger than five million is over four times greater than the share in the suburbs, which is 5 percent. This drops significantly, however, for metro areas between 2.5 – 5 million to about 6 percent for the central city as compared to 2.5 percent for the suburbs. All smaller metro areas have about the twice the rate of transit commuting in the central city as compared to their suburbs, but none have greater than five percent share of transit commuting, even in the downtown (Pisarski 2006).



**Figure 17: Trends in Transit Commuting across the United States, 1960 – 2010**

Source: U.S. Census

Population density is positively correlated to the share of transit commuting. The densest locations, having more than 25,000 residents per square mile, have nearly a 40 percent mode share for transit. This drops to 14 percent for areas that are between 10,000 – 25,000 residents per square mile, and 5 percent for areas between 4,000 – 10,000 residents per square mile. The share drops to 2 percent for areas with population densities between 2,000 and 4,000 residents, 1.4 percent for areas between 1,000 – 2,000 residents per square mile, and less than 1 percent for areas lower than 1,000 residents per square mile (Pisarski 2006).

An examination of trends in commuting in 103 TODs across 12 metropolitan region found that the share of transit commuting from 1970 – 2000 remained stable across the TOD precincts at around 15 – 17 percent, whereas the average for the metropolitan regions fell drastically from

19 to 7 percent (see Table 4). In the older redeveloping regions of New York and Chicago, transit commuting mode share fell in both TODs and for the entire region, but did not fall as quickly in the TOD precincts (Renne 2005). Maturing heavy rail regions saw a growth in transit commuting in TODs as compared to a decline across the regions. Washington, D.C. opened the metro rail system in 1976 and has since been aggressive in promoting dense development around many of its stations. In 1970, the metropolitan area had a transit mode share of 15.4 percent, which fell to 9.4 percent by 2000. However, the average mode share across 16 TODs in DC was 19 percent at the beginning of the period and shot up to 30 percent by the end. The patterns are less clear in New Start - light rail regions, but given that most of these did not open rail systems until the 1990s, we would not expect to see clear patterns in such a short time (Renne 2005).

Studies in California and New Jersey found similarly that residents close to rail precincts commuted via transit more frequently than others. A California study of 26 developments across four metro areas found that about a quarter of people living near rail stations commuted on transit as compared to just about 5 percent for those living in the same community, but further away (Lund et al. 2004). This study is similar to an earlier one, which also found a five-fold increase in shares of transit commuting for residents that lived closer to rail stations in California (Cervero 1994).

In New Jersey, a study found that 48 percent of residents in new housing near train stations used transit for work as compared to just 29 percent of residents of new housing outside walking distance to transit, but within the same town. The disparity was not as great amongst residents of older housing stock, as 24 percent of residents living close to the rail station commuted via transit compared to 20 percent of residents living outside a walkable distance (Chatman and DiPetrillo 2010).

Expanding upon this research, a statistical model of households near rail stations found that residents of new housing, parking availability and population density were all significant variables in predicting non-auto commuting. For example, households with limited parking available commute by auto just 40 percent as much as other households (Chatman 2013). It is important to note, however, that Chatman concludes that access to rail is not a significant variable when looking at households within a 2-mile radius of rail stations. He notes that factors such as lower on- and off-street parking availability, better bus service, smaller and rental housing, more jobs, stores within walking distance and proximity to downtown are all significant in explaining non-auto commuting behavior. While these results are useful, it is important to note that his analysis was limited to ten precincts within 2-miles of railway stations in northern New Jersey, thus the national takeaway for practice that TOD-oriented policies are not useful might be overreaching his data from northern New Jersey. This is especially important to note given that northern New Jersey tends to have high levels of quality bus service with direct access to Manhattan, which compete directly with rail service. It may make more sense for someone living outside of the walkable distant to transit to catch a bus. Moreover, his data combine transit commuting with walking and bicycling, further obfuscating

the usefulness of access to rail, as people that walk and bicycle to work would not have any need to be near rail. It would make more sense if the model had isolated transit trips separately from other commute trips.

Region <sup>2</sup>	Percent of Commuters Using Transit in 1970	Percent of Commuters Using Transit in 1980	Percent of Commuters Using Transit in 1990	Percent of Commuters Using Transit in 2000	Percent Change 1970 - 2000
<b>Older and Redeveloping Regions</b>					
Chicago TOD Average (n=8)	24.0%	21.7%	18.7%	16.7%	-30%
Chicago MSA Average	22.1%	16.6%	13.7%	11.5%	-48%
NY/NJ TOD Average (n=26)	15.7%	13.1%	13.6%	16.4%	4%
NY/NJ MSA Average	35.5%	26.7%	25.4%	24.9%	-30%
<b>Average for Redeveloping TODs</b>	<b>19.8%</b>	<b>17.4%</b>	<b>16.1%</b>	<b>16.5%</b>	<b>-17%</b>
<b>Average for Redeveloping MSAs</b>	<b>28.8%</b>	<b>21.6%</b>	<b>19.5%</b>	<b>18.2%</b>	<b>-37%</b>
<b>Maturing - Heavy Rail Regions</b>					
Atlanta TOD Average (n=4)	20.9%	22.5%	24.9%	19.3%	-8%
Atlanta MSA Average	9.2%	7.7%	4.6%	3.7%	-60%
Miami TOD Average (n=2)	0.5%	2.7%	5.4%	6.5%	1094%
Miami MSA Average	7.1%	5.0%	4.4%	3.9%	-45%
San Francisco TOD Average (n=18)	17.8%	22.3%	20.1%	21.0%	18%
San Francisco MSA Average	11.6%	11.4%	9.6%	9.5%	-18%
Washington DC TOD Average (n=16)	19.0%	27.4%	32.5%	30.0%	58%
Washington DC MSA Average	15.4%	13.1%	11.3%	9.4%	-39%
<b>Average for Maturing - Heavy Rail TODs</b>	<b>14.6%</b>	<b>18.8%</b>	<b>20.7%</b>	<b>19.2%</b>	<b>32%</b>
<b>Average for Maturing - Heavy Rail MSAs</b>	<b>10.8%</b>	<b>9.3%</b>	<b>7.5%</b>	<b>6.6%</b>	<b>-39%</b>
<b>New Start - Light Rail Regions</b>					
Portland TOD Average (n=5)	9.2%	13.4%	11.8%	14.6%	58%
Portland MSA Average	5.5%	7.6%	5.0%	5.7%	3%
San Diego TOD Average (n=6)	8.3%	11.2%	6.5%	6.7%	-19%
San Diego MSA Average	3.7%	3.4%	3.5%	3.4%	-7%
Los Angeles TOD Average (n=6)	6.2%	11.5%	10.2%	8.4%	37%
Los Angeles MSA Average	4.2%	5.2%	4.7%	4.7%	11%
Dallas TOD Average (n=6)	14.5%	9.1%	9.2%	3.2%	-78%
Dallas MSA Average	5.2%	3.5%	2.3%	1.8%	-66%
Denver TOD Average (n=2)	9.4%	8.6%	8.4%	7.5%	-20%
Denver MSA Average	4.3%	6.0%	4.2%	4.3%	0%
Salt Lake City TOD Average (n=4)	2.4%	5.8%	3.2%	5.0%	108%
Salt Lake City MSA Average	2.2%	5.0%	3.1%	3.0%	36%
<b>Average for New Start - Light Rail TODs</b>	<b>8.3%</b>	<b>9.9%</b>	<b>8.2%</b>	<b>7.6%</b>	<b>-9%</b>
<b>Average for New Start - Light Rail MSAs</b>	<b>4.2%</b>	<b>5.1%</b>	<b>3.8%</b>	<b>3.8%</b>	<b>-9%</b>
<b>Total TOD Average (n=103)</b>	<b>15.1%</b>	<b>17.0%</b>	<b>16.9%</b>	<b>16.7%</b>	<b>11%</b>
<b>Total MSA Average (n=12)</b>	<b>19.0%</b>	<b>14.1%</b>	<b>12.0%</b>	<b>7.1%</b>	<b>-63%</b>
Source: Computed by John Renne from Geolytics; US Census					
Notes: 1. Data reported for the conservative TOD analysis (census tracts closest to rail station) and the full MSA.					
2. The number of TODs in each region is depicted by 'n'.					

**Table 4: Transit Commuting Mode Share to Work for Selected TODs and MSAs, 1970 – 2000**

Source: Renne 2005

#### 4.1.2 Transportation and the Built Environment

Transportation and the built environment have a reciprocal relationship, with impacts in both directions (Boarnet and Crane 2001). Research on this topic dates back to the Von Thunen model of agricultural land use (1826), and extended to residential location choice by Alonso (1964) and Muth (1969). The Alonso-Muth model predicts higher land values near the city center, as transportation cost savings are capitalized in the value of land. Land values drop off with distance from a city center. A recent meta-analysis (Debrezion, Pels and Rietveld 2007) and literature review (Bartholomew and Ewing 2011) focus on the positive impact that railway stations have on property values.

*Transit and Urban Form* (also known as TCRP 16) (Seskin, Cervero and Zupan 1996) is a seminal work that looked at the relationships between travel and the built environment. This study found that density had a significant influence on rail transit boardings, with light rail transit being more sensitive to residential density and commuter rail more sensitive to CBD employment density. The study also looked at the built environment near rail stations, including density, land use mix, and what policies were needed for transit-supportive development to occur near transit stations. The authors found that residents of higher residential density areas are more likely to walk than drive to transit, and residents of “traditional neighborhoods” with a greater mix of land uses are more likely to utilize transit than are residents of conventional suburban neighborhoods (Seskin, Cervero and Zupan 1996).

Boarnet and Crane (2001a) did not find conclusive evidence that urban form has an impact on travel. They note that empirical work is problematic given faulty research designs and the “enormous complexity of the behavior to be explained and the great difficulties of conceptualizing the interaction of travel and the physical form of the city” (p. 58). Yet, perhaps research on travel and the built environment has developed since then. A recent meta-analysis found over 200 studies on the topic, most completed since 2001 (Ewing and Cervero 2010). This same meta-analysis examined how various measures of the built environment, often referred to as “D” variables, such as development *density*, land use *diversity*, urban *design*, *destination* accessibility, *distance* to transit, and *demand* management interact with travel behavior. The study found that the strongest built environmental influences on transit use are proximity to the nearest transit stop and the percent of 4-way intersections. As shown in Table 5, a doubling in each of these variables, independently, would result in a 29 percent increase in transit use. Intersection density is a less strongly related to transit use, but still strong when measured in terms of a common effect size measure, the elasticity of transit use with respect to the variable. Measured in terms of the elasticity of transit use with respect to the variable, an entropy index of land use mix is about half as strong an effect on transit use as does intersection density. Surprisingly, the least strong relationships to transit use were those of density. A doubling in household/population density yields a 7 percent increase in transit use and a doubling in job density yields a 1 percent increase (Ewing and Cervero 2010).

There have also been a number of other studies that have looked at the relationship of transportation with the built environment. One in particular looked at TOD and vehicle



ownership and vehicle miles traveled (VMT). Across seventeen housing developments, TODs generated 44 percent fewer VMTs than predicted by the Institute for Transportation Engineers (ITE) manual (Arrington and Cervero 2008). For a useful review of other related studies see Litman 2012 and 2013.

		Total number of Studies	Number of studies with controls for self-selection	Weighted average elasticity of transit use
Density	Household/population density	10	0	0.07
	Job density	6	0	0.01
Diversity	Land use mix (entropy index)	6	0	0.12
Design	Intersection/street density	4	0	0.23
	% 4-way intersections	5	2	0.29
Distance to Transit	Distance to nearest transit stop	3	1	0.29

**Table 5: Weighted Average Elasticities of Transit Use with Respect to Built Environment Variables**

Source: Ewing and Cervero, 2010

#### 4.1.3 Self-Selection and the Market for TOD

Several studies (Voith 1991; Boarnet and Crane 2001b) question if urban design influences travel or if people with a set of preferences for riding transit self-select to live in neighborhoods that support their desired lifestyle. A study of residential self-selection and rail commuting found that self-selection accounted for 40 percent of the rail commute decision (Cervero and Duncan 2002). However, some contend that there is pent-up demand for people to live in pedestrian and transit friendly neighborhoods but zoning does not allow the market to build such developments (Levine 2006; Leinberger 2009). Despite estimates of about 40 percent of the overall population who desire to live a neighborhood characterized as a TOD (Leinberger 2009) and over 80 percent of Generation Y (with 67 percent willing to pay a premium for such a neighborhood) (Broberg 2010) less than 6 percent of Americans live within a half-mile of one of the nation’s rail stations (Renne 2013). A national study in 2013 found that 62 percent of Americans planning to move in the next five years would prefer to settle in a mixed-use community and 52 percent want to be close to public transit (ULI 2013). Moreover, only 38 percent of all rail stations across the United States achieve a minimum gross residential density of 8 units per acre, 19 percent exceed 15 units per acre and 11 percent achieve 25 units per acre. Given projected population growth of 100 million new Americans through 2050, the nation could only accommodate 11 percent of the population growth if every existing rail station were to be built with a minimum gross density of 8 units per acre, which is a very unlikely scenario (Renne 2013). Thus, while self-selection may be a factor in people choosing to live in TODs because they desire to commute via transit, the concept seems relatively meaningless considering market demand for TOD-style housing is so much greater than supply, and likely not to change for decades.

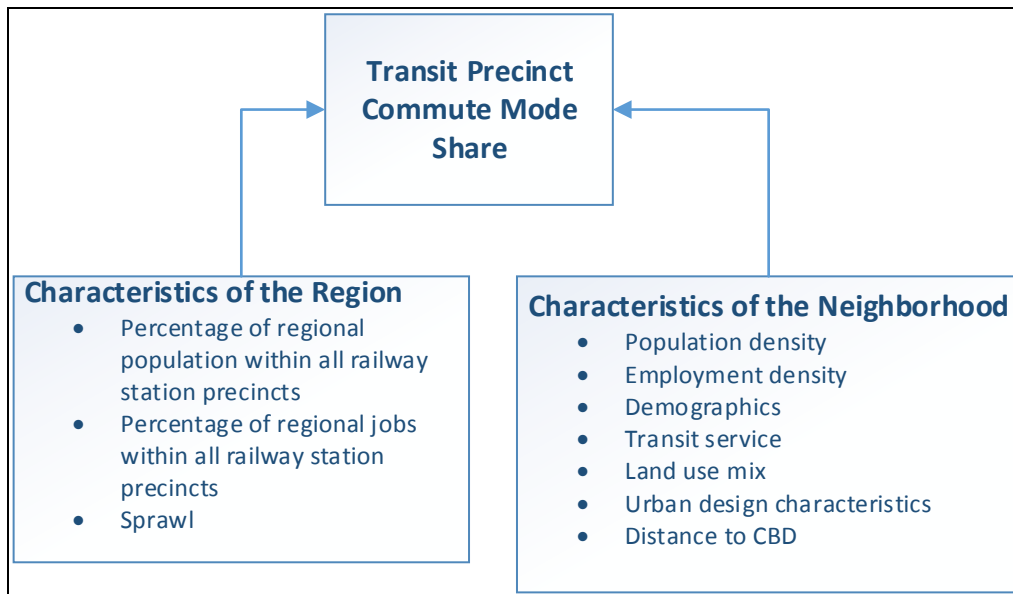
## 4.2 Conceptual Framework and Methodology

The goal of this conceptual framework is to model the average commuting mode share for all rail station precincts across the United States to better understand why some precincts generate higher shares of transit commuting than others. Data were collected from the National TOD Database, an open source dataset made available by the Center for Transit Oriented Development, with funding from the Federal Transit Administration. The dataset contains summary data on approximately 4,400 existing railway stations across 54 metropolitan areas. Data are available for  $\frac{1}{4}$  and  $\frac{1}{2}$  mile buffers around the individual stations. For the purpose of this study, we utilized the  $\frac{1}{2}$  mile buffer.

This study utilizes multi-level modeling (MLM), otherwise known as hierarchical modeling, to explain variance in transit commute mode shares across regions and station precincts. Essentially, MLM partitions variance between the precinct and regional levels and then insofar as possible, explains variance at each level using variables specific to that level. MLM accounts for the fact that stations are “nested” within regions and share the characteristics of the region, violating the independence assumption of ordinary least squares (OLS) regression. Because it overcomes this serious limitation of OLS, MLM has long been in fields like education and public health to analyze nested data. MLM is just beginning to be used in planning research (Ewing et al. 2011 and 2013).

As shown in Figure 18, the average transit precinct commute mode share is a function of both regional and neighborhood level characteristics. At the regional level, the accessibility of people to jobs via the railway network varies significantly from region to region. In regions like New York, where a relatively high percentage of jobs and population live within the network, one would expect such accessibility to positively influence the share of transit commuting. Alternatively, a city like Houston with low accessibility of jobs and people within the railway network would expect that a significant percent of people living within its railway precincts to access jobs via car. This level of data is an estimation of the network effect that the higher the share of jobs and people living within the railway network, the higher the predicted mode share for transit commuting at the station level.

As noted earlier, neighborhood level variables (often referred to as “D” variables) are significant determinants of travel behavior. This study utilizes all of the D variables except distance to transit, which is a constant across cases with  $\frac{1}{2}$  mile buffers, to explain the variance in average transit precinct commute mode share across precincts. Precincts vary by development density, demographics, land use diversity, urban design, and distance to the CBD.



**Figure 18: Conceptual Framework of Estimating Transit Precinct Commute Mode Share**

#### **4.2.1 Data Source**

The TOD Database provides nearly 70,000 variables derived from 2000 and 2010 Decennial Census, the 2009 American Community Survey, the 2000 Census Transportation Planning Package, and the 2002-2009 Local Employment Dynamics data.

#### **4.2.2 Level of Aggregation**

Over the past decade or so, and as discussed above, a debate within the literature has questioned if the built environment has an influence over peoples' decisions to use transit or if people with a desire to use transit self-select to live near railway stations. Such a debate is useful, but it requires data on individual attitudes and preferences that are not available on a national scale. This paper takes a different approach, one that is more aggregate in nature. It focuses on the characteristics of neighborhoods and regions that make transit mode share higher in one place than another. It seeks to explain why a minority of rail station precincts generate high mode shares for commuting and the majority of rail station precincts underperform.

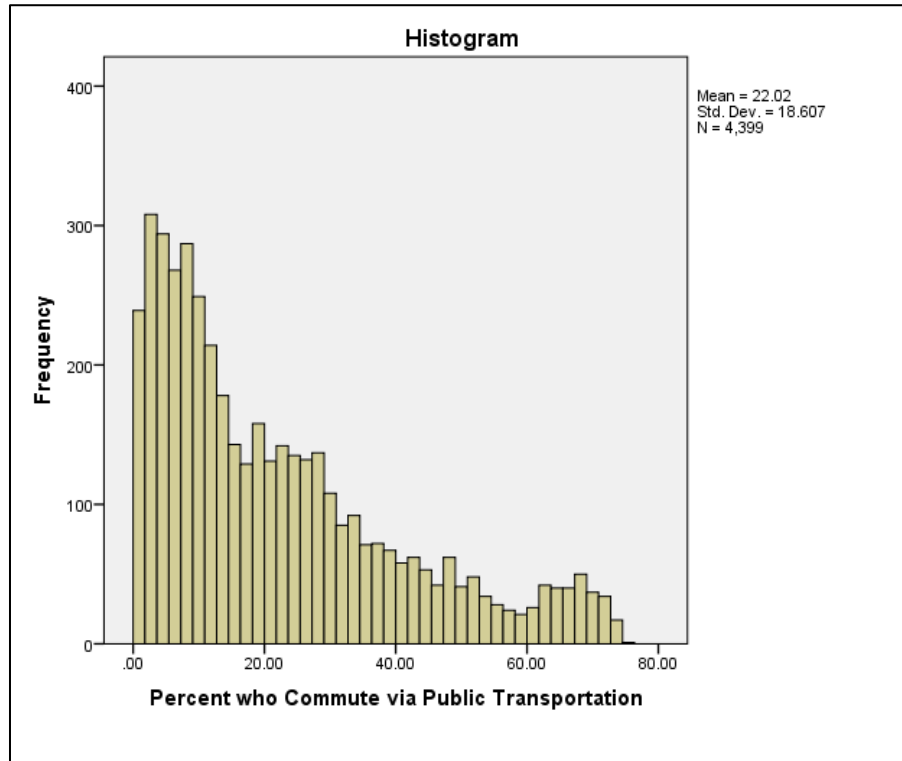
#### **4.2.3 Dependent Variable**

Variables chosen in the analysis are presented in Table 6. Variables are categorized into two levels, the neighborhood level (Level 1) and the regional level (Level 2), in our MLM framework.

The dependent variable in this study is the share of transit commuting for each railway, ferry, bus-rapid transit (BRT), and monorail/automatic guideway precinct in the United States. However, 91 percent of all stations are railway, 2.3 percent are ferry, 5.6 percent are BRT and

1.3 percent are monorail/automatic guideway. The United States has a network of over 4,400 stations, most of which have failed to attract transit-supportive development.

Figure 19 shows the distribution of transit commuting mode shares in station precincts. The average share of transit commuting across all station precincts in the United States is 22 percent, with a standard deviation of 18.6. However, the dependent variable was converted to a natural log in order to compare the elasticity of each of the independent variables, each converted to natural logs for the analysis.



**Figure 19: Distribution of the Dependent Variable**

#### **4.2.4 Regional Independent Variables**

This study presents new measures of regional network accessibility not found in previous studies. Since transit commuting involves access and egress, it makes sense to see how accessible the regional population is to the transit network. This study includes a measure of the total share of regional jobs located within all station precincts. It also includes a measure of the share of jobs plus population within station areas as a share of total jobs and population across the region. Finally, this study includes a regional sprawl index developed by Ewing (2002, 2003) to see if the urban form of the region as a whole affects the share of transit commuting. We do not account, however, for the share of the regional population that is able to access the network via park-and-ride or transfer from another transit service, such as a feeder bus line, in regions with less accessibility to transit.

#### **4.2.5 Precinct Level Independent Variables**

Precinct level variables are divided into six categories: demographics and socioeconomics, development density, land use diversity, urban design, destination accessibility, and transit service/mode. Measures of demographics and socioeconomics used in this study include the share of nonwhite, Hispanics, measures of income, the share of professional and service workers, and housing tenure or the share of renters. Measures of density include population and employment density as well as the combination of both, which is listed as activity density. A study of long-term data around the globe indicated that a minimum activity density of 35 jobs or people per hectare, which equals approximately 7,000 people or jobs within a half-mile station precinct, where automobile dependence is significantly reduced (Newman and Kenworthy 2006). Intersection density measures walkable urban design and land use diversity variables include job/population balance and entropy (Ewing et al. 2011 and 2013). Distance from the station to the central business district (CBD) is our destination accessibility measure and is often used as a proxy for accessibility to regional jobs (Ewing et al. 2010). Finally, transit mode variables include dummy variables for light rail (LRT)/streetcar, heavy rail (subway and metro rail), commuter rail, bus rapid transit (BRT) and ferry service.

Dependent Variable		N	Minimum	Maximum	Mean	Std. Deviation
Percent who Commute via Public Transportation		4399	0.00	75.11	22.02	18.61
Regional Variables		Description				
Population Share	Share of the total regional population (2010) living within a half-mile attachment of all the rail stations within the region	39	0.00	0.36	0.06	0.08
Jobs Share	Share of the total number of jobs (2009) located within a half-mile attachment of all the rail stations within the region	39	0.04	0.46	0.17	0.09
Jobs+Population Share	Share of the total number of jobs (2009) and people (2010) located within a half-mile attachment of all the rail stations within the region	39	0.01	0.39	0.10	0.08
Sprawl	Measure of regional sprawl developed by Ewing (2002, 2003). Index derived by extracting the common variance from multiple measures through principal components analysis	35	57.66	162.27	105.94	20.37
Neighborhood Variables						
<i>Density</i>						
Activity Density	Number of people (2010) plus the number of jobs (2009) per acre within rail precinct	4399	0.00	1021.13	57.71	111.49
Population Density	People per acre (2010)	4399	0.00	197.00	23.54	28.71
Employment Density	Jobs per acre (2009)	4399	0.00	983.00	35.71	98.95
<i>Demographics and Socioeconomics</i>						
Nonwhite	Share of nonwhite population within rail precinct (2010)	4399	-0.94	1.00	0.50	0.29
Hispanic	Share of all households within the rail precinct that are Hispanic (2010)	4399	0.00	0.98	0.17	0.19
Income	Median household income	4399	0.00	241504.00	57726.73	29185.08
Professional Workers	Percent of workers employed in professional occupations	4399	0.00	82.49	41.08	16.73
Service Workers	Percent of workers employed in service and support occupations	4399	0.00	75.97	42.59	9.95
Vehicles	Average number of vehicles per household	4399	0.00	2.69	0.99	0.51
Renters	Share of households that rent within the rail precinct (2010)	4371	0.00	1.00	0.59	0.23
<i>Urban Design</i>						
Block Size	Average block size in acres	4399	1.27	1028.00	7.82	21.98
Intersection Density	Number of 4-way intersections per square mile within rail precinct	4399	0.00	597.45	170.49	93.41
<i>Land Use Diversity</i>						
Job/Pop Balance	Index that measures balance between employment and resident population within the rail precinct. Index ranges from 0, where only jobs or residents are present in the rail precinct, to 1, where the ratio of jobs to residents is optimal from the standpoint of trip generation. Values are intermediate when rail precincts have both jobs and residents, but one predominates. <sup>1</sup>	4399	0.00	1.93	0.58	0.50
Entropy (Land Mix)	Another diversity index that captures the variety of land uses within the precinct. Entropy calculation based on the increase in land-use categories likely to exchange trips. The entropy index varies in value from 0, where all developed land is in one of these categories, to 1, where developed land is evenly divided among these categories.	4063	0.00	1.00	0.71	0.25
<i>Destination Accessibility</i>						
CBD Distance	Distance from the railway station to the central point within the central business district, as the crow flies.	4347	0.01	109.29	10.19	12.97
<i>Transit Service/Mode</i>						
LRT/Streetcar	Dummy variable of light rail or streetcar service at rail station	Total Number	Percent			
		1691	38.4%			
Heavy Rail	Dummy variable of heavy rail (i.e. subway or metro) service at rail station	1007	22.9%			
Commuter Rail		1290	29.3%			
Bus Rapid Transit		247	5.6%			
Ferry		103	2.3%			

Notes: 1.  $OBPOP = \frac{ABS(\text{employment} - \text{population})}{(\text{employment} + \text{population})}$ ; ABS is the absolute value of the expression in parentheses. 2. The value 0.2, representing the balance of employment and population, was found through trial and error to maximize the explanatory power of the variable (see Ewing et al., 2011).

**Table 6: Variables in the Study**

## **4.3 Results**

The results of the final models chosen for presentation are reported in Table 7. The authors ran a number of analyses and not all of the variables listed in Table 7 made the final model because they failed to prove significant. However, the lack of significance for some variables is important and will also be discussed below.

### **4.3.1 Model 1**

The first model shows that the share of transit commuting within station areas is most strongly related to the share of all jobs in the region located within station areas. A doubling in the share of jobs near transit yields a 73 percent increase in the share of transit commuting at the station area level.

At the neighborhood level, income is the strongest variable. A doubling of income is associated with a 40 percent decrease in the share of transit commuting. However, a doubling of workers in the professional sector actually increases the share of transit commuting by 40 percent. A doubling of the share of nonwhite residents increases the share of transit commuting by 30 percent.

Other things being equal, having a station on heavy rail corridor (subway or metro rail as opposed to other technologies) is associated with a 35 percent increase in the share of transit commuting. If the average block size in a precinct is over 2.5 acres in size, the share of transit commuting drops by 25 percent, likely due to the less walkable nature of long blocks. Finally, a doubling in the jobs and population balance which represents a more balanced set of land uses is associated with a 20 percent increase in the average share of transit commuting.

### **4.3.2 Model 2**

The second model was constructed with a few new variables, including distance to the CBD and intersection density rather than block size. Model 2 found that the regional share of population living around transit stations is the strongest predictor of transit commuting. A doubling in the regional share of population living within rail precincts is associated with a 32 percent increase in the share of transit commuting for individual precincts. Interestingly, model 2 did not include income or the share of professional workers, which remained insignificant despite several attempts at including these variables in the model.

Model Run	1		2		3		4		4a (Non-NY)		5	
	Coefficient	t-ratio	Coefficient	t-ratio	Coefficient	t-ratio	Coefficient	t-ratio	Coefficient	t-ratio	Coefficient	t-ratio
<b>Model Fit</b>												
Sigma-Squared	0.43		0.44		0.44		0.44		0.46		0.40	
Intercept	6.34		2.61		2.35		2.89		2.71		3.07	
<b>Regional Variables</b>												
Population Share			0.32**	3.27								
Jobs Share	0.73**	3.87			0.41	1.65						
Jobs+Population Share							0.51**	3.10	0.48**	2.67	0.52***	4.06
<b>Neighborhood Variables</b>												
Intensity	0.24***	7.56	0.21***	3.91	0.21***	3.89	0.20***	3.91	0.16**	2.73	0.15**	3.52
Nonwhite	0.30***	4.03	0.29***	4.44	0.29***	4.43	0.29***	4.44	0.31***	4.45	0.33***	5.55
LRT/Streetcar			0.15**	2.21	0.15**	2.22	0.15**	2.20	0.12*	1.93		
Heavy Rail	0.35**	3.27	0.30***	4.49	0.31***	4.48	0.30***	4.49	0.28**	3.61	0.24***	4.76
Job/Pop Balance	0.20***	5.66	0.21***	6.87	0.21***	6.99	0.21***	6.89	0.21***	6.01	0.23***	7.73
CBD Distance			-0.20***	-6.04	-0.20***	-6.04	-0.20***	-6.03	-0.21***	-6.41	-0.16***	-5.02
Intersection Density			0.12**	2.41	0.12**	2.41	0.12**	2.41	0.17***	4.07	0.09**	2.81
Block Size	-0.25***	-4.16										
Income	-0.40**	-2.94										
Renters											0.12**	2.56
Vehicles											-0.24***	-4.34
Professionals	0.40***	4.83										
Hispanic											-0.12***	-3.88

\*\*\*p-value < 0.001

\*\*p-value < 0.05

\*p-value < 0.1

**Table 7: Model Results - Log Odds on Transit Commuting in Rail Precincts (Log-Log Form)**

### 4.3.3 Model 3

Model 3 is virtually identical to the first, except that the share of jobs was used as the regional variable instead of population and was found to be a stronger predictor of the average share of transit commuting at the precinct level. A doubling in the share of jobs within walking distance of all railway stations within a region is associated with a 41 percent increase in the share of transit commuting at individual stations.

### 4.3.4 Model 4 and 4a

Model 4 yields nearly identical results as the first two at the neighborhood level, but includes regional activity density of residents plus jobs rather than looking solely at people or jobs. In this analysis, activity density is the best variable. A doubling in activity density is associated with a 48 percent higher mode share transit commuting at the station level. To ensure that the results were not driven solely by New York, Model 4a shows similar results for all non-New York stations. When New York is excluded from the analysis, the regional activity density fell slightly from an elasticity of 0.51 to 0.48 and neighborhood activity density elasticity fell from 0.2 to 0.16. Elasticities for the share of nonwhite population increased slightly along with intersection density and distance to the CBD. Elasticities for light rail/streetcar and heavy rail both fell slightly.



#### **4.3.5 Model 5 – Selected Model for Discussion**

A few other variables that were not significant in the first three models became significant when lightrail/streetcar was eliminated from the analysis. Model 5 is selected as the model for discussion (see below).

#### **4.3.6 Insignificant Variables**

It is important to understand the meaning behind why some variables were not significant in this analysis. At the regional level, the sprawl index was not significant. This implies that development patterns outside the sphere of the network of station areas across the region, regardless of how well or poorly planned, have an insignificant impact on the mode share of transit commuting within station precincts.

At the neighborhood level, income and the share of professional workers was significant in Model 1 but not in subsequent models once other variables were introduced. This is not to say that income or the share of professional workers are not important to consider for planners, but perhaps when controlling for distance to the CBD, income becomes less significant considering that people with lower incomes tend to live farther away from the CBD in order to afford housing. This could support the self-selection hypothesis that people with lower incomes and the desire to commute on transit live in outer station areas, which drives a higher mode share commute.

Entropy (land mix) was also not a significant variable. Certainly the need for density around transit stations has received more attention in the literature, but a mix of land uses have also been thought to encourage transit use. There are a lot of ways to measure land use mix, and this may not have been optimal for this model, which looks at commute trips only. This finding is similar to other recent studies (Ewing et al. 2011 and 2013). Yet, it is important to note that the jobs-population balance variable, which is also a measure of the mix of land uses, was significant.

### **4.4 Discussion: A New Measure of Network Accessibility**

This section summarizes the findings of Model 5 at both the neighborhood and regional level.

#### **4.4.1 Neighborhood level results**

Similar to the findings from other studies, significant variables at the neighborhood level, in order of magnitude, include nonwhite populations, vehicle ownership, heavy rail, jobs/population mix, distance to the CBD, activity density, renters, non-Hispanics and intersection density (see model run 5 in Table 7). The neighborhood activity density measure is associated with a 15 percent increase in transit commuting. The measure of land use diversity

in this model is job/population mix. When the share of this metric is doubled, the share of transit commuting increases by 23 percent. Intersection density is the design measure, which has a positive 9 percent association with the dependent variable when doubled. When the distance to the CBD is doubled, the share of transit commuting falls by 16 percent. The heavy rail dummy variable (ie. subway service), which may be a proxy for high quality transit service, which is associated with a positive 24 percent higher share of transit commuting. From a demographics perspective, a doubling in the share of nonwhites in a station area are associated with a 33 percent higher share of transit commuting whereas a doubling of the share of Hispanic population is associated with a 12 percent lower share of transit commuting. A doubling of renters are associated with a 12 percent increase in the share of transit commuting and a doubling in vehicle ownership is associated with a 24 percent decrease in the share of transit commuting.

#### **4.4.2 Regional level results**

This model found that a doubling in the share of the total population and jobs within the catchment of a region's fixed-transit network is associated with a 52 percent increase in the share of transit commuting. While the study corroborates most of the findings from previous studies in the literature with respect to neighborhood-level variables, this is the first study to measure regional network accessibility for rail precincts across the nation. Not only is regional network accessibility to people and jobs a significant variable in the model, it is also the strongest predictor of the dependent variable.

This finding has important implications. While it is important for planners to focus on the neighborhood-level "D" variables, with respect to transit commuting the best thing that a region could do would be to connect major employment and population centers when expanding a railway, BRT or ferry network. Moreover, cities and regions should direct new growth into these precincts, which not only have benefits to the local community, but have benefits system wide.

Its important to note that such a strategy could take years, if not decades of persistence. While any particular station could double activity density, intersection density, or any of the other "D" variables with just one major TOD project, it's not feasible for any region to double the share of people and/or jobs located within the fixed-transit network in the short-term. However, over the period of several decades, such momentum is possible. Washington, D.C. is perhaps the best example of a region in the 20<sup>th</sup> century that built a heavy rail network, connected it to many jobs and worked hard to incentivize new TODs at the stops. In the 21<sup>st</sup> century, Denver may become a good example as the region is quickly expanding its railway network, with six corridors in the planning and construction stage, which will connect it to most major job centers.

## **5.0 Conclusions and Policy Implications**

This section includes conclusions, policy implications and suggestions for future research. The first part will discuss a summary of conclusions each from the TOD – TAD typology analysis and the multilevel, multivariate analysis. It will then discuss limitations of this study and then present policy implications.

### **5.1 Conclusions: TAD – TOD Typology Analysis**

The TAD – TOD typology analysis revealed that in 2010, 1,640 stations (37.3 percent) of 4,399 total fixed-transit stations across the United States could be categorized as TODs based on the criteria that each station area had 1) greater than 30 jobs or residents per gross acre, 2) were not 100 percent residential or commercial and 3) had an average block size of less than 6.5 acres. 1,360 stations (30.9 percent) met at least two of these criteria and were categorized here as hybrids while 1,399 stations (31.8 percent) met none or only one of these criteria and were therefore categorized as TADs.

This study compared TADs, hybrids, TODs and all station precincts with respect to commuting, vehicle ownership, economic indicators, and built environment indicators. The comparison showed that in 2000 and 2010, TODs had significantly higher shares of walking, bicycle and transit commuting in comparison to hybrids and TADs. Vehicle ownership was much lower in TODs.

TOD households spent a lower proportion of their household income on housing and transportation expenditures. Despite TOD households earning a lower median income than households in TADs, they had a similar amount of money remaining after housing and transportation expenditures. TOD households are much more likely to be renters.

With respect to the built environment, TODs have significantly higher levels of density, which is driven in part by the selection criteria for the typology. They are also more mixed used, and have more jobs in the health care, entertainment and service industries as compared to TADs. TODs tend to be much closer to the CBD, have smaller average block sizes, a higher percentage of four-way intersections and higher levels of density of intersections per square mile.

In a nutshell, TODs are more walkable, affordable places to live, and are characterized by much higher shares of residents commuting by a sustainable mode of travel.

## **5.2 Conclusions: Multiple Level Multivariate Analysis of Transit Commuting and the Built Environment**

The multiple level multivariate analysis examined fixed-transit precincts across the United States without forcing the TAD – TOD typology into the methodology. This analysis found that regional network accessibility, measured as the share of jobs and population within the region living within the half-mile catchment of all stations, was the strongest predictor of the share of transit commuting at the station level. A doubling of this variable is associated with a 52 percent increase in the share of transit commuting.

At the neighborhood level the “D” variables were significant, including activity density, mix of land uses measured by a jobs/housing balance, and walkable neighborhoods measured by intersection density. Stations closer to CBDs were associated with higher shares of transit commuting as were heavy rail stations, locations with higher shares of nonwhite and non-Hispanic populations, and lower vehicle ownership.

## **5.3 Study Limitations**

This study has some important limitations that need to be acknowledged. An accurate measure of transit service at each station is clearly an important limitation that could be addressed in future research. Linking this database to the National Transit Database could be useful. However, service quality might need to be determined on a station-by-station level utilizing individual transit agency data or perhaps utilizing the transit schedule information in Google Maps. Future studies could improve upon the optimal mix of land uses in TODs and/or develop typologies of TODs based upon different mixes of commercial types and residential levels.

This study was based on aggregate data. Regression results tend to be stronger than studies based on individual data. However, no national dataset of individual data currently exists to compare across all station precincts. Such a study would be worthwhile, but expensive to conduct. Due to the nature of this data, one should keep in mind the ecological fallacy, which warns against applying aggregate statistics to individuals or particular households. Moreover, future studies should examine spatial autocorrelation and the modifiable area unit problem, both concepts that are becoming more examined in geographic spatial analysis literature. However, the data here were derived from the National TOD Database, which does not allow for much manipulation of the station area boundaries beyond choosing a half-mile versus quarter-mile precincts at the neighborhood level.

There are likely other limitations of this study as no model is perfect. Hopefully, this study will inspire others to build upon this research.

## 5.4 Policy Implications

First and foremost, we have built a national system of nearly empty railway stations. A great debate occurred in the United States over the past few years about expanding our railway infrastructure. Many states, which received funds for building new railway corridors, ended up returning the money in the name of fiscal prudence. Perhaps our nation should now consider policies to better enable development around infrastructure that already exists since the investment has already been made. As a nation, we have made a significant investment in railway infrastructure but have done a very poor job of unlocking the development potential within the station precincts.

This study suggests a policy that directs regional population and job growth to rail station areas is the best approach for encouraging a higher share of transit commuting due to increased network accessibility. In all models, the percentage of regional population living and/or working in station areas is a strong predictor of transit commuting mode share for individual station areas. Considering that in 22 of the 35 regions in this study, less than 5 percent of the population live within rail precincts, a policy to double the share of population living in such locations would not only seem achievable but help to expand market choice in regions, especially for cities that have more than 50 rail stations, including Seattle, Miami, Denver, Dallas, and Kansas City. Likewise, concentrating new jobs in the downtown or at key nodes within the railway network could pay significant dividends in driving a larger percentage of people living within the railway precincts to commute via transit.

Targeted investments could be prioritized at stations closer to the CBD, as a doubling in the distance has a 20 percent negative association with the average share of transit commuting within the station precinct. As noted in this study, many policies restrict real estate development markets to construct new jobs and housing in railway precincts due to tight local controls and NIMBY attitudes at the local level. While the transportation infrastructure is already built, most regions have ignored these locations as a scant percentage of housing and jobs are located within this network. This study finds that one of the most important roles of land use planning and development policy is to concentrate development around the railway network. Increasing the share of jobs and people within all precincts across a region increases the power of the network.

Literature in this area has examined density mainly as the number of people and/or jobs per acre for a specific geographic area, such as a rail precinct, city, or region. While this study includes this sort of density measure, it also departs from traditional literature and examines the density of jobs and people around a region's network of fixed-transit stations as a measure of regional network accessibility. Higher regional network accessibility in turn results in higher shares of transit commuting amongst communities around the stations. Plans and policies that direct future growth around railway stations support the concept of an expanded set of policies that promote transit-oriented development (TOD). TOD policies tend to encourage the establishment of a built environment that contains the characteristics that this study found is

positively associated with higher share of transit commuting. For example, concentrating jobs and housing in walkable station precincts with a mix of land uses that creates a balance between jobs and housing yields higher share of transit commuting.

The study found that the type of transportation technology makes an important difference, especially heavy rail and light rail/streetcar service. This is most likely a proxy of transit service, as heavy rail tends to have the best service and light rail/streetcar service tends to be better than commuter rail. Another factor that was significant was vehicle ownership. Policies to restrict vehicle ownership can have a positive influence on the percent of commuters that utilize transit within station precincts.

This study could be a starting point for exploring associated phenomena, such as the performance of land values in TODs compared to TADs. Planners and policy-makers should continue to pay attention to housing affordability and concerns of gentrification. While this study found the opposite of gentrification (TODs were more affordable, had lower median incomes and a higher share of renters) this does not mean that gentrification is not occurring in some TODs. Moreover, as noted earlier, with larger amount of demand to live in TODs than supply of TODs at the national level, we might expect to see gentrification in the future if measures are not taken to ensure that TODs remain accessible to all income earners.

Finally, another important study would be to examine the ability to decouple the growth in the economy with the growth in carbon emissions. Increasing levels of carbon emissions stem mostly from a pattern of low-density, sprawling, and automobile dependent land uses. A move towards a national model of TOD could allow for the growth in new housing and jobs without necessarily increasing the growth of carbon emissions. A more in-depth analysis of future forecasts based on infill targets across the nation would be a worthwhile exercise.

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## Appendix A: TAD Station List

<b>TAD Station Names</b>	<b>Transit Agency</b>	<b>Region by Transit Agency</b>
Belen	NMDOT	Albuquerque
Bernalillo County/ Int'L Sunsport	NMDOT	Albuquerque
Downtown Bernalillo	NMDOT	Albuquerque
Isleta Pueblo	NMDOT	Albuquerque
Kewa	NMDOT	Albuquerque
Los Lunas	NMDOT	Albuquerque
Los Ranchos/Journal Center	NMDOT	Albuquerque
Sandia Pueblo	NMDOT	Albuquerque
Sandoval County/ Us 550	NMDOT	Albuquerque
Santa Fe County/NM 599	NMDOT	Albuquerque
South Capitol	NMDOT	Albuquerque
AIRPORT STATION	MARTA	Atlanta
AVONDALE STATION	MARTA	Atlanta
BANKHEAD STATION	MARTA	Atlanta
BROOKHAVEN -OGLETHORPE STATION	MARTA	Atlanta
CHAMBLEE STATION	MARTA	Atlanta
DORAVILLE STATION	MARTA	Atlanta
EAST LAKE STATION	MARTA	Atlanta
EDGEWOOD-CANDLER PARK STATION	MARTA	Atlanta
HAMILTON E HOLMES STATION	MARTA	Atlanta
INDIAN CREEK STATION	MARTA	Atlanta
KENSINGTON STATION	MARTA	Atlanta
LAKESWOOD- FT MCPHERSON STATION	MARTA	Atlanta
LINDBERGH CENTER STATION	MARTA	Atlanta
LINDBERGH CENTER STATION	MARTA	Atlanta
LINDBERGH POCKET	MARTA	Atlanta
NORTH SPRINGS STATION	MARTA	Atlanta
OAKLAND CITY STATION	MARTA	Atlanta
WEST LAKE STATION	MARTA	Atlanta
CRESTVIEW STATION	Capital Metro	Austin
HIGHLAND STATION	Capital Metro	Austin
HOWARD STATION	Capital Metro	Austin

KRAMER STATION	Capital Metro	Austin
LAKELINE STATION	Capital Metro	Austin
LEANDER STATION	Capital Metro	Austin
BATIMORE HIGHLANDS	Maryland Transit Administration	Baltimore
BWI AIRPORT LT RAIL	Maryland Transit Administration	Baltimore
BWI BUSINESS PARK STATION	Maryland Transit Administration	Baltimore
BWI RAIL STATION MARC	Maryland Transit Administration	Baltimore
CHERRY HILL LIGHT RAIL	Maryland Transit Administration	Baltimore
COLDSRING	Maryland Transit Administration	Baltimore
DORSEY MARC	Maryland Transit Administration	Baltimore
DORSEY RD LT RAIL	Maryland Transit Administration	Baltimore
EDGEWOOD MARC	Maryland Transit Administration	Baltimore
FAIRGROUNDS	Maryland Transit Administration	Baltimore
FALLS RD	Maryland Transit Administration	Baltimore
FERNDALE LT RAIL	Maryland Transit Administration	Baltimore
GILROY RD LIGHT RAIL	Maryland Transit Administration	Baltimore
HUNT VALLEY	Maryland Transit Administration	Baltimore
JESSUP MARC	Maryland Transit Administration	Baltimore
LAUREL RACETRACK MARC	Maryland Transit Administration	Baltimore
LINTHICUM LT RAIL	Maryland Transit Administration	Baltimore
LUTHERVILLE	Maryland Transit Administration	Baltimore
MARTIN AIRPORT MARC	Maryland Transit Administration	Baltimore
McCORMICK RD LIGHT RAIL	Maryland Transit Administration	Baltimore
MILFORD MILL STATION (METRO)	Maryland Transit Administration	Baltimore
MT WASHINGTON	Maryland Transit Administration	Baltimore
NORTH LINTHICUM LT RAIL	Maryland Transit Administration	Baltimore
NURSERY RD	Maryland Transit Administration	Baltimore
ODENTON MARC	Maryland Transit Administration	Baltimore
OLD COURT STATION (METRO)	Maryland Transit Administration	Baltimore
OWINGS MILLS STATION (METRO)	Maryland Transit Administration	Baltimore
PATAPSCO	Maryland Transit Administration	Baltimore
PEPPER RD	Maryland Transit Administration	Baltimore
SAVAGE MARC	Maryland Transit Administration	Baltimore
ST DENIS MARC	Maryland Transit Administration	Baltimore
TEXAS CROSSOVER	Maryland Transit Administration	Baltimore
TIMONIUM BUSINESS PARK	Maryland Transit Administration	Baltimore
WARREN RD LIT RAIL	Maryland Transit Administration	Baltimore
21 Dry Dock Ave	MBTA	Boston
25 Dry Dock Ave	MBTA	Boston
306 Northern Ave	MBTA	Boston
88 Black Falcon	MBTA	Boston

Abington	MBTA	Boston
Alewife Station Red Line	MBTA	Boston
Anderson/ Woburn	MBTA	Boston
Andover	MBTA	Boston
Andrew Sq Station	MBTA	Boston
Ashland	MBTA	Boston
Ashmont Station	MBTA	Boston
Attleboro	MBTA	Boston
Auburndale	MBTA	Boston
Ayer	MBTA	Boston
Ballardvale	MBTA	Boston
Beachmont Station	MBTA	Boston
Beaconsfield Station	MBTA	Boston
Bellevue	MBTA	Boston
Belmont	MBTA	Boston
Beverly	MBTA	Boston
Beverly Farms	MBTA	Boston
Black Falcon Ave @ Design Center Place	MBTA	Boston
Boston College Station	MBTA	Boston
Bradford	MBTA	Boston
Braintree	MBTA	Boston
Braintree Station Red Line Platform	MBTA	Boston
Brandeis/ Roberts	MBTA	Boston
Bridgewater	MBTA	Boston
Broadway Station	MBTA	Boston
Brockton	MBTA	Boston
Brookline Hills Station	MBTA	Boston
Bumpkin Island	Boston Harbor Islands Ferries	Boston
Butler Station	MBTA	Boston
Campello	MBTA	Boston
Canton Center	MBTA	Boston
Canton Junction	MBTA	Boston
Capen St	MBTA	Boston
Cedar Grove	MBTA	Boston
Central Ave	MBTA	Boston
Central Wharf (Aquarium),Boston	MBTA	Boston
Chestnut Hill Station	MBTA	Boston
Cohasset	MBTA	Boston
Community College	MBTA	Boston
Concord	MBTA	Boston
Congress @ World Trade Center Sta	MBTA	Boston

Court House Station	MBTA	Boston
Dedham Corp Center	MBTA	Boston
Dry Dock Ave @ Design Center Place	MBTA	Boston
Dudley Station	MBTA	Boston
Durham	Amtrak	Boston
East Weymouth	MBTA	Boston
EDIC Pier #10	Boston Harbor Islands Ferries	Boston
Eliot Station	MBTA	Boston
Endicott	MBTA	Boston
Essex St @ Atlantic Ave	MBTA	Boston
Exeter	Amtrak	Boston
Fairmount	MBTA	Boston
Fitchburg	MBTA	Boston
Fore River Shipyard,Quincy	MBTA	Boston
Forest Hills	MBTA	Boston
Forest Hills Orange Line	MBTA	Boston
Forge Park / 495	MBTA	Boston
Framingham	MBTA	Boston
Franklin	MBTA	Boston
George's Island	Boston Harbor Islands Ferries	Boston
George's Island	Boston Harbor Islands Ferries	Boston
George's Island	Boston Harbor Islands Ferries	Boston
George's Island	MBTA	Boston
Gloucester	MBTA	Boston
Grafton	MBTA	Boston
Grape Island	Boston Harbor Islands Ferries	Boston
Greenbush	MBTA	Boston
Greenwood	MBTA	Boston
Halifax	MBTA	Boston
Hamilton/ Wenham	MBTA	Boston
Hanson	MBTA	Boston
Hastings	MBTA	Boston
Haverhill	Amtrak	Boston
Haverhill	MBTA	Boston
Hersey	MBTA	Boston
Hewitt's Cove,Hingham	MBTA	Boston
Highland	MBTA	Boston
Hingham Shipyard	Boston Harbor Islands Ferries	Boston
Holbrook/ Randolph	MBTA	Boston
Hyde Park	MBTA	Boston
Ipswich	MBTA	Boston

Islington	MBTA	Boston
JFK/UMASS	MBTA	Boston
JFK/UMASS Ashmont Line Inbound	MBTA	Boston
Kendal Green	MBTA	Boston
Kendall/MIT Station	MBTA	Boston
Kingston	MBTA	Boston
Lawrence	MBTA	Boston
Lechmere	MBTA	Boston
Lincoln	MBTA	Boston
Littleton / Rte 495	MBTA	Boston
Logan Ferry Terminal	MBTA	Boston
Lovells Island	Boston Harbor Islands Ferries	Boston
Lowell	MBTA	Boston
Lynn	MBTA	Boston
Malden Center	MBTA	Boston
Malden Station	MBTA	Boston
Manchester	MBTA	Boston
Mansfield	MBTA	Boston
Mattapan Station	MBTA	Boston
Melrose Cedar Park	MBTA	Boston
Melrose Highlands	MBTA	Boston
Middleboro/ Lakeville	MBTA	Boston
Milton Station	MBTA	Boston
Mishawum	MBTA	Boston
Montello	MBTA	Boston
Montserrat	MBTA	Boston
Morton Street	MBTA	Boston
Nantasket Junction	MBTA	Boston
Natick	MBTA	Boston
Needham Center	MBTA	Boston
Needham Heights	MBTA	Boston
Needham Junction	MBTA	Boston
Newburyport	MBTA	Boston
Newton Centre Station	MBTA	Boston
Newton Highlands Station	MBTA	Boston
Newtonville	MBTA	Boston
Norfolk	MBTA	Boston
North Beverly	MBTA	Boston
North Billerica	MBTA	Boston
North Leominster	MBTA	Boston
North Quincy Station	MBTA	Boston



North Scituate	MBTA	Boston
North Wilmington	MBTA	Boston
Northern Ave @ Harbor St	MBTA	Boston
Northern Ave @ Tide St	MBTA	Boston
Norwood Central	MBTA	Boston
Norwood Depot	MBTA	Boston
Oak Grove Station - Orange Line	MBTA	Boston
Orient Heights Station	MBTA	Boston
Pedlocks Island	Boston Harbor Islands Ferries	Boston
Plimptonville	MBTA	Boston
Plymouth	MBTA	Boston
Portland, ME Transportation Center	Amtrak	Boston
Prides Crossing	MBTA	Boston
Quincy Adams Station	MBTA	Boston
Quincy Center	MBTA	Boston
Quincy Center Station	MBTA	Boston
Reading	MBTA	Boston
Readville	MBTA	Boston
Reservoir Station	MBTA	Boston
Revere Beach Station	MBTA	Boston
River Works	MBTA	Boston
Riverside Station	MBTA	Boston
Rockport	MBTA	Boston
Roslindale Village	MBTA	Boston
Route 128	Amtrak	Boston
Route 128	MBTA	Boston
Rowes Wharf, Boston	MBTA	Boston
Rowley	MBTA	Boston
Saint Paul St/Commonwealth	MBTA	Boston
Salem	MBTA	Boston
Savin Hill Station	MBTA	Boston
Science Park	MBTA	Boston
Sharon	MBTA	Boston
Shirley	MBTA	Boston
Silver Hill	MBTA	Boston
Silver Line Way	MBTA	Boston
So Station Silver Line (outbound)	MBTA	Boston
South Acton	MBTA	Boston
South Station	MBTA	Boston
South Station	MBTA	Boston
South Weymouth	MBTA	Boston

Southborough	MBTA	Boston
Spectacle	Boston Harbor Islands Ferries	Boston
Spectacle	Boston Harbor Islands Ferries	Boston
Spectacle	Boston Harbor Islands Ferries	Boston
Stoughton	MBTA	Boston
Suffolk Downs Station	MBTA	Boston
Sullivan Station	MBTA	Boston
Swampscott	MBTA	Boston
Terminal A	MBTA	Boston
Terminal B Stop 1	MBTA	Boston
Terminal B Stop 2	MBTA	Boston
Terminal C	MBTA	Boston
Terminal E	MBTA	Boston
TF Green Airport	MBTA	Boston
Thompson Island	Boston Harbor Islands Ferries	Boston
Valley Rd	MBTA	Boston
Waban Station	MBTA	Boston
Wakefield	MBTA	Boston
Walpole	MBTA	Boston
Waltham	MBTA	Boston
Waverley	MBTA	Boston
Wedgemere	MBTA	Boston
Wellesley Farms	MBTA	Boston
Wellesley Hills	MBTA	Boston
Wellesley Square	MBTA	Boston
Wellington Station	MBTA	Boston
Wells	Amtrak	Boston
West Concord	MBTA	Boston
West Gloucester	MBTA	Boston
West Hingham	MBTA	Boston
West Medford	MBTA	Boston
West Natick	MBTA	Boston
West Newton	MBTA	Boston
West Roxbury	MBTA	Boston
Westborough	MBTA	Boston
Weymouth Landing/ East Braintree	MBTA	Boston
Whitman	MBTA	Boston
Wilmington	MBTA	Boston
Winchester Center	MBTA	Boston
Windsor Gardens	MBTA	Boston
Wollaston Station	MBTA	Boston

Wonderland Station - Blue Line	MBTA	Boston
Wood Island Station	MBTA	Boston
Woodland Station	MBTA	Boston
Worcester / Union Station	MBTA	Boston
World Trade Center Station	MBTA	Boston
Wyoming Hill	MBTA	Boston
Delavan/Canisius College	NFTA-METRO	Buffalo
Humboldt Station	NFTA-METRO	Buffalo
LaSalle Station	NFTA-METRO	Buffalo
Salem	Salem Ferry	Buffalo
Seaport District - Commonwealth Pier	Salem Ferry	Buffalo
University Station	NFTA-METRO	Buffalo
Utica Station	NFTA-METRO	Buffalo
Archdale Station	CATS	Charlotte
Arrowood Station	CATS	Charlotte
East/ West Station	CATS	Charlotte
I-485 Station	CATS	Charlotte
New Bern Station	CATS	Charlotte
Scaleybark Station	CATS	Charlotte
Sharon Rd West Station	CATS	Charlotte
Tyvola Station	CATS	Charlotte
Woodlawn Station	CATS	Charlotte
211th St. Metra	Metra	Chicago
Antioch Metra	Metra	Chicago
Arlington Park Metra	Metra	Chicago
Bartlett Metra	Metra	Chicago
Belmont Metra	Metra	Chicago
Bensenville Metra	Metra	Chicago
Berkeley Metra	Metra	Chicago
Big Timber Metra	Metra	Chicago
Braeside Metra	Metra	Chicago
Buffalo Grove Metra	Metra	Chicago
Calumet Metra	Metra	Chicago
Cary Metra	Metra	Chicago
Clarendon Hills Metra	Metra	Chicago
Crystal Lake Metra	Metra	Chicago
Cumberland Metra	Metra	Chicago
Deerfield Metra	Metra	Chicago
Elburn Metra	Metra	Chicago
Fairview Ave. Metra	Metra	Chicago
Flossmoor Metra	Metra	Chicago

Fort Sheridan Metra	Metra	Chicago
Fox River Grove Metra	Metra	Chicago
Geneva Metra	Metra	Chicago
Glen Ellyn Metra	Metra	Chicago
Glen/N. Glenview Metra	Metra	Chicago
Glencoe Metra	Metra	Chicago
Golf Metra	Metra	Chicago
Grayslake Metra	Metra	Chicago
Hanover Park Metra	Metra	Chicago
Hickory Creek Metra	Metra	Chicago
Highland Park Metra	Metra	Chicago
Highlands Metra	Metra	Chicago
Ingleside Metra	Metra	Chicago
Itasca Metra	Metra	Chicago
La Fox Metra	Metra	Chicago
Lake Bluff Metra	Metra	Chicago
Lake Forest Metra	Metra	Chicago
Lake Forest. Metra	Metra	Chicago
Lake Villa Metra	Metra	Chicago
Lake-Cook Metra	Metra	Chicago
Laraway Road Metra	Metra	Chicago
Libertyville Metra	Metra	Chicago
Lisle Metra	Metra	Chicago
Lombard Metra	Metra	Chicago
Long Lake Metra	Metra	Chicago
Manhattan Metra	Metra	Chicago
McHenry Metra	Metra	Chicago
Medinah Metra	Metra	Chicago
Milwaukee General Mitchell Int Airport	Amtrak	Chicago
Mokena Metra	Metra	Chicago
Morton Grove Metra	Metra	Chicago
New Lenox Metra	Metra	Chicago
North Chicago Metra	Metra	Chicago
Northbrook Metra	Metra	Chicago
O'Hare	CTA	Chicago
O'Hare Transfer Metra	Metra	Chicago
Oak Forest Metra	Metra	Chicago
Olympia Fields Metra	Metra	Chicago
Orland Park 143rd Metra	Metra	Chicago
Orland Park 153rd Metra	Metra	Chicago
Orland Park 179th Metra	Metra	Chicago

Palos Heights Metra	Metra	Chicago
Palos Park Metra	Metra	Chicago
Pingree Road Metra	Metra	Chicago
Prairie Crossing Metra	Metra	Chicago
Prairie Crossing. Metra	Metra	Chicago
Prairie View Metra	Metra	Chicago
Prospect Hts Metra	Metra	Chicago
Ravinia Metra	Metra	Chicago
Ravinia Park Metra	Metra	Chicago
Richton Park Metra	Metra	Chicago
River Forest Metra	Metra	Chicago
Riverside Metra	Metra	Chicago
Robbins Metra	Metra	Chicago
Roselle Metra	Metra	Chicago
Rosemont	CTA	Chicago
Round Lake Beach Metra	Metra	Chicago
Round Lake Metra	Metra	Chicago
Route 59 Metra	Metra	Chicago
Schaumburg Metra	Metra	Chicago
Schiller Park Metra	Metra	Chicago
Sturtevant	Amtrak	Chicago
Tinley Park Metra	Metra	Chicago
Tinley-80th Metra	Metra	Chicago
University Park Metra	Metra	Chicago
Vernon Hills Metra	Metra	Chicago
Villa Park Metra	Metra	Chicago
Washington St (Grayslake) Metra	Metra	Chicago
West Chicago Metra	Metra	Chicago
Wheeling Metra	Metra	Chicago
Willow Springs Metra	Metra	Chicago
Winfield Metra	Metra	Chicago
Winthrop Harbor Metra	Metra	Chicago
Wood Dale Metra	Metra	Chicago
Zion Metra	Metra	Chicago
AIRPORT RAPID	GCRTA	Cleveland
Beverly Shores	North Indiana Commuter Transportation District	Cleveland
BLUE LINE & ASHBY RD RTS	GCRTA	Cleveland
BLUE LINE & AVALON RD RTS	GCRTA	Cleveland
BLUE LINE & DREXMORE RD RTS	GCRTA	Cleveland
BLUE LINE & FARNSLEIGH RD RTS	GCRTA	Cleveland
BLUE LINE & KENMORE RD RTS	GCRTA	Cleveland

BLUE LINE & LEE RD RTS	GCRTA	Cleveland
BLUE LINE & LYNNFIELD RD RTS	GCRTA	Cleveland
BLUE LINE & ONAWAY RD RTS	GCRTA	Cleveland
BLUE LINE & SOUTH WOODLAND RD RTS	GCRTA	Cleveland
BLUE LINE & SOUTHWINGTON RD RTS	GCRTA	Cleveland
BLUE LINE & VAN AKEN BLVD RTS	GCRTA	Cleveland
BROOKPARK RAPID	GCRTA	Cleveland
Dune Park	North Indiana Commuter Transportation District	Cleveland
E 116TH ST RTS	GCRTA	Cleveland
E 34TH RAPID	GCRTA	Cleveland
E 55TH RAPID EASTBOUND	GCRTA	Cleveland
E 79TH BLUE/GREEN RAPID	GCRTA	Cleveland
E105 - QUINCY RAPID	GCRTA	Cleveland
E79TH RAPID	GCRTA	Cleveland
East Chicago	North Indiana Commuter Transportation District	Cleveland
EUCLID - E 120TH RAPID	GCRTA	Cleveland
EUCLID AV & E 100TH STATION	GCRTA	Cleveland
EUCLID AV & E 105TH STATION	GCRTA	Cleveland
EUCLID AV & E 118TH STATION	GCRTA	Cleveland
EUCLID AV & E 89TH STATION	GCRTA	Cleveland
EUCLID AV & E 93RD STATION	GCRTA	Cleveland
Euclid Ave & Belmore Ave	GCRTA	Cleveland
Euclid Ave & Debra Ann Ln	GCRTA	Cleveland
Euclid Ave & Delmont Ave	GCRTA	Cleveland
EUCLID AVE & E 123RD ST STATION	GCRTA	Cleveland
EUCLID AVE & E 36TH ST STATION	GCRTA	Cleveland
EUCLID AVE & E 40TH ST STATION	GCRTA	Cleveland
EUCLID AVE & E 51ST ST STATION	GCRTA	Cleveland
EUCLID AVE & E 71ST ST STATION	GCRTA	Cleveland
EUCLID AVE & E 79TH ST STATION	GCRTA	Cleveland
EUCLID AVE & E 83RD ST STATION	GCRTA	Cleveland
Euclid Ave & Eddy Rd	GCRTA	Cleveland
Euclid Ave & Emily St	GCRTA	Cleveland
Euclid Ave & Garfield Rd	GCRTA	Cleveland
Euclid Ave & Lakefront Rd	GCRTA	Cleveland
Euclid Ave & Lakeview Ave	GCRTA	Cleveland
Euclid Ave & Roxbury Rd	GCRTA	Cleveland
Euclid Ave & Superior Ave	GCRTA	Cleveland
Euclid Ave & Wellesley Ave	GCRTA	Cleveland
GREEN LINE & ATTLEBORO RD RTS	GCRTA	Cleveland

GREEN LINE & BELVOIR BLVD RTS	GCRTA	Cleveland
GREEN LINE & COURTLAND BLVD RTS	GCRTA	Cleveland
GREEN LINE & COVENTRY RD RTS	GCRTA	Cleveland
GREEN LINE & EATON RD RTS	GCRTA	Cleveland
GREEN LINE & GREEN RD RTS	GCRTA	Cleveland
GREEN LINE & LEE RD RTS	GCRTA	Cleveland
GREEN LINE & SOUTH PARK BLVD RTS	GCRTA	Cleveland
GREEN LINE & SOUTHLINGTON RD RTS	GCRTA	Cleveland
GREEN LINE & WARRENSVILLE CTR RTS	GCRTA	Cleveland
GREEN LINE & WEST GREEN RD RTS	GCRTA	Cleveland
Hudson Lake	North Indiana Commuter Transportation District	Cleveland
Portage/Odgen Dunes	North Indiana Commuter Transportation District	Cleveland
PURITAS RAPID	GCRTA	Cleveland
SHAKER SQUARE RTS	GCRTA	Cleveland
South Bend Airport	North Indiana Commuter Transportation District	Cleveland
TRISKETT RAPID	GCRTA	Cleveland
W 117TH - MADISON RAPID	GCRTA	Cleveland
WEST BLVD CUDELL RAPID	GCRTA	Cleveland
WESTPARK RAPID	GCRTA	Cleveland
WOODHILL RD RTS	GCRTA	Cleveland
ARAPAHO CENTER STATION	DART	Dallas
BACHMAN STATION	DART	Dallas
BUCKNER STATION	DART	Dallas
BURBANK STATION	DART	Dallas
BUSH TURNPIKE STATION WEST	DART	Dallas
CENTREPORT STATION	DART	Dallas
CORINTH RAIL STATION	DART	Dallas
FOREST / JUPITER STATION	DART	Dallas
FOREST LN STATION	DART	Dallas
GALATYN PARK STATION	DART	Dallas
Hebron	DART, DCTA	Dallas
Highland Village	DCTA, DART	Dallas
HURST/BELL STATION	DART	Dallas
INWOOD/LOVE FIELD STATION	DART	Dallas
LAKE HIGHLANDS RAIL STATION	DART	Dallas
LAKE JUNE STATION	DART	Dallas
LAWNVIEW STATION	DART	Dallas
LBJ / CENTRAL STATION	DART	Dallas
LBJ / SKILLMAN STATION	DART	Dallas
LEDBETTER STATION	DART	Dallas

MARKET CENTER STATION	DART	Dallas
MedPark	DART, DCTA	Dallas
NORTH CARROLLTON STATION	DART	Dallas
Old Town	DCTA, DART	Dallas
PARKER ROAD STATION	DART	Dallas
RICHLAND HILLS STATION	DART	Dallas
ROYAL LANE STATION	DART	Dallas
SOUTH IRVING STATION	DART	Dallas
SPRING VALLEY STATION	DART	Dallas
TRINITY MILLS RAIL STATION	DCTA, DART	Dallas
VA MEDICAL CENTER STATION	DART	Dallas
WALNUT HILL/DENTON STATION	DART	Dallas
WEST IRVING STATION	DART	Dallas
WHITE ROCK RAIL STATION	DART	Dallas
10th & Osage Station	RTD	Denver
Arapahoe at Village Center Station	RTD	Denver
Belleview Station	RTD	Denver
Colorado Station	RTD	Denver
County Line Station	RTD	Denver
Dayton Station	RTD	Denver
Dry Creek Station	RTD	Denver
Hwy I-25 & Broadway Stn	RTD	Denver
Invesco Field at Mile High Station	RTD	Denver
Lincoln Station	RTD	Denver
Littleton / Downtown Station	RTD	Denver
Littleton / Mineral Ave Station	RTD	Denver
Nine Mile Station	RTD	Denver
Oxford - City of Sheridan Station	RTD	Denver
Pepsi Center/Elitch's Stn	RTD	Denver
Southmoor Station	RTD	Denver
University of Denver Station	RTD	Denver
Yale Station	RTD	Denver
EmX Agate Station	Lane Transit District	Eugene
EmX Lexington Station	Lane Transit District	Eugene
EmX Walnut Station	Lane Transit District	Eugene
Gateway Sta.-Bay C	Lane Transit District	Eugene
Guy Lee Station	Lane Transit District	Eugene
Hayden Bridge Station	Lane Transit District	Eugene
International Center Station	Lane Transit District	Eugene
International Way East Station	Lane Transit District	Eugene
International Way Station West	Lane Transit District	Eugene



Kruse Way Station	Lane Transit District	Eugene
Pheasant Station	Lane Transit District	Eugene
Postal Way Station	Lane Transit District	Eugene
Q Street Station	Lane Transit District	Eugene
RiverBend Station	Lane Transit District	Eugene
Sacred Heart Station	Lane Transit District	Eugene
Elizabethtown	Amtrak	Harrisburg
FANNIN SOUTH STN NB	METRO	Houston
RELIANT PARK STN	METRO	Houston
SMITH LANDS STN	METRO	Houston
ON MAIN AT 29TH	KCATA	Kansas City
ON MAIN AT 31ST	KCATA	Kansas City
Atlantic Ave	Regional Transportation Commission of Southern Nevada	Las Vegas
Boulder Highway/Sunset Road	Regional Transportation Commission of Southern Nevada	Las Vegas
Boulder Station	Regional Transportation Commission of Southern Nevada	Las Vegas
Charleston Blvd	Regional Transportation Commission of Southern Nevada	Las Vegas
Craig @ Walmart Super	Regional Transportation Commission of Southern Nevada	Las Vegas
Dalhart Street	Regional Transportation Commission of Southern Nevada	Las Vegas
Desert Horizons	Regional Transportation Commission of Southern Nevada	Las Vegas
Desert Inn Road	Regional Transportation Commission of Southern Nevada	Las Vegas
Flamingo Road	Regional Transportation Commission of Southern Nevada	Las Vegas
Gibson Road	Regional Transportation Commission of Southern Nevada	Las Vegas
Harmon Ave	Regional Transportation Commission of Southern Nevada	Las Vegas
Indios Ave	Regional Transportation Commission of Southern Nevada	Las Vegas
Kentucky Ave	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Belmont	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Carey	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Cheyenne	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Civic Center	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Craig	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Evans	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Lake Mead	Regional Transportation Commission of Southern Nevada	Las Vegas

Las Vegas @ Lamb	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Lamont	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Market Cntr Swap Meet	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Nellis	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Pecos	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Tonopah	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Walnut	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas Hilton Station	Las Vegas Monorail	Las Vegas
Marks Street	Regional Transportation Commission of Southern Nevada	Las Vegas
Missouri Ave	Regional Transportation Commission of Southern Nevada	Las Vegas
Nellis Blvd	Regional Transportation Commission of Southern Nevada	Las Vegas
Russell Road	Regional Transportation Commission of Southern Nevada	Las Vegas
Sahara Ave	Regional Transportation Commission of Southern Nevada	Las Vegas
St. Louis Ave	Regional Transportation Commission of Southern Nevada	Las Vegas
Sunset Station	Regional Transportation Commission of Southern Nevada	Las Vegas
Tropicana Ave	Regional Transportation Commission of Southern Nevada	Las Vegas
Twain Road	Regional Transportation Commission of Southern Nevada	Las Vegas
Anaheim Canyon Metrolink Station	Metrolink	Los Angeles
Anaheim Metrolink Station	Metrolink	Los Angeles
Artesia Station	Metro	Los Angeles
Aviation Station (LAX Shuttle Connection)	Metro	Los Angeles
Balboa Station	Metro	Los Angeles
Buena Park Metrolink Station	Metrolink	Los Angeles
Burbank-Bob Hope Airport Metrolink Station	Metrolink	Los Angeles
Camarillo Metrolink Station	Metrolink	Los Angeles
Chatsworth Metrolink Station	Metrolink	Los Angeles
Commerce Metrolink Station	Metrolink	Los Angeles
De Soto Station	Metro	Los Angeles
Del Amo Station	Metro	Los Angeles
Douglas Station	Metro	Los Angeles
East Ontario Metrolink Station	Metrolink	Los Angeles
El Monte Metrolink Station	Metrolink	Los Angeles
Fontana Metrolink Station	Metrolink	Los Angeles
Goleta	Amtrak	Los Angeles

Guadalupe	Amtrak	Los Angeles
Industry Metrolink Station	Metrolink	Los Angeles
Irvine Metrolink Station	Metrolink	Los Angeles
Laguna Niguel/ Mission Viejo Metrolink Station	Metrolink	Los Angeles
Lompoc- Surf	Amtrak	Los Angeles
Montclair Metrolink Station	Metrolink	Los Angeles
Moorpark Metrolink Station	Metrolink	Los Angeles
North Main Corona Metrolink Station	Metrolink	Los Angeles
Northridge Metrolink Station	Metrolink	Los Angeles
Norwalk/ Santa Fe Springs Metrolink Station	Metrolink	Los Angeles
Palmdale Metrolink Station	Metrolink	Los Angeles
Pedley Metrolink Station	Metrolink	Los Angeles
Pierce College Station	Metro	Los Angeles
Pomona (North) Metrolink Station	Metrolink	Los Angeles
Rancho Cucamonga Metrolink Station	Metrolink	Los Angeles
Rialto Metrolink Station	Metrolink	Los Angeles
Riverside-La Sierra Metrolink Station	Metrolink	Los Angeles
San Bernardino Metrolink Station	Metrolink	Los Angeles
San Clemente Metrolink Station	Metrolink	Los Angeles
San Juan Capistrano Metrolink Station	Metrolink	Los Angeles
Santa Clarita Metrolink Station	Metrolink	Los Angeles
Sepulveda Station	Metro	Los Angeles
Sierra Madre Villa Station	Metro	Los Angeles
Simi Valley Metrolink Station	Metrolink	Los Angeles
Southwest Museum Station	Metro	Los Angeles
Sun Valley Metrolink Station	Metrolink	Los Angeles
Tampa Station	Metro	Los Angeles
Tustin Metrolink Station	Metrolink	Los Angeles
Upland Metrolink Station	Metrolink	Los Angeles
Valley College Station	Metro	Los Angeles
Van Nuys Metrolink Station	Metrolink	Los Angeles
Ventura	Amtrak	Los Angeles
Via Princessa Metrolink Station	Metrolink	Los Angeles
Vincent Grade/Acton Metrolink Station	Metrolink	Los Angeles
West Corona Metrolink Station	Metrolink	Los Angeles
Woodley Station	Metro	Los Angeles
Woodman Station	Metro	Los Angeles
Dunlap	MATA	Memphis
Boca Raton	Tri-Rail	Miami
Boynton Beach	Tri-Rail	Miami
Cypress Creek	Tri-Rail	Miami

DADELAND NORTH STATION RAIL	Miami Dade Transit	Miami
Deerfield Beach	Tri-Rail	Miami
Delray Beach	Tri-Rail	Miami
Fort Lauderdale	Tri-Rail	Miami
Fort Lauderdale Airport	Tri-Rail	Miami
Golden Glades	Tri-Rail	Miami
Hollywood	Tri-Rail	Miami
Mangonia Park	Tri-Rail	Miami
PALMETTO STATION RAIL	Miami Dade Transit	Miami
Pompano Beach	Tri-Rail	Miami
Sheridan Street	Tri-Rail	Miami
UNIVERSITY STATION RAIL	Miami Dade Transit	Miami
28 Av Station	Metro Transit	Minneapolis-- St. Paul
American Blv 34 Av Station	Metro Transit	Minneapolis-- St. Paul
Big Lake Station	Metro Transit	Minneapolis-- St. Paul
Bloomington Central Station	Metro Transit	Minneapolis-- St. Paul
Coon Rapids Riverdale	Metro Transit	Minneapolis-- St. Paul
Elk River Station	Metro Transit	Minneapolis-- St. Paul
Fort Snelling Station	Metro Transit	Minneapolis-- St. Paul
Fridley Station	Metro Transit	Minneapolis-- St. Paul
Humphrey Station	Metro Transit	Minneapolis-- St. Paul
Lake St Midtown Sta	Metro Transit	Minneapolis-- St. Paul
Lindbergh Station	Metro Transit	Minneapolis-- St. Paul
MOA Transit Station	Metro Transit	Minneapolis-- St. Paul
VA Medical Ctr Sta	Metro Transit	Minneapolis-- St. Paul
Donelson	RTA	Nashville
Hermitage	RTA	Nashville
Lebanon	RTA	Nashville
Martha	RTA	Nashville
Mt. Juliet	RTA	Nashville
Amagansett	Long Island Rail Road	New York
Appalachian Trail	Metro-North Railroad	New York
Ardsley-on-Hudson	Metro-North Railroad	New York
Babylon	Long Island Rail Road	New York
Beacon	Metro-North Railroad	New York
Beacon Falls	Metro-North Railroad	New York

Bedford Hills	Metro-North Railroad	New York
Bellport	Long Island Rail Road	New York
Bethel	Metro-North Railroad	New York
Branchville	Metro-North Railroad	New York
Breakneck Ridge	Metro-North Railroad	New York
Brentwood	Long Island Rail Road	New York
Brewster	Metro-North Railroad	New York
Bridgehampton	Long Island Rail Road	New York
Cannondale	Metro-North Railroad	New York
Central Islip	Long Island Rail Road	New York
Chappaqua	Metro-North Railroad	New York
Clifton	MTA	New York
Cold Spring	Metro-North Railroad	New York
Cold Spring Harbor	Long Island Rail Road	New York
Cortlandt	Metro-North Railroad	New York
Cos Cob	Metro-North Railroad	New York
Croton Falls	Metro-North Railroad	New York
Croton Harmon	Metro-North Railroad	New York
Danbury	Metro-North Railroad	New York
Darien	Metro-North Railroad	New York
Deer Park	Long Island Rail Road	New York
Derby	Metro-North Railroad	New York
Dobbs Ferry	Metro-North Railroad	New York
Douglaston	Long Island Rail Road	New York
Dover Plains	Metro-North Railroad	New York
East Hampton	Long Island Rail Road	New York
Fair Haven	Amtrak	New York
Fairfield	Metro-North Railroad	New York
Fort Edward, Ny	Amtrak	New York
Garden City	Long Island Rail Road	New York
Garrison	Metro-North Railroad	New York
Glen Cove	Long Island Rail Road	New York
Glen Head	Long Island Rail Road	New York
Glen Street	Long Island Rail Road	New York
Glenbrook	Metro-North Railroad	New York
Golden's Bridge	Metro-North Railroad	New York
Great River	Long Island Rail Road	New York
Green's Farms	Metro-North Railroad	New York
Greenlawn	Long Island Rail Road	New York
Greenvale	Long Island Rail Road	New York
Greenwich	Metro-North Railroad	New York

Greystone	Metro-North Railroad	New York
Hampton Bays	Long Island Rail Road	New York
Hartsdale	Metro-North Railroad	New York
Hastings-on-Hudson	Metro-North Railroad	New York
Hawthorne	Metro-North Railroad	New York
Hempstead Gardens	Long Island Rail Road	New York
HM Valley-Wingdale	Metro-North Railroad	New York
Hudson	Amtrak	New York
Huntington	Long Island Rail Road	New York
Irvington	Metro-North Railroad	New York
Katonah	Metro-North Railroad	New York
Kings Park	Long Island Rail Road	New York
Lakeview	Long Island Rail Road	New York
Lawrence	Long Island Rail Road	New York
Locust Valley	Long Island Rail Road	New York
Manitou	Metro-North Railroad	New York
Mastic Shirley	Long Island Rail Road	New York
Mattituck	Long Island Rail Road	New York
Medford	Long Island Rail Road	New York
Merritt 7	Metro-North Railroad	New York
Metropark, Islin, Nj	Amtrak	New York
Middle Village - Metropolitan Av	MTA	New York
Montauk	Long Island Rail Road	New York
Mount Kisco	Metro-North Railroad	New York
Mount Pleasant	Metro-North Railroad	New York
Nassau	MTA	New York
Naugatuck	Metro-North Railroad	New York
New Canaan	Metro-North Railroad	New York
New Hamburg	Metro-North Railroad	New York
Noroton Heights	Metro-North Railroad	New York
Northport	Long Island Rail Road	New York
Oakdale	Long Island Rail Road	New York
Old Greenwich	Metro-North Railroad	New York
Oyster Bay	Long Island Rail Road	New York
Patchogue	Long Island Rail Road	New York
Patterson	Metro-North Railroad	New York
Pawling	Metro-North Railroad	New York
Philipse Manor	Metro-North Railroad	New York
Pinelawn	Long Island Rail Road	New York
Plandome	Long Island Rail Road	New York
Pleasant Plains	MTA	New York

Port Jefferson	Long Island Rail Road	New York
Prince's Bay	MTA	New York
Purdy's	Metro-North Railroad	New York
Redding	Metro-North Railroad	New York
Rhinecliff	Amtrak	New York
Richmond Valley	MTA	New York
Riverdale	Metro-North Railroad	New York
Riverhead	Long Island Rail Road	New York
Riverside	Metro-North Railroad	New York
Ronkonkoma	Long Island Rail Road	New York
Rowayton	Metro-North Railroad	New York
Rutland, Vt - Rutland Plaza Shopping Mal	Amtrak	New York
Saratoga Springs	Amtrak	New York
Sayville	Long Island Rail Road	New York
Scarborough	Metro-North Railroad	New York
Sea Cliff	Long Island Rail Road	New York
Seymour	Metro-North Railroad	New York
Smithtown	Long Island Rail Road	New York
Southampton	Long Island Rail Road	New York
Southeast	Metro-North Railroad	New York
Southold	Long Island Rail Road	New York
Southport	Metro-North Railroad	New York
Speonk	Long Island Rail Road	New York
Springdale	Metro-North Railroad	New York
St George	MTA	New York
Stapleton	MTA	New York
Stony Brook	Long Island Rail Road	New York
Syosset	Long Island Rail Road	New York
Talmadge Hill	Metro-North Railroad	New York
Tenmile River	Metro-North Railroad	New York
Wassaic	Metro-North Railroad	New York
West Hempstead	Long Island Rail Road	New York
Westhampton	Long Island Rail Road	New York
Westport	Metro-North Railroad	New York
Wilton	Metro-North Railroad	New York
Yaphank	Long Island Rail Road	New York
ALLENDALE	NJ TRANSIT RAIL	Norfolk
ANNANDALE	NJ TRANSIT RAIL	Norfolk
BASKING RIDGE	NJ TRANSIT RAIL	Norfolk
BERKELEY HEIGHTS	NJ TRANSIT RAIL	Norfolk
BERNARDSVILLE	NJ TRANSIT RAIL	Norfolk

Branford	Shore Line East	Norfolk
BRIDGEWATER	NJ TRANSIT RAIL	Norfolk
CAMPBELL HALL	NJ TRANSIT RAIL	Norfolk
CHATHAM	NJ TRANSIT RAIL	Norfolk
Clinton	Shore Line East	Norfolk
CONVENT	NJ TRANSIT RAIL	Norfolk
DANFORTH AVENUE HBLR STATION	NJ TRANSIT RAIL	Norfolk
DELAWANNA	NJ TRANSIT RAIL	Norfolk
DENVILLE	NJ TRANSIT RAIL	Norfolk
DUNELLEN	NJ TRANSIT RAIL	Norfolk
EDISON STATION	NJ TRANSIT RAIL	Norfolk
ELBERON	NJ TRANSIT RAIL	Norfolk
FANWOOD	NJ TRANSIT RAIL	Norfolk
FAR HILLS	NJ TRANSIT RAIL	Norfolk
FRANK R LAUTENBERG SECAUCUS UPPER LEVEL	NJ TRANSIT RAIL	Norfolk
GILLETTE	NJ TRANSIT RAIL	Norfolk
GLADSTONE	NJ TRANSIT RAIL	Norfolk
GLEN ROCK BORO HALL	NJ TRANSIT RAIL	Norfolk
GLEN ROCK MAIN LINE	NJ TRANSIT RAIL	Norfolk
Guilford	Shore Line East	Norfolk
HACKETTSTOWN	NJ TRANSIT RAIL	Norfolk
HAMILTON	NJ TRANSIT RAIL	Norfolk
HARRIMAN	NJ TRANSIT RAIL	Norfolk
HAWTHORNE	NJ TRANSIT RAIL	Norfolk
HAZLET	NJ TRANSIT RAIL	Norfolk
HIGH BRIDGE	NJ TRANSIT RAIL	Norfolk
HOHOKUS	NJ TRANSIT RAIL	Norfolk
Ingleside Road	Hampton Roads Transit (HRT)	Norfolk
JERSEY AVE.	NJ TRANSIT RAIL	Norfolk
LAKE HOPATCONG	NJ TRANSIT RAIL	Norfolk
LEBANON	NJ TRANSIT RAIL	Norfolk
LIBERTY STATE PARK PARK-RIDE HBLR	NJ TRANSIT RAIL	Norfolk
LINCOLN PARK	NJ TRANSIT RAIL	Norfolk
LITTLE FALLS	NJ TRANSIT RAIL	Norfolk
LITTLE SILVER	NJ TRANSIT RAIL	Norfolk
LYONS	NJ TRANSIT RAIL	Norfolk
Madison	Shore Line East	Norfolk
MADISON	NJ TRANSIT RAIL	Norfolk
MAHWAH	NJ TRANSIT RAIL	Norfolk
MAPLEWOOD	NJ TRANSIT RAIL	Norfolk
MATAWAN	NJ TRANSIT RAIL	Norfolk



MEADOWLANDS SPORTS COMPLEX STATION	NJ TRANSIT RAIL	Norfolk
METROPARK	NJ TRANSIT RAIL	Norfolk
MIDDLETOWN NJ	NJ TRANSIT RAIL	Norfolk
MIDDLETOWN NY	NJ TRANSIT RAIL	Norfolk
Milford	Shore Line East	Norfolk
Military Highway	Hampton Roads Transit (HRT)	Norfolk
MILLBURN	NJ TRANSIT RAIL	Norfolk
MILLINGTON	NJ TRANSIT RAIL	Norfolk
MONMOUTH PARK	NJ TRANSIT RAIL	Norfolk
MONTCLAIR HEIGHTS	NJ TRANSIT RAIL	Norfolk
MONTVALE	NJ TRANSIT RAIL	Norfolk
MORRIS PLAINS	NJ TRANSIT RAIL	Norfolk
MOUNT ARLINGTON	NJ TRANSIT RAIL	Norfolk
MOUNT OLIVE	NJ TRANSIT RAIL	Norfolk
MOUNTAIN AVENUE	NJ TRANSIT RAIL	Norfolk
MOUNTAIN LAKES	NJ TRANSIT RAIL	Norfolk
MOUNTAIN VIEW	NJ TRANSIT RAIL	Norfolk
MSU	NJ TRANSIT RAIL	Norfolk
MURRAY HILL	NJ TRANSIT RAIL	Norfolk
NANUET	NJ TRANSIT RAIL	Norfolk
NETCONG	NJ TRANSIT RAIL	Norfolk
NETHERWOOD	NJ TRANSIT RAIL	Norfolk
New Bedford Fast Ferry Terminal	New England Fast Ferry	Norfolk
NEW BRIDGE LANDING	NJ TRANSIT RAIL	Norfolk
NEW PROVIDENCE	NJ TRANSIT RAIL	Norfolk
NEWARK AIRPORT RAILROAD STATION	NJ TRANSIT RAIL	Norfolk
Newtown Road	Hampton Roads Transit (HRT)	Norfolk
NORTH BRANCH	NJ TRANSIT RAIL	Norfolk
Old Saybrook	Shore Line East	Norfolk
ORADELL	NJ TRANSIT RAIL	Norfolk
OTISVILLE	NJ TRANSIT RAIL	Norfolk
PARK RIDGE	NJ TRANSIT RAIL	Norfolk
PEAPACK	NJ TRANSIT RAIL	Norfolk
PEARL RIVER	NJ TRANSIT RAIL	Norfolk
PRINCETON	NJ TRANSIT RAIL	Norfolk
PRINCETON JCT.	NJ TRANSIT RAIL	Norfolk
RADBURN	NJ TRANSIT RAIL	Norfolk
RAMSEY	NJ TRANSIT RAIL	Norfolk
RAMSEY ROUTE 17 STATION	NJ TRANSIT RAIL	Norfolk
RICHARD STREET HBLR STATION	NJ TRANSIT RAIL	Norfolk
RIDGEWOOD	NJ TRANSIT RAIL	Norfolk

SALISBURY MILLS-CORNWALL	NJ TRANSIT RAIL	Norfolk
SHORT HILLS	NJ TRANSIT RAIL	Norfolk
SLOATSBURG	NJ TRANSIT RAIL	Norfolk
SOMERVILLE	NJ TRANSIT RAIL	Norfolk
SOUTH AMBOY	NJ TRANSIT RAIL	Norfolk
SOUTH ORANGE	NJ TRANSIT RAIL	Norfolk
STIRLING	NJ TRANSIT RAIL	Norfolk
Stratford	Shore Line East	Norfolk
TETERBORO	NJ TRANSIT RAIL	Norfolk
TONNELLE AVE HBLR STATION	NJ TRANSIT RAIL	Norfolk
TOWACO	NJ TRANSIT RAIL	Norfolk
TUXEDO	NJ TRANSIT RAIL	Norfolk
UNION	NJ TRANSIT RAIL	Norfolk
UPPER MONTCLAIR	NJ TRANSIT RAIL	Norfolk
WALDWICK	NJ TRANSIT RAIL	Norfolk
WATCHUNG AVENUE	NJ TRANSIT RAIL	Norfolk
WAYNE/ROUTE 23 TRANSIT CENTER [RR]	NJ TRANSIT RAIL	Norfolk
Westbrook	Shore Line East	Norfolk
WESTFIELD	NJ TRANSIT RAIL	Norfolk
WHITE HOUSE	NJ TRANSIT RAIL	Norfolk
WOODCLIFF LAKE	NJ TRANSIT RAIL	Norfolk
A T and T Station	SEPTA	Philadelphia
ABSECON	NJ TRANSIT RAIL	Philadelphia
Airport Terminal A	SEPTA	Philadelphia
Airport Terminal B	SEPTA	Philadelphia
Airport Terminal C D	SEPTA	Philadelphia
Airport Terminal E F	SEPTA	Philadelphia
Allen Lane	SEPTA	Philadelphia
ARDAVSTA	SEPTA	Philadelphia
Ardmore	SEPTA	Philadelphia
Ardsley	SEPTA	Philadelphia
ATCO	NJ TRANSIT RAIL	Philadelphia
Bala	SEPTA	Philadelphia
Beatty Rd Station	SEPTA	Philadelphia
Beechwood-Brookline Station	SEPTA	Philadelphia
Berwyn	SEPTA	Philadelphia
Bethayres	SEPTA	Philadelphia
BORDENTOWN	NJ TRANSIT RAIL	Philadelphia
Bryn Mawr	SEPTA	Philadelphia
Bryn Mawr Station	SEPTA	Philadelphia
Chalfont	SEPTA	Philadelphia

CHERRY HILL	NJ TRANSIT RAIL	Philadelphia
Chestnut Hill East	SEPTA	Philadelphia
Chestnut Hill West	SEPTA	Philadelphia
Churchman's Crossing	SEPTA	Philadelphia
CINNAMINSON	NJ TRANSIT RAIL	Philadelphia
Claymont	SEPTA	Philadelphia
Colmar	SEPTA	Philadelphia
Cornwells Heights	SEPTA	Philadelphia
County Line Station	SEPTA	Philadelphia
Curtis Park	SEPTA	Philadelphia
Cynwyd	SEPTA	Philadelphia
Daylesford	SEPTA	Philadelphia
DeKalb St Station	SEPTA	Philadelphia
Delaware Valley College	SEPTA	Philadelphia
Devon	SEPTA	Philadelphia
Downington, Pa	Amtrak	Philadelphia
Drexelbrook Station	SEPTA	Philadelphia
Drexeline Station	SEPTA	Philadelphia
Eastwick	SEPTA	Philadelphia
Eastwick Loop - Island Av	SEPTA	Philadelphia
Eddington	SEPTA	Philadelphia
Elwyn	SEPTA	Philadelphia
Exton	SEPTA	Philadelphia
FLORENCE	NJ TRANSIT RAIL	Philadelphia
Forest Hills	SEPTA	Philadelphia
Fort Washington	SEPTA	Philadelphia
Fortuna	SEPTA	Philadelphia
Garrett Hill Station	SEPTA	Philadelphia
Gladstone	SEPTA	Philadelphia
Gravers	SEPTA	Philadelphia
Gulph Mills Station	SEPTA	Philadelphia
Gwynedd Valley	SEPTA	Philadelphia
HAMMONTON	NJ TRANSIT RAIL	Philadelphia
Hatboro	SEPTA	Philadelphia
Haverford	SEPTA	Philadelphia
Haverford Station	SEPTA	Philadelphia
Highland	SEPTA	Philadelphia
Holmesburg Jct	SEPTA	Philadelphia
Hughes Park Station	SEPTA	Philadelphia
Island Av & Lindbergh Blvd	SEPTA	Philadelphia
Ivy Ridge	SEPTA	Philadelphia

Jenkintown Wyncote	SEPTA	Philadelphia
Jenkintown Wyncote	SEPTA	Philadelphia
Jenkintown Wyncote	SEPTA	Philadelphia
Langhorne	SEPTA	Philadelphia
Leamy Av Station	SEPTA	Philadelphia
Levittown-Tullytown	SEPTA	Philadelphia
LINDENWOLD	NJ TRANSIT RAIL	Philadelphia
Link Belt	SEPTA	Philadelphia
Malvern	SEPTA	Philadelphia
Matsonford Station	SEPTA	Philadelphia
Meadowbrook	SEPTA	Philadelphia
Merion	SEPTA	Philadelphia
Miquon	SEPTA	Philadelphia
Mount Airy	SEPTA	Philadelphia
Moylan-Rose Valley	SEPTA	Philadelphia
Neshaminy	SEPTA	Philadelphia
New Britain	SEPTA	Philadelphia
Newark	SEPTA	Philadelphia
Noble	SEPTA	Philadelphia
North Hills	SEPTA	Philadelphia
Oreland	SEPTA	Philadelphia
Overbrook	SEPTA	Philadelphia
Paoli	SEPTA	Philadelphia
Paper Mill Rd Station	SEPTA	Philadelphia
Parksburg, Pa	Amtrak	Philadelphia
PATCO ASHLAND STATION	PATCO	Philadelphia
PATCO LINDENWOLD STATION	PATCO	Philadelphia
PATCO WOODCREST STATION	PATCO	Philadelphia
Penllyn	SEPTA	Philadelphia
Pennbrook	SEPTA	Philadelphia
Philmont	SEPTA	Philadelphia
Primos	SEPTA	Philadelphia
Queen Lane	SEPTA	Philadelphia
Radnor	SEPTA	Philadelphia
Radnor Station	SEPTA	Philadelphia
Roberts Rd Station	SEPTA	Philadelphia
ROEBLING	NJ TRANSIT RAIL	Philadelphia
Rolling Rd & Scenic Rd	SEPTA	Philadelphia
Rosemont	SEPTA	Philadelphia
Roslyn	SEPTA	Philadelphia
ROUTE 73/PENNSAUKEN	NJ TRANSIT RAIL	Philadelphia

Rydal	SEPTA	Philadelphia
Scenic Rd Station	SEPTA	Philadelphia
Secane	SEPTA	Philadelphia
Somerton	SEPTA	Philadelphia
Spring Mill	SEPTA	Philadelphia
Springfield Mall Station	SEPTA	Philadelphia
Springfield Rd Station	SEPTA	Philadelphia
St. Davids	SEPTA	Philadelphia
St. Martins	SEPTA	Philadelphia
Stadium Station	SEPTA	Philadelphia
Strafford	SEPTA	Philadelphia
Swarthmore	SEPTA	Philadelphia
Thomson Av Station	SEPTA	Philadelphia
Thorndale	SEPTA	Philadelphia
Torresdale	SEPTA	Philadelphia
Township Line Rd Station	SEPTA	Philadelphia
Trevose	SEPTA	Philadelphia
Tulpehocken	SEPTA	Philadelphia
Upsal	SEPTA	Philadelphia
Villanova	SEPTA	Philadelphia
Villanova Station	SEPTA	Philadelphia
Wallingford	SEPTA	Philadelphia
Warminster	SEPTA	Philadelphia
Wayne	SEPTA	Philadelphia
West Trenton	SEPTA	Philadelphia
Whitford	SEPTA	Philadelphia
Willow Grove	SEPTA	Philadelphia
Wister	SEPTA	Philadelphia
Woodbourne	SEPTA	Philadelphia
Woodland Av Station	SEPTA	Philadelphia
Wynnefield Avenue	SEPTA	Philadelphia
Wynnewood	SEPTA	Philadelphia
Yardley	SEPTA	Philadelphia
12TH ST & JEFFERSON ST	Valley Metro	Phoenix
12TH ST & WASHINGTON ST	Valley Metro	Phoenix
19TH AVE & CAMELBACK RD	Valley Metro	Phoenix
24TH ST & JEFFERSON ST	Valley Metro	Phoenix
24TH ST & WASHINGTON ST	Valley Metro	Phoenix
38TH ST & WASHINGTON ST	Valley Metro	Phoenix
44TH ST & WASHINGTON ST	Valley Metro	Phoenix
7TH AVE & CAMELBACK RD	Valley Metro	Phoenix

CAMPBELL AVE & CENTRAL AVE	Valley Metro	Phoenix
CENTER PKWY & WASHINGTON ST	Valley Metro	Phoenix
CENTRAL AVE & CAMELBACK RD	Valley Metro	Phoenix
DORSEY LN & APACHE BLVD	Valley Metro	Phoenix
ENCANTO BLVD & CENTRAL AVE	Valley Metro	Phoenix
INDIAN SCHOOL RD & CENTRAL AVE	Valley Metro	Phoenix
MCCLINTOCK DR & APACHE BLVD	Valley Metro	Phoenix
MILL AVE & THIRD ST	Valley Metro	Phoenix
MONTEBELLO AVE & 19TH AVE	Valley Metro	Phoenix
PRIEST DR & WASHINGTON ST	Valley Metro	Phoenix
SMITH-MARTIN & APACHE BLVD	Valley Metro	Phoenix
SYCAMORE & MAIN ST	Valley Metro	Phoenix
Arlington	PAT	Pittsburgh
Beagle	PAT	Pittsburgh
Bethel Village	PAT	Pittsburgh
Casswell	PAT	Pittsburgh
Castle Shannon	PAT	Pittsburgh
Center	PAT	Pittsburgh
Dorchester	PAT	Pittsburgh
Edgebrook	PAT	Pittsburgh
Highland	PAT	Pittsburgh
Hillcrest	PAT	Pittsburgh
Idlewood	PAT	Pittsburgh
Killarney	PAT	Pittsburgh
Kings School Road	PAT	Pittsburgh
Latimer	PAT	Pittsburgh
Library	PAT	Pittsburgh
Lindermere	PAT	Pittsburgh
Logan Road	PAT	Pittsburgh
Lytle	PAT	Pittsburgh
McNeilly	PAT	Pittsburgh
Memorial Hall	PAT	Pittsburgh
Mesta	PAT	Pittsburgh
Mine 3	PAT	Pittsburgh
Monroe	PAT	Pittsburgh
Sandy Creek	PAT	Pittsburgh
Santa Barbara	PAT	Pittsburgh
Sarah	PAT	Pittsburgh
South Hills Village	PAT	Pittsburgh
South Park Road	PAT	Pittsburgh
Washington Junction	PAT	Pittsburgh

West Library	PAT	Pittsburgh
Beaverton Creek MAX Station	TriMet	Portland
Cascades MAX Station	TriMet	Portland
Civic Drive MAX Station	TriMet	Portland
Clackamas Town Center TC MAX Station	TriMet	Portland
Cleveland Ave MAX Station	TriMet	Portland
Delta Park/Vanport MAX Station	TriMet	Portland
E 122nd Ave MAX Station	TriMet	Portland
E 148th Ave MAX Station	TriMet	Portland
E 181st Ave MAX Station	TriMet	Portland
Elmonica/SW 170th Ave MAX Station	TriMet	Portland
Expo Center MAX Station	TriMet	Portland
Fair Complex/Hillsboro Airport MAX Stn	TriMet	Portland
Gresham City Hall MAX Station	TriMet	Portland
Hall/Nimbus WES Station	TriMet	Portland
Hawthorn Farm MAX Station	TriMet	Portland
Merlo Rd/SW 158th Ave MAX Station	TriMet	Portland
Millikan Way MAX Station	TriMet	Portland
Mt Hood Ave MAX Station	TriMet	Portland
Portland Int'l Airport MAX Station	TriMet	Portland
Quatama/NW 205th Ave MAX Station	TriMet	Portland
Rockwood/E 188th Ave MAX Station	TriMet	Portland
Ruby Junction/E 197th Ave MAX Station	TriMet	Portland
SE Division St MAX Station	TriMet	Portland
SE Flavel St MAX Station	TriMet	Portland
SE Fuller Rd MAX Station	TriMet	Portland
SE Powell Blvd MAX Station	TriMet	Portland
Sunset TC MAX Station	TriMet	Portland
Tigard TC WES Station	TriMet	Portland
Tigard TC WES Station	TriMet	Portland
Tualatin WES Station	TriMet	Portland
Washington Park MAX Station	TriMet	Portland
Willow Creek/SW 185th Ave TC MAX Station	TriMet	Portland
Wilsonville WES Station	TriMet	Portland
47TH AVE AND 27TH ST	RT	Sacramento
59TH ST AND Q ST	RT	Sacramento
AUBURN BLVD AND MARCONI AVE	RT	Sacramento
Auburn-Conheim	Capitol Corridor Joint Powers Authority	Sacramento
DIXIEANNE AVE AND SELMA ST	RT	Sacramento
EMPLOYEE PLATFORM AND LIGHT RAIL	RT	Sacramento
FLORIN RD AND INDIAN LN	RT	Sacramento

FOLSOM BLVD AND BUTTERFIELD	RT	Sacramento
FOLSOM BLVD AND CORDOVA LN	RT	Sacramento
FOLSOM BLVD AND FLORIN-PERKINS RD	RT	Sacramento
FOLSOM BLVD AND GLENN DR	RT	Sacramento
FOLSOM BLVD AND HAZEL AVE	RT	Sacramento
FOLSOM BLVD AND IRON POINT RD	RT	Sacramento
FOLSOM BLVD AND MANLOVE RD	RT	Sacramento
FOLSOM BLVD AND MATHER FIELD RD	RT	Sacramento
FOLSOM BLVD AND STARFIRE DR	RT	Sacramento
FOLSOM BLVD AND SUNRISE BLVD	RT	Sacramento
FOLSOM BLVD AND TIBER DR	RT	Sacramento
FOLSOM BLVD AND ZINFANDEL DR	RT	Sacramento
FRUITRIDGE RD AND 24TH ST	RT	Sacramento
LONGVIEW DR AND I-80	RT	Sacramento
MEADOWVIEW RD AND TISDALE WAY	RT	Sacramento
POWER INN RD AND FOLSOM BLVD	RT	Sacramento
Q ST AND 65TH ST	RT	Sacramento
Rocklin	Capitol Corridor Joint Powers Authority	Sacramento
ROSEVILLE RD AND I-80	RT	Sacramento
WATT AVE AND I-80	RT	Sacramento
2700 West	UTA	Salt Lake City
4800 West	UTA	Salt Lake City
5600 West	UTA	Salt Lake City
900 East Station	UTA	Salt Lake City
900 South	UTA	Salt Lake City
Ball Park Station	UTA	Salt Lake City
Bingham Junction	UTA	Salt Lake City
Central Pointe Station	UTA	Salt Lake City
Clearfield	UTA	Salt Lake City
Daybreak Parkway	UTA	Salt Lake City
Decker Lake	UTA	Salt Lake City
Farmington	UTA	Salt Lake City
Fashion Place West	UTA	Salt Lake City
Fort Douglas	UTA	Salt Lake City
Historic Gardner	UTA	Salt Lake City
Jordan Valley	UTA	Salt Lake City
Layton	UTA	Salt Lake City
Meadowbrook Station	UTA	Salt Lake City
Midvale Center Station	UTA	Salt Lake City
Midvale Fort Union	UTA	Salt Lake City
Millcreek Station	UTA	Salt Lake City



Murray Central Station	UTA	Salt Lake City
Murray North Station	UTA	Salt Lake City
Ogden	UTA	Salt Lake City
Pleasant View	UTA	Salt Lake City
Redwood Junction	UTA	Salt Lake City
River Trail	UTA	Salt Lake City
Roy	UTA	Salt Lake City
Salt Lake Central Station	UTA	Salt Lake City
Sandy Civic Center	UTA	Salt Lake City
Sandy Expo	UTA	Salt Lake City
South Jordan Parkway	UTA	Salt Lake City
Stadium	UTA	Salt Lake City
University Medical Center	UTA	Salt Lake City
University South Campus	UTA	Salt Lake City
West Jordan City Center	UTA	Salt Lake City
West Valley Central Station	UTA	Salt Lake City
Woods Cross	UTA	Salt Lake City
47th St Station	MTS	San Diego
Alvarado Station	MTS	San Diego
Amaya Drive Station	MTS	San Diego
Arnele Avenue Station	MTS	San Diego
Bayfront/E Street Station	MTS	San Diego
Beyer Blvd Station	MTS	San Diego
Coaster Carlsbad Poinsettia Station	North County Transit District	San Diego
Coaster Solana Beach Station	North County Transit District	San Diego
Coaster Sorrento Valley Station	North County Transit District	San Diego
El Cajon Transit Center	MTS	San Diego
El Camino Real Station Parking Lot	North County Transit District	San Diego
Encanto/62nd St Station	MTS	San Diego
Euclid Trolley Station	MTS	San Diego
Fashion Valley Transit Center	MTS	San Diego
Fenton Parkway Station	MTS	San Diego
Gillespie Field Station	MTS	San Diego
Grantville Station	MTS	San Diego
Grossmont Transit Center	MTS	San Diego
H Street Station	MTS	San Diego
Hazard Center Station	MTS	San Diego
Iris Avenue Station	MTS	San Diego
Massachusetts Ave Station	MTS	San Diego
Mission San Diego Station	MTS	San Diego
Mission Valley Center Station	MTS	San Diego

Palm Avenue Station	MTS	San Diego
Palomar Street Station	MTS	San Diego
Qualcomm Stadium Station	MTS	San Diego
Rio Vista Station	MTS	San Diego
San Ysidro/Intl Border	MTS	San Diego
Santee Town Center Station	MTS	San Diego
SDSU Transit Center	MTS	San Diego
SPRINTER Buena Creek Station	North County Transit District	San Diego
SPRINTER Cal State San Marcos Station	North County Transit District	San Diego
SPRINTER College Blvd Station	North County Transit District	San Diego
SPRINTER Crouch St Station	North County Transit District	San Diego
SPRINTER Escondido Ave Station	North County Transit District	San Diego
SPRINTER Escondido Transit Center	North County Transit District	San Diego
SPRINTER Melrose Station	North County Transit District	San Diego
SPRINTER Nordahl Rd Station	North County Transit District	San Diego
SPRINTER Palomar College Station	North County Transit District	San Diego
SPRINTER Rancho del Oro Station	North County Transit District	San Diego
SPRINTER San Marcos Civic Center Station	North County Transit District	San Diego
SPRINTER Vista Transit Center	North County Transit District	San Diego
Alameda Ferry Terminal	Alameda/Oakland Ferry	San Francisco
ALMADEN STATION	VTA	San Francisco
ALUM ROCK STATION	VTA	San Francisco
BASCOM STATION	VTA	San Francisco
BAYPOINTE STATION	VTA	San Francisco
BAYSHORE NASA STATION	VTA	San Francisco
BERRYESSA STATION	VTA	San Francisco
BLOSSOM HILL STATION	VTA	San Francisco
BONAVENTURA STATION	VTA	San Francisco
BORREGAS STATION	VTA	San Francisco
BRANHAM STATION	VTA	San Francisco
CAPITOL STATION	VTA	San Francisco
CISCO STATION	VTA	San Francisco
COMPONENT STATION	VTA	San Francisco
COTTLE STATION	VTA	San Francisco
CROPLEY STATION	VTA	San Francisco
CROSSMAN STATION	VTA	San Francisco
CURTNER STATION	VTA	San Francisco
Dublin/Pleasanton BART	BART	San Francisco
FRUITDALE STATION	VTA	San Francisco
GISH STATION	VTA	San Francisco
GREAT AMERICA STATION	VTA	San Francisco

GREAT MALL STATION	VTA	San Francisco
HAMILTON STATION	VTA	San Francisco
HOSTETTER STATION	VTA	San Francisco
I-880 STATION	VTA	San Francisco
KARINA COURT STATION	VTA	San Francisco
Lafayette BART	BART	San Francisco
Lathrop/Manteca	ACE	San Francisco
LICK MILL STATION	VTA	San Francisco
LOCKHEED MARTIN STATION	VTA	San Francisco
MCKEE STATION	VTA	San Francisco
METRO/AIRPORT STATION	VTA	San Francisco
MIDDLEFIELD STATION	VTA	San Francisco
Millbrae BART	BART	San Francisco
MOFFETT PARK STATION	VTA	San Francisco
MONTAGUE STATION	VTA	San Francisco
North Concord/Martinez BART	BART	San Francisco
OAKRIDGE STATION	VTA	San Francisco
OHLONE-CHYNOWETH STATION	VTA	San Francisco
OLD IRONSIDES STATION	VTA	San Francisco
ORCHARD STATION	VTA	San Francisco
Orinda BART	BART	San Francisco
PENITENCIA CREEK STATION	VTA	San Francisco
Pittsburg/Bay Point BART	BART	San Francisco
Pleasanton	ACE	San Francisco
San Bruno BART	BART	San Francisco
San Francisco Int BART	BART	San Francisco
Santa Clara/Great America	ACE	San Francisco
SANTA TERESA STATION	VTA	San Francisco
SNELL STATION	VTA	San Francisco
South San Francisco BART	BART	San Francisco
TAMIEN STATION	VTA	San Francisco
Tracy	ACE	San Francisco
Union City BART	BART	San Francisco
Vasco	ACE	San Francisco
VIRGINIA STATION	VTA	San Francisco
Wawona/46th Ave /SF Zoo	San Francisco Municipal Transportation Agency	San Francisco
West Dublin/Pleasanton BART	BART	San Francisco
WINCHESTER STATION	VTA	San Francisco
Angel Island Ferry Dock	Blue & Gold Fleet	Seattle
Annapolis Foot Ferry Dock	Kitsap Transit	Seattle
Atherton Caltrain	Caltrain	Seattle

Belmont Caltrain	Caltrain	Seattle
Blossom Hill Caltrain	Caltrain	Seattle
Bremerton Foot Ferry Dock	Kitsap Transit	Seattle
Capitol Caltrain	Caltrain	Seattle
College Park Caltrain	Caltrain	Seattle
Great America-Santa Clara	Capitol Corridor Joint Powers Authority	Seattle
Harbor Bay Isle	Harbor Bay Ferry	Seattle
Hillsdale Caltrain	Caltrain	Seattle
Larkspur	Golden Gate Ferry	Seattle
Menlo Park Caltrain	Caltrain	Seattle
Millbrae Caltrain	Caltrain	Seattle
Morgan Hill Caltrain	Caltrain	Seattle
Olympia/Lacey	Amtrak	Seattle
Port Orchard Foot Ferry Dock	Kitsap Transit	Seattle
San Carlos Caltrain	Caltrain	Seattle
San Martin Caltrain	Caltrain	Seattle
Santa Clara Caltrain	Caltrain	Seattle
Tacoma	Amtrak	Seattle
Tiburon Ferry Terminal	Blue & Gold Fleet	Seattle
VASHON PASS FERRY & VASHON FERRY DOCK	King County Marine Division	Seattle
Anacortes	Washington State Ferries	St Louis
Anderson Island	Pierce County	St Louis
Bainbridge Island	Washington State Ferries	St Louis
Bremerton	Washington State Ferries	St Louis
Clinton	Washington State Ferries	St Louis
COLLEGE METROLINK STATION	Metro St. Louis	St Louis
Coupeville	Washington State Ferries	St Louis
EAST RIVERFRONT METROLINK STATION	Metro St. Louis	St Louis
FAIRVIEW HEIGHTS METROLINK STATION	Metro St. Louis	St Louis
Friday Harbor	Washington State Ferries	St Louis
Guemes Island	Skagit County	St Louis
JJK CENTER METROLINK STATION	Metro St. Louis	St Louis
Ketron Island	Pierce County	St Louis
LAMBERT EAST TRML METROLINK STATION	Metro St. Louis	St Louis
LAMBERT MAIN TRML METROLINK STATION	Metro St. Louis	St Louis
Lopez Island	Washington State Ferries	St Louis
Lummi Island	Whatcom Public Works	St Louis
MAPLEWOOD METROLINK STATION	Metro St. Louis	St Louis
MEMORIAL HOSPITAL METROLINK STATION	Metro St. Louis	St Louis
Mukilteo Station	Sound Transit	St Louis
NORTH HANLEY METROLINK STATION	Metro St. Louis	St Louis

Orcas Island	Washington State Ferries	St Louis
Point Defiance	Washington State Ferries	St Louis
ROCK ROAD METROLINK STATION	Metro St. Louis	St Louis
SEATAC/AIRPORT	Sound Transit	St Louis
Shaw Island	Washington State Ferries	St Louis
SHILOH-SCOTT METROLINK STATION	Metro St. Louis	St Louis
SODO	Sound Transit	St Louis
Southworth	Washington State Ferries	St Louis
SUNNEN METROLINK STATION	Metro St. Louis	St Louis
SWANSEA METROLINK STATION	Metro St. Louis	St Louis
Tahlequah	Washington State Ferries	St Louis
TUKWILA INTERNATIONAL BLVD	Sound Transit	St Louis
Tukwila Station	Sound Transit	St Louis
UMSL NORTH METROLINK STATION	Metro St. Louis	St Louis
UMSL SOUTH METROLINK STATION	Metro St. Louis	St Louis
Vashon Island	Washington State Ferries	St Louis
WASHINGTON PARK METROLINK STATION	Metro St. Louis	St Louis
ADDISON ROAD METRO STATION	WMATA	Washington DC
ANACOSTIA METRO STATION	WMATA	Washington DC
ARLINGTON CEMETERY METRO STATION	WMATA	Washington DC
Backlick Road	VRE	Washington DC
BARNESVILLE MARC	Maryland Transit Administration	Washington DC
BOWIE STATE MARC	Maryland Transit Administration	Washington DC
BOYDS MARC	Maryland Transit Administration	Washington DC
BRANCH AVE METRO STATION	WMATA	Washington DC
Broad Run Airport	VRE	Washington DC
Brooke	VRE	Washington DC
Burke Centre	VRE	Washington DC
CHEVERLY METRO STATION	WMATA	Washington DC
CLEVELAND PARK METRO STATION	WMATA	Washington DC
CONGRESS HEIGHTS METRO STATION	WMATA	Washington DC
DICKERSON MARC	Maryland Transit Administration	Washington DC
DUFFIELFS W VA MARC	Maryland Transit Administration	Washington DC
DUNN LORING MERRIFIELD METRO STATION	WMATA	Washington DC
EAST FALLS CHURCH METRO STATION	WMATA	Washington DC
EISENHOWER AV METRO STATION	WMATA	Washington DC
FORT TOTTEN METRO STATION	WMATA	Washington DC
Franconia / Springfield	VRE	Washington DC
FRANCONIA SPRINGFIELD METRO	WMATA	Washington DC
GAITHERSBURG MARC	Maryland Transit Administration	Washington DC
GARRETT PARK MARC	Maryland Transit Administration	Washington DC

GERMANTOWN MARC	Maryland Transit Administration	Washington DC
GLENMONT METRO STATION	WMATA	Washington DC
GREENBELT MARC	Maryland Transit Administration	Washington DC
GREENBELT METRO STATION	WMATA	Washington DC
GROSVENOR METRO STATION	WMATA	Washington DC
HARPERS FERRY W VA MARC	Maryland Transit Administration	Washington DC
HUNTINGTON AV METRO STATION	WMATA	Washington DC
LANDOVER METRO STATION	WMATA	Washington DC
Leeland Road	VRE	Washington DC
Lorton	VRE	Washington DC
Manassas Park	VRE	Washington DC
MEDICAL CENTER METRO/NAVAL MED CTR & NIH	WMATA	Washington DC
METROPOLITAN GROVE MARC	Maryland Transit Administration	Washington DC
MONOCACY MARC	Maryland Transit Administration	Washington DC
MORGAN BOULEVARD METRO STATION	WMATA	Washington DC
MUIRKIRK MARC	Maryland Transit Administration	Washington DC
NATIONAL AIRPORT METRO STATION	WMATA	Washington DC
NAYLOR ROAD METRO STATION	WMATA	Washington DC
NEW CARROLLTON MARC	Maryland Transit Administration	Washington DC
NEW CARROLLTON METRO STATION	WMATA	Washington DC
PENTAGON METRO STATION	WMATA	Washington DC
POINT OF ROCKS MARC	Maryland Transit Administration	Washington DC
Quantico	VRE	Washington DC
RHODE ISLAND METRO STATION	WMATA	Washington DC
Rippon	VRE	Washington DC
Rolling Road	VRE	Washington DC
SEABROOK MARC	Maryland Transit Administration	Washington DC
SHADY GROVE METRO STATION	WMATA	Washington DC
SOUTHERN AVE METRO STATION	WMATA	Washington DC
SUITLAND METRO STATION	WMATA	Washington DC
VAN DORN METRO STATION	WMATA	Washington DC
VAN NESS-UDC METRO STATION	WMATA	Washington DC
VIENNA METRO STATION	WMATA	Washington DC
WASHINGTON GROVE MARC	Maryland Transit Administration	Washington DC
WEST FALLS CHURCH METRO	WMATA	Washington DC
Woodbridge	VRE	Washington DC
WOODLEY PARK-ZOO METRO STATION	WMATA	Washington DC
Total		1399

## Appendix B: Hybrid Station List

Station Name	Transit Agency	Region by Transit Agency
Santa Fe Depot	NMDOT	Albuquerque
ASHBY STATION	MARTA	Atlanta
BUCKHEAD STATION	MARTA	Atlanta
COLLEGE PARK STATION	MARTA	Atlanta
DECATUR STATION	MARTA	Atlanta
DUNWOODY STATION	MARTA	Atlanta
EAST POINT STATION	MARTA	Atlanta
INMAN PARK -REYNOLDSTOWN STATION	MARTA	Atlanta
KING MEMORIAL STATION	MARTA	Atlanta
LENOX STATION	MARTA	Atlanta
MEDICAL CENTER STATION	MARTA	Atlanta
SANDY SPRINGS STATION	MARTA	Atlanta
VINE CITY STATION	MARTA	Atlanta
WEST END STATION	MARTA	Atlanta
M L KING JR STATION	Capital Metro	Austin
PLAZA SALTILLO STATION	Capital Metro	Austin
ABERDEEN MARC	Maryland Transit Administration	Baltimore
HALETHORPE MARC	Maryland Transit Administration	Baltimore
HAMBURG ST	Maryland Transit Administration	Baltimore
MONDAWMIN STATION (METRO)	Maryland Transit Administration	Baltimore
NORTH AVE LT RAIL	Maryland Transit Administration	Baltimore
PERRYVILLE MARC	Maryland Transit Administration	Baltimore
REISTERSTOWN PLAZA (METRO)	Maryland Transit Administration	Baltimore
RELIEF PT/DIVISION	Maryland Transit Administration	Baltimore
ROGERS STATION (METRO)	Maryland Transit Administration	Baltimore
TIDE POINT	Charm City Circulator	Baltimore
WEST BALTIMORE MARC	Maryland Transit Administration	Baltimore
WEST COLDSRING STATION (METRO)	Maryland Transit Administration	Baltimore
WESTPORT LIGHT RAIL	Maryland Transit Administration	Baltimore
WOODBERRY/LT RAIL	Maryland Transit Administration	Baltimore
Airport Station	MBTA	Boston
Allston St	MBTA	Boston
Aquarium Station	MBTA	Boston
Arlington Station	MBTA	Boston
Babcock St	MBTA	Boston
Back Bay	MBTA	Boston

Back Bay Station	MBTA	Boston
Back of Hill	MBTA	Boston
Blandford St	MBTA	Boston
Boston Univ Central	MBTA	Boston
Boston Univ East	MBTA	Boston
Boston Univ West	MBTA	Boston
Bowdoin Station Blue Line	MBTA	Boston
Boylston Station	MBTA	Boston
Brandon Hall	MBTA	Boston
Brigham Circle	MBTA	Boston
Brookline Village Station	MBTA	Boston
Central Sq	MBTA	Boston
Chappaquiddick	Chappaquiddick Ferry, Inc.	Boston
Charles/MGH Station	MBTA	Boston
Charlestown Navy Yard	MBTA	Boston
Chelsea	MBTA	Boston
Chestnut Hill Ave	MBTA	Boston
Chinatown Station	MBTA	Boston
Chiswick Rd	MBTA	Boston
Cleveland Circle Platform	MBTA	Boston
Coolidge Corner	MBTA	Boston
Copley Station	MBTA	Boston
Davis Sq	MBTA	Boston
Dean Rd	MBTA	Boston
Dock Street	Chappaquiddick Ferry, Inc.	Boston
Dover	Amtrak	Boston
Downtown Crossing	MBTA	Boston
Englewood Ave	MBTA	Boston
Fairbanks St	MBTA	Boston
Fenway Station	MBTA	Boston
Fenwood Rd	MBTA	Boston
Fields Corner Station	MBTA	Boston
Government Center Station	MBTA	Boston
Government Ctr Station	MBTA	Boston
Griggs St	MBTA	Boston
Harvard Ave	MBTA	Boston
Harvard Station	MBTA	Boston
Hawes St	MBTA	Boston
Haymarket	MBTA	Boston
Heath St Platform	MBTA	Boston
Hynes Station	MBTA	Boston



Jackson Sq	MBTA	Boston
Kenmore Station	MBTA	Boston
Kent St	MBTA	Boston
Long Wharf, Boston	MBTA	Boston
Longwood Med Area	MBTA	Boston
Longwood Station	MBTA	Boston
Massachusetts Ave Station	MBTA	Boston
Maverick Station	MBTA	Boston
Mission Park	MBTA	Boston
Museum of Fine Arts	MBTA	Boston
North Station	MBTA	Boston
North Station	MBTA	Boston
North Station	MBTA	Boston
Northeastern	MBTA	Boston
Old Orchard Beach	Amtrak	Boston
Packards Corner	MBTA	Boston
Park St Station	MBTA	Boston
Pemberton Point	Boston Harbor Islands Ferries	Boston
Pemberton Point, Hull	MBTA	Boston
Pleasant St	MBTA	Boston
Porter Sq	MBTA	Boston
Porter Square	MBTA	Boston
Prudential Station	MBTA	Boston
Riverway	MBTA	Boston
Roxbury Xng	MBTA	Boston
Ruggles	MBTA	Boston
Ruggles Station	MBTA	Boston
Saco	Amtrak	Boston
Saint Mary St	MBTA	Boston
Saint Paul St/Beacon	MBTA	Boston
Shawmut Station	MBTA	Boston
South Attleboro	MBTA	Boston
South St	MBTA	Boston
State St Station	MBTA	Boston
Stoneybrook	MBTA	Boston
Summit Ave	MBTA	Boston
Sutherland Rd	MBTA	Boston
Symphony Station	MBTA	Boston
Tappan St	MBTA	Boston
Temple Pl @ Washington St	MBTA	Boston
Tremont St opp Avery St	MBTA	Boston

Tufts Medical Ctr	MBTA	Boston
Uphams Corner	MBTA	Boston
Warren St	MBTA	Boston
Washington Sq	MBTA	Boston
Washington St	MBTA	Boston
Washington St @ E Berkeley St	MBTA	Boston
Washington St @ E Newton St	MBTA	Boston
Washington St @ Essex St	MBTA	Boston
Washington St @ Essex St	MBTA	Boston
Washington St @ Herald St	MBTA	Boston
Washington St @ Lenox St	MBTA	Boston
Washington St @ Massachusetts Ave	MBTA	Boston
Washington St @ Melnea Cass Blvd	MBTA	Boston
Washington St @ Tufts Med Ctr	MBTA	Boston
Washington St @ Union Pk	MBTA	Boston
Washington St @ W Newton St	MBTA	Boston
Washington St @ Worcester St	MBTA	Boston
Yawkey	MBTA	Boston
Amherst Station	NFTA-METRO	Buffalo
Long Wharf	Salem Ferry	Buffalo
South Park Yard	NFTA-METRO	Buffalo
Summer-Best Station	NFTA-METRO	Buffalo
Bland Station	CATS	Charlotte
103rd St Metra	Metra	Chicago
103rd St. (Rosemoor) Metra	Metra	Chicago
103rd St.-Washington Hts. Metra	Metra	Chicago
107th St Metra	Metra	Chicago
107th St. Metra	Metra	Chicago
10th Ave and 56th St	KAT	Chicago
111th St Metra	Metra	Chicago
111th St. (Pullman) Metra	Metra	Chicago
115th St Metra	Metra	Chicago
119th St Metra	Metra	Chicago
11th Ave and 56th St	KAT	Chicago
123rd St Metra	Metra	Chicago
147th St. Metra	Metra	Chicago
27th St. Metra	Metra	Chicago
2nd and 56th	KAT	Chicago
35th/Archer	CTA	Chicago
3rd and 54th	KAT	Chicago
3rd and 56th	KAT	Chicago

43rd	CTA	Chicago
47th St. (Kenwood) Metra	Metra	Chicago
47th-Green	CTA	Chicago
47th-Red	CTA	Chicago
4th and 54th	KAT	Chicago
4th and 56th	KAT	Chicago
51st	CTA	Chicago
54th St and 11th Ave	KAT	Chicago
59th St. (U. of Chicago) Metra	Metra	Chicago
5th and 56th	KAT	Chicago
63rd	CTA	Chicago
63rd St. Metra	Metra	Chicago
69th	CTA	Chicago
6th and 54th	KAT	Chicago
6th and 56th	KAT	Chicago
75th St. (Grand Crossing) Metra	Metra	Chicago
79th	CTA	Chicago
79th St. (Chatham) Metra	Metra	Chicago
7th and 56th	KAT	Chicago
83rd St. (Avalon Park) Metra	Metra	Chicago
83rd St. Metra	Metra	Chicago
87th	CTA	Chicago
87th St. (Woodruff) Metra	Metra	Chicago
87th St. Metra	Metra	Chicago
8th and 54th	KAT	Chicago
8th Ave and 56th St	KAT	Chicago
91st St Metra	Metra	Chicago
91st St. Metra	Metra	Chicago
95th	CTA	Chicago
95th St Metra	Metra	Chicago
95th St. Metra	Metra	Chicago
95th St.-Longwood Metra	Metra	Chicago
99th St Metra	Metra	Chicago
Addison-Blue	CTA	Chicago
Arlington Heights Metra	Metra	Chicago
Ashburn Metra	Metra	Chicago
Ashland Metra	Metra	Chicago
Ashland-Orange	CTA	Chicago
Ashland/63rd	CTA	Chicago
Aurora Metra	Metra	Chicago
Austin-Blue	CTA	Chicago

Barrington Metra	Metra	Chicago
Bellwood Metra	Metra	Chicago
Berwyn Metra	Metra	Chicago
Blue Island Metra	Metra	Chicago
Blue Island-Vermont Metra	Metra	Chicago
Brainerd Metra	Metra	Chicago
Brookfield Metra	Metra	Chicago
Burr Oak Metra	Metra	Chicago
California-Green	CTA	Chicago
Central St. Metra	Metra	Chicago
Central-Purple	CTA	Chicago
Cheltenham (79th St.) Metra	Metra	Chicago
Chicago Ridge Metra	Metra	Chicago
Cicero Metra	Metra	Chicago
Cicero-Forest Park	CTA	Chicago
Cicero-Green	CTA	Chicago
Clybourn Metra	Metra	Chicago
College Ave Metra	Metra	Chicago
Congress Park Metra	Metra	Chicago
Conservatory	CTA	Chicago
Dee Road Metra	Metra	Chicago
Des Plaines Metra	Metra	Chicago
Downers Grove Metra	Metra	Chicago
East 63rd-Cottage Grove	CTA	Chicago
Edgebrook Metra	Metra	Chicago
Edison Park Metra	Metra	Chicago
Elmhurst Metra	Metra	Chicago
Elmwood Park Metra	Metra	Chicago
Forest Glen Metra	Metra	Chicago
Forest Park	CTA	Chicago
Fox Lake Metra	Metra	Chicago
Franklin Park Metra	Metra	Chicago
Franklin Pk Metra	Metra	Chicago
Galewood Metra	Metra	Chicago
Garfield-Green	CTA	Chicago
Garfield-Red	CTA	Chicago
Gladstone Park Metra	Metra	Chicago
Glenview Metra	Metra	Chicago
Grand/Cicero Metra	Metra	Chicago
Grayland Metra	Metra	Chicago
Great Lakes Metra	Metra	Chicago

Gresham Metra	Metra	Chicago
Halsted-Green	CTA	Chicago
Halsted-Orange	CTA	Chicago
Hanson Park Metra	Metra	Chicago
Harlem Ave. Metra	Metra	Chicago
Harlem-Forest Park	CTA	Chicago
Harlem-O'Hare	CTA	Chicago
Harvard Metra	Metra	Chicago
Harvey Metra	Metra	Chicago
Hazel Crest Metra	Metra	Chicago
Highwood Metra	Metra	Chicago
Hinsdale Metra	Metra	Chicago
Hollywood Metra	Metra	Chicago
Homewood Metra	Metra	Chicago
Hubbard Woods Metra	Metra	Chicago
Indian Hill Metra	Metra	Chicago
Indiana	CTA	Chicago
Irving Park Metra	Metra	Chicago
Irving Park-Blue	CTA	Chicago
Ivanhoe Metra	Metra	Chicago
Jefferson Park	CTA	Chicago
Jefferson Park Metra	Metra	Chicago
Joliet Metra	Metra	Chicago
Kedzie Metra	Metra	Chicago
Kedzie-Green	CTA	Chicago
Kedzie-Homan	CTA	Chicago
Kedzie-Orange	CTA	Chicago
Kenilworth Metra	Metra	Chicago
Kenosha Metra	Metra	Chicago
Kensington Metra	Metra	Chicago
King Drive	CTA	Chicago
Kostner	CTA	Chicago
LaGrange Road Metra	Metra	Chicago
Lavergne Metra	Metra	Chicago
Lemont Metra	Metra	Chicago
Linden	CTA	Chicago
Lockport Metra	Metra	Chicago
Main	CTA	Chicago
Main St. Metra	Metra	Chicago
Mannheim Metra	Metra	Chicago
Mars Metra	Metra	Chicago

Matteson Metra	Metra	Chicago
Mayfair Metra	Metra	Chicago
Maywood Metra	Metra	Chicago
McCormick Place Metra	Metra	Chicago
Melrose Park Metra	Metra	Chicago
Midlothian Metra	Metra	Chicago
Midway	CTA	Chicago
Mont Clare Metra	Metra	Chicago
Montrose-Blue	CTA	Chicago
Mt. Prospect Metra	Metra	Chicago
Mundelein Metra	Metra	Chicago
Naperville Metra	Metra	Chicago
National St Metra	Metra	Chicago
Norwood Park Metra	Metra	Chicago
Oak Lawn Metra	Metra	Chicago
Oak Park-Blue	CTA	Chicago
Oak Park-Green	CTA	Chicago
Palatine Metra	Metra	Chicago
Park Ridge Metra	Metra	Chicago
Prairie St Metra	Metra	Chicago
Pulaski-Cermak	CTA	Chicago
Pulaski-Forest Park	CTA	Chicago
Pulaski-Green	CTA	Chicago
Pulaski-Orange	CTA	Chicago
Racine Metra	Metra	Chicago
Ridgeland	CTA	Chicago
River Grove Metra	Metra	Chicago
Riverdale Metra	Metra	Chicago
Rosemont Metra	Metra	Chicago
Skokie	CTA	Chicago
South Boulevard	CTA	Chicago
South Chicago (93rd) Metra	Metra	Chicago
State St. Metra	Metra	Chicago
Stewart Ridge Metra	Metra	Chicago
Stone Ave. Metra	Metra	Chicago
Stony Island Metra	Metra	Chicago
Summit Metra	Metra	Chicago
Waukegan Metra	Metra	Chicago
West Hinsdale Metra	Metra	Chicago
West Pullman Metra	Metra	Chicago
Western Ave Metra	Metra	Chicago

Western Avenue Metra	Metra	Chicago
Western Springs Metra	Metra	Chicago
Western-Forest Park	CTA	Chicago
Western-Orange	CTA	Chicago
Westmont Metra	Metra	Chicago
Wheaton Metra	Metra	Chicago
Wilmette Metra	Metra	Chicago
Winnetka Metra	Metra	Chicago
Woodstock Metra	Metra	Chicago
Worth Metra	Metra	Chicago
Wrightwood Metra	Metra	Chicago
115th Street/Kensington	North Indiana Commuter Transportation District	Cleveland
63rd Street	North Indiana Commuter Transportation District	Cleveland
ADELBERT STATION	GCRTA	Cleveland
EUCLID AV & CORNELL STATION	GCRTA	Cleveland
EUCLID AV & E 115TH STATION	GCRTA	Cleveland
EUCLID AV & STOKES BLVD STATION	GCRTA	Cleveland
EUCLID AVE & E 24TH ST STATION	GCRTA	Cleveland
EUCLID AVE & E 30TH ST STATION	GCRTA	Cleveland
EUCLID AVE & E 59TH ST STATION	GCRTA	Cleveland
EUCLID AVE & E 66TH ST STATION	GCRTA	Cleveland
Gary Airport	North Indiana Commuter Transportation District	Cleveland
Gary Metro Center	North Indiana Commuter Transportation District	Cleveland
Hammond	North Indiana Commuter Transportation District	Cleveland
Hegewisch	North Indiana Commuter Transportation District	Cleveland
LOUIS STOKES RTS STOP #1	GCRTA	Cleveland
McCormick Place	North Indiana Commuter Transportation District	Cleveland
Michigan City-11th Street	North Indiana Commuter Transportation District	Cleveland
Michigan City-Carroll Avenue	North Indiana Commuter Transportation District	Cleveland
Miller	North Indiana Commuter Transportation District	Cleveland
NORTH COAST RTS	GCRTA	Cleveland
SOUTH HARBOR STATION	GCRTA	Cleveland
STOKES WINDERMERE RTS	GCRTA	Cleveland
SUPERIOR RAPID	GCRTA	Cleveland
UNIVERSITY CEDAR RAPID	GCRTA	Cleveland
UNIVERSITY RTS LOOP	GCRTA	Cleveland
W 25TH RAPID	GCRTA	Cleveland

W 3RD ST RTS	GCRTA	Cleveland
W 65 RAPID	GCRTA	Cleveland
CEDARS STATION	DART	Dallas
CONVENTION CENTER STATION	DART	Dallas
DOWNTOWN CARROLLTON STATION	DART	Dallas
Downtown Denton Transit Center	DART, DCTA	Dallas
DOWNTOWN GARLAND STATION	DART	Dallas
DOWNTOWN PLANO STATION	DART	Dallas
FAIR PARK STATION	DART	Dallas
FARMERS BRANCH STATION	DART	Dallas
HAMPTON STATION	DART	Dallas
HATCHER STATION	DART	Dallas
ILLINOIS TC/STATION	DART	Dallas
KIEST STATION	DART	Dallas
LOVERS STATION	DART	Dallas
MEDICAL/MARKET CTR STATION	DART	Dallas
MLK STATION	DART	Dallas
MOCKINGBIRD STATION	DART	Dallas
MORRELL STATION	DART	Dallas
PARK LANE STATION	DART	Dallas
PARKLAND STATION	DART	Dallas
SANTA FE JUNCTION	DART	Dallas
TYLER VERNON STATION	DART	Dallas
VICTORY STATION	DART	Dallas
WALNUT HILL STATION	DART	Dallas
WESTMORELAND STATION	DART	Dallas
ZOO STATION	DART	Dallas
25th and Welton Station	RTD	Denver
27th & Welton Station	RTD	Denver
29th & Welton Station	RTD	Denver
30th & Downing Station	RTD	Denver
Alameda Station	RTD	Denver
Auraria West Station	RTD	Denver
Colfax at Auraria Station	RTD	Denver
Englewood Station	RTD	Denver
Evans Station	RTD	Denver
Louisiana Station	RTD	Denver
Orchard Station	RTD	Denver
"E" Street Station	Lane Transit District	Eugene
"F" Street Station	Lane Transit District	Eugene
Centennial Station	Lane Transit District	Eugene



EmX Glenwood Station	Lane Transit District	Eugene
EmX McVay Station	Lane Transit District	Eugene
Eugene	Amtrak	Eugene
Springfield Station	Lane Transit District	Eugene
Lancaster	Amtrak	Harrisburg
Middleton	Amtrak	Harrisburg
Mount Joy	Amtrak	Harrisburg
DRYDEN/TMC STN	METRO	Houston
HERMANN PARK/RICE U STN	METRO	Houston
MEMORIAL HERMANN/HOUSTON ZOO STN	METRO	Houston
MUSEUM DISTRICT STN	METRO	Houston
WHEELER STN	METRO	Houston
Convention Center	JTA	Jacksonville
ON 51ST AT GRAND	KCATA	Kansas City
ON 51ST AT MAIN	KCATA	Kansas City
ON BROADWAY AT 74TH TERR	KCATA	Kansas City
ON BROOKSIDE AT 51ST	KCATA	Kansas City
ON BROOKSIDE AT 52ND	KCATA	Kansas City
ON BROOKSIDE AT 54TH	KCATA	Kansas City
ON BROOKSIDE AT 55TH	KCATA	Kansas City
ON BROOKSIDE AT 56TH	KCATA	Kansas City
ON BROOKSIDE AT 57TH	KCATA	Kansas City
ON BROOKSIDE AT 58TH	KCATA	Kansas City
ON BROOKSIDE AT 59TH	KCATA	Kansas City
ON BROOKSIDE AT 61ST	KCATA	Kansas City
ON BROOKSIDE AT 62ND	KCATA	Kansas City
ON BROOKSIDE AT 63RD	KCATA	Kansas City
ON BROOKSIDE AT MEYER	KCATA	Kansas City
ON GRAND AT 3RD METROCENTER	KCATA	Kansas City
ON MAIN AT 39TH	KCATA	Kansas City
ON MAIN AT 50TH	KCATA	Kansas City
ON MAIN AT ARMOUR	KCATA	Kansas City
ON MAIN AT LINWOOD	KCATA	Kansas City
ON WORNALL AT 65TH	KCATA	Kansas City
ON WORNALL AT 66TH TERRACE	KCATA	Kansas City
ON WORNALL AT 67TH TERRACE	KCATA	Kansas City
ON WORNALL AT 68TH TERRACE	KCATA	Kansas City
ON WORNALL AT 70TH	KCATA	Kansas City
ON WORNALL AT 72ND	KCATA	Kansas City
ON WORNALL AT 73RD ST	KCATA	Kansas City

ON WORNALL AT 73RD TERRACE	KCATA	Kansas City
ON WORNALL AT GREGORY	KCATA	Kansas City
ON WORNALL AT MEYER	KCATA	Kansas City
15th Street	Regional Transportation Commission of Southern Nevada	Las Vegas
Bally's & Paris Las Vegas Station	Las Vegas Monorail	Las Vegas
Bruce Street	Regional Transportation Commission of Southern Nevada	Las Vegas
Flamingo / Caesars Palace Station	Las Vegas Monorail	Las Vegas
Harrah's / Imperial Palace Station	Las Vegas Monorail	Las Vegas
Las Vegas Convention Center Station	Las Vegas Monorail	Las Vegas
Maryland Pkwy	Regional Transportation Commission of Southern Nevada	Las Vegas
MGM Grand Station	Las Vegas Monorail	Las Vegas
Sahara Station	Las Vegas Monorail	Las Vegas
Altel Plaza Stop (120 Main)	CAT	Little Rock
Heifer International	CAT	Little Rock
Main At 5th	CAT	Little Rock
Main At 7th (Trolley Barn)	CAT	Little Rock
Maple At 6th	CAT	Little Rock
Maple At Broadway	CAT	Little Rock
103rd Street Station	Metro	Los Angeles
Allen Station	Metro	Los Angeles
Atlantic Station	Metro	Los Angeles
Avalon Station	Metro	Los Angeles
Baldwin Park Metrolink Station	Metrolink	Los Angeles
Cal State LA Metrolink Station	Metrolink	Los Angeles
Canoga Station	Metro	Los Angeles
Carpinteria	Amtrak	Los Angeles
Claremont Metrolink Station	Metrolink	Los Angeles
Compton Station	Metro	Los Angeles
Covina Metrolink Station	Metrolink	Los Angeles
Crenshaw Station	Metro	Los Angeles
Downtown Pomona Metrolink Station	Metrolink	Los Angeles
East LA Civic Center Station	Metro	Los Angeles
El Segundo Station	Metro	Los Angeles
Fillmore Station	Metro	Los Angeles
Firestone Station	Metro	Los Angeles
Fullerton Metrolink Station	Metrolink	Los Angeles
Glendale Metrolink Station	Metrolink	Los Angeles
Grand Station	Metro	Los Angeles

Grover Beach	Amtrak	Los Angeles
Harbor Freeway Station	Metro	Los Angeles
Heritage Square / Arroyo Station	Metro	Los Angeles
Hollywood / Western Station	Metro	Los Angeles
Imperial / Wilmington (Rosa Parks) Station	Metro	Los Angeles
Imperial / Wilmington (Rosa Parks) Station	Metro	Los Angeles
Lakewood Station	Metro	Los Angeles
Lancaster Metrolink Station	Metrolink	Los Angeles
Laurel Canyon Station	Metro	Los Angeles
Lincoln Heights / Cypress Park Station	Metro	Los Angeles
Long Beach Station	Metro	Los Angeles
Maravilla Station	Metro	Los Angeles
Mariposa Station	Metro	Los Angeles
Mission Station	Metro	Los Angeles
Montalvo Metrolink Station	Metrolink	Los Angeles
Montebello/ Commerce Metrolink Station	Metrolink	Los Angeles
Newhall Metrolink Station	Metrolink	Los Angeles
Norwalk Station	Metro	Los Angeles
Pico / Aliso Station	Metro	Los Angeles
Redondo Beach Station	Metro	Los Angeles
Reseda Station	Metro	Los Angeles
San Clemente Pier Metrolink Station	Metrolink	Los Angeles
San Luis Obispo	Amtrak	Los Angeles
Santa Ana Metrolink Station	Metrolink	Los Angeles
Santa Barbara	Amtrak	Los Angeles
Slauson Station	Metro	Los Angeles
Sylmar/San Fernando Metrolink Station	Metrolink	Los Angeles
Universal City Station	Metro	Los Angeles
Van Nuys Station	Metro	Los Angeles
Vermont / Santa Monica Station	Metro	Los Angeles
Vermont / Sunset Station	Metro	Los Angeles
Vermont Station	Metro	Los Angeles
Vernon Station	Metro	Los Angeles
Wardlow Station	Metro	Los Angeles
Warner Center Transit Hub Layover	Metro	Los Angeles
Washington Station	Metro	Los Angeles
Wilshire / Vermont Station	Metro	Los Angeles
Butler Avenue	MATA	Memphis
Central Station	MATA	Memphis
Huling Avenue	MATA	Memphis
Huling Avenue	MATA	Memphis

Linden Avenue	MATA	Memphis
Orleans	MATA	Memphis
ALLAPATTAH STATION RAIL	Miami Dade Transit	Miami
BROWNSVILLE STATION RAIL	Miami Dade Transit	Miami
COCONUT GROVE STATION	Miami Dade Transit	Miami
CULMER STATION RAIL	Miami Dade Transit	Miami
DOUGLAS ROAD STATION RAIL	Miami Dade Transit	Miami
EARLINGTON HTS.STAT.RAIL	Miami Dade Transit	Miami
Hialeah Market	Tri-Rail	Miami
HIALEAH STATION RAIL	Miami Dade Transit	Miami
Lake Worth	Tri-Rail	Miami
M.L. KING STATION RAIL	Miami Dade Transit	Miami
Metrorail Transfer	Tri-Rail	Miami
NORTHSIDE STATION RAIL	Miami Dade Transit	Miami
OKEECHOBEE STATION RAIL	Miami Dade Transit	Miami
Opa-Locka	Tri-Rail	Miami
TRI-RAIL STATION RAIL	Miami Dade Transit	Miami
VIZCAYA STATION RAIL	Miami Dade Transit	Miami
West Palm Beach	Tri-Rail	Miami
38 St Station	Metro Transit	Minneapolis-- St. Paul
46 St Station	Metro Transit	Minneapolis-- St. Paul
50 St Minnehaha Sta	Metro Transit	Minneapolis-- St. Paul
Anoka Station	Metro Transit	Minneapolis-- St. Paul
1st Street	NORTA	New Orleans
3rd Street	NORTA	New Orleans
6th Street	NORTA	New Orleans
8th Street	NORTA	New Orleans
Bienville	NORTA	New Orleans
Birch	NORTA	New Orleans
Bordeaux	NORTA	New Orleans
Botinelli Place	NORTA	New Orleans
Broadway Street	NORTA	New Orleans

Cadiz	NORTA	New Orleans
Calhoun	NORTA	New Orleans
Canal and Broad	NORTA	New Orleans
Canal and Carrolitan	NORTA	New Orleans
Canal and Gayoso	NORTA	New Orleans
Carrollton	NORTA	New Orleans
Carrollton\Claiborne	NORTA	New Orleans
Carrollton\Willow	NORTA	New Orleans
Cemetaries	NORTA	New Orleans
Constantinople	NORTA	New Orleans
Dorgenois	NORTA	New Orleans
Dufossat	NORTA	New Orleans
Dumaine	NORTA	New Orleans
Erato	NORTA	New Orleans
Esplanade	NORTA	New Orleans
Esplanade	NORTA	New Orleans
Euterpe	NORTA	New Orleans
Felicity	NORTA	New Orleans
Foucher	NORTA	New Orleans
Freret	NORTA	New Orleans
Galvez	NORTA	New Orleans
Hennessey	NORTA	New Orleans
Hickory	NORTA	New Orleans
Hillary	NORTA	New Orleans
Joseph	NORTA	New Orleans
Josephine	NORTA	New Orleans
Lopez	NORTA	New Orleans
Lowerline	NORTA	New Orleans
Loyola	NORTA	New Orleans
Maple	NORTA	New Orleans
Melpomene	NORTA	New Orleans
Milan	NORTA	New Orleans
Murat	NORTA	New Orleans

N Clark	NORTA	New Orleans
N Jefferson	NORTA	New Orleans
Oak	NORTA	New Orleans
Orleans	NORTA	New Orleans
Penniston	NORTA	New Orleans
Prieur	NORTA	New Orleans
Robert	NORTA	New Orleans
Scott	NORTA	New Orleans
Spruce	NORTA	New Orleans
St Charles\Fern	NORTA	New Orleans
St Charles\Jackson	NORTA	New Orleans
St Charles\Jefferson	NORTA	New Orleans
St Charles\Louisiana	NORTA	New Orleans
St Charles\Napoleon	NORTA	New Orleans
St Charles\Nashville	NORTA	New Orleans
St. Andrew	NORTA	New Orleans
St. Louis	NORTA	New Orleans
St. Patrick	NORTA	New Orleans
State	NORTA	New Orleans
Sycamore	NORTA	New Orleans
Thalia	NORTA	New Orleans
Tonti	NORTA	New Orleans
Valmont	NORTA	New Orleans
Walnut	NORTA	New Orleans
Washington	NORTA	New Orleans
Webster	NORTA	New Orleans
West Road	NORTA	New Orleans
White	NORTA	New Orleans
81 St - Museum of Natural History	MTA	New York
9 Av	MTA	New York
Albertson	Long Island Rail Road	New York
Amityville	Long Island Rail Road	New York
Annadale	MTA	New York
Ansonia	Metro-North Railroad	New York
Aqueduct - N Conduit Av	MTA	New York
Atlantic	MTA	New York
Baldwin	Long Island Rail Road	New York
Bay Shore	Long Island Rail Road	New York
Bay Terrace	MTA	New York
Beach 44 St	MTA	New York
Bellerose	Long Island Rail Road	New York

Bellmore	Long Island Rail Road	New York
Bethpage	Long Island Rail Road	New York
Broad Channel	MTA	New York
Bronxville	Metro-North Railroad	New York
Carle Place	Long Island Rail Road	New York
Cedarhurst	Long Island Rail Road	New York
Centre Avenue	Long Island Rail Road	New York
Copiague	Long Island Rail Road	New York
Country Life Press	Long Island Rail Road	New York
Crestwood	Metro-North Railroad	New York
Cypress Hills	MTA	New York
Dongan Hills	MTA	New York
East Norwalk	Metro-North Railroad	New York
East Rockaway	Long Island Rail Road	New York
East Williston	Long Island Rail Road	New York
Eastchester - Dyre Av	MTA	New York
Eltingville	MTA	New York
Farmingdale	Long Island Rail Road	New York
Fleetwood	Metro-North Railroad	New York
Floral Park	Long Island Rail Road	New York
Gibson	Long Island Rail Road	New York
Glenwood	Metro-North Railroad	New York
Grant City	MTA	New York
Grasmere	MTA	New York
Great Kills	MTA	New York
Greenport	Long Island Rail Road	New York
Harrison	Metro-North Railroad	New York
Hewlett	Long Island Rail Road	New York
Hicksville	Long Island Rail Road	New York
Howard Beach - JFK Airport	MTA	New York
Huguenot	MTA	New York
Inwood	Long Island Rail Road	New York
Island Park	Long Island Rail Road	New York
Islip	Long Island Rail Road	New York
Jefferson Av	MTA	New York
Larchmont	Metro-North Railroad	New York
Laurelton	Long Island Rail Road	New York
Lindenhurst	Long Island Rail Road	New York
Little Neck	Long Island Rail Road	New York
Long Beach	Long Island Rail Road	New York
Lynbrook	Long Island Rail Road	New York

Malverne	Long Island Rail Road	New York
Mamaroneck	Metro-North Railroad	New York
Manhasset	Long Island Rail Road	New York
Massapequa	Long Island Rail Road	New York
Massapequa Park	Long Island Rail Road	New York
Merillon Avenue	Long Island Rail Road	New York
Merrick	Long Island Rail Road	New York
Mets - Willets Point	MTA	New York
Nassau Boulevard	Long Island Rail Road	New York
New Dorp	MTA	New York
New Hyde Park	Long Island Rail Road	New York
North White Plains	Metro-North Railroad	New York
Oakwood Heights	MTA	New York
Oceanside	Long Island Rail Road	New York
Old Town	MTA	New York
Ossining	Metro-North Railroad	New York
Peekskill	Metro-North Railroad	New York
Pelham	Metro-North Railroad	New York
Pelham Bay Park	MTA	New York
Pleasantville	Metro-North Railroad	New York
Port Washington	Long Island Rail Road	New York
Poughkeepsie	Metro-North Railroad	New York
Prospect Park	MTA	New York
Rensselaer	Amtrak	New York
Rockville Centre	Long Island Rail Road	New York
Rosedale	Long Island Rail Road	New York
Roslyn	Long Island Rail Road	New York
Rye	Metro-North Railroad	New York
Saint Albans	Long Island Rail Road	New York
Saint James	Long Island Rail Road	New York
Scarsdale	Metro-North Railroad	New York
Seaford	Long Island Rail Road	New York
Spuyten Duyvil	Metro-North Railroad	New York
Stewart Manor	Long Island Rail Road	New York
Tarrytown	Metro-North Railroad	New York
Tompkinsville	MTA	New York
Tottenville	MTA	New York
Tuckahoe	Metro-North Railroad	New York
Valhalla	Metro-North Railroad	New York
Valley Stream	Long Island Rail Road	New York
Van Cortlandt Park - 242 St	MTA	New York



Wantagh	Long Island Rail Road	New York
Westbury	Long Island Rail Road	New York
Westwood	Long Island Rail Road	New York
Woodlawn	MTA	New York
Woodmere	Long Island Rail Road	New York
Wyandanch	Long Island Rail Road	New York
ALLENHURST	NJ TRANSIT RAIL	Norfolk
ASBURY PARK	NJ TRANSIT RAIL	Norfolk
AVENEL	NJ TRANSIT RAIL	Norfolk
Balentine/Broad Creek	Hampton Roads Transit (HRT)	Norfolk
BAY HEAD	NJ TRANSIT RAIL	Norfolk
BELMAR	NJ TRANSIT RAIL	Norfolk
BLOOMFIELD AVENUE	NJ TRANSIT RAIL	Norfolk
BOONTON	NJ TRANSIT RAIL	Norfolk
BOUND BROOK	NJ TRANSIT RAIL	Norfolk
BRADLEY BEACH	NJ TRANSIT RAIL	Norfolk
BRANCH BROOK PARK STATION	NJ TRANSIT RAIL	Norfolk
BROADWAY	NJ TRANSIT RAIL	Norfolk
CLIFTON	NJ TRANSIT RAIL	Norfolk
Connors Dock	New England Fast Ferry	Norfolk
CRANFORD	NJ TRANSIT RAIL	Norfolk
DAVENPORT AVENUE LIGHT RAIL STATION	NJ TRANSIT RAIL	Norfolk
DOVER	NJ TRANSIT RAIL	Norfolk
E 34TH STREET HBLR STATION	NJ TRANSIT RAIL	Norfolk
E 45TH STREET HBLR STATION	NJ TRANSIT RAIL	Norfolk
EMERSON	NJ TRANSIT RAIL	Norfolk
FERRY STOP - HIGH ST	Hampton Roads Transit (HRT)	Norfolk
GARFIELD	NJ TRANSIT RAIL	Norfolk
GARWOOD	NJ TRANSIT RAIL	Norfolk
GLEN RIDGE	NJ TRANSIT RAIL	Norfolk
GROVE STREET LIGHT RAIL STATION	NJ TRANSIT RAIL	Norfolk
HARRISON PATH STATION	Port Authority Trans Hudson	Norfolk
HIGHLAND AVENUE	NJ TRANSIT RAIL	Norfolk
HILLSDALE	NJ TRANSIT RAIL	Norfolk
KINGSLAND	NJ TRANSIT RAIL	Norfolk
LINDEN	NJ TRANSIT RAIL	Norfolk
LONG BRANCH	NJ TRANSIT RAIL	Norfolk
LYNDHURST	NJ TRANSIT RAIL	Norfolk
MANASQUAN	NJ TRANSIT RAIL	Norfolk
METUCHEN	NJ TRANSIT RAIL	Norfolk
MOUNT TABOR	NJ TRANSIT RAIL	Norfolk

MOUNTAIN STATION	NJ TRANSIT RAIL	Norfolk
New London Union Station	Shore Line East	Norfolk
NORTH ELIZABETH	NJ TRANSIT RAIL	Norfolk
NSU	Hampton Roads Transit (HRT)	Norfolk
ORANGE	NJ TRANSIT RAIL	Norfolk
PASSAIC	NJ TRANSIT RAIL	Norfolk
PLAUDERVILLE	NJ TRANSIT RAIL	Norfolk
POINT PLEASANT	NJ TRANSIT RAIL	Norfolk
PORT JERVIS	NJ TRANSIT RAIL	Norfolk
RAHWAY	NJ TRANSIT RAIL	Norfolk
RARITAN	NJ TRANSIT RAIL	Norfolk
RED BANK	NJ TRANSIT RAIL	Norfolk
RIVER EDGE	NJ TRANSIT RAIL	Norfolk
ROSELLE PARK	NJ TRANSIT RAIL	Norfolk
RUTHERFORD	NJ TRANSIT RAIL	Norfolk
SILVER LAKE LIGHT RAIL STOP	NJ TRANSIT RAIL	Norfolk
SPRING LAKE	NJ TRANSIT RAIL	Norfolk
SPRING VALLEY	NJ TRANSIT RAIL	Norfolk
SUFFERN	NJ TRANSIT RAIL	Norfolk
SUMMIT	NJ TRANSIT RAIL	Norfolk
WATSESSING AVENUE	NJ TRANSIT RAIL	Norfolk
WESTWOOD	NJ TRANSIT RAIL	Norfolk
WOOD RIDGE	NJ TRANSIT RAIL	Norfolk
WOODBIDGE	NJ TRANSIT RAIL	Norfolk
10th St & Mulberry Av	SEPTA	Philadelphia
10th St & Ridge Av	SEPTA	Philadelphia
10th St & Summit Av	SEPTA	Philadelphia
10th St & Wycome Av	SEPTA	Philadelphia
36TH STREET STATION	NJ TRANSIT RAIL	Philadelphia
49th St & Paschall Av	SEPTA	Philadelphia
49th St & Woodland Av	SEPTA	Philadelphia
50TH AND WOODLAND	SEPTA	Philadelphia
60th St & Chester Av	SEPTA	Philadelphia
60th St & Kingsessing Av	SEPTA	Philadelphia
63rd St & Malvern Av	SEPTA	Philadelphia
65th St & Belmar Av	SEPTA	Philadelphia
65th St & Chester Av	SEPTA	Philadelphia
65th St & Chester Av	SEPTA	Philadelphia
65th St & Cobbs Creek Pkwy	SEPTA	Philadelphia
65th St & Kingsessing Av	SEPTA	Philadelphia
69th St Terminal	SEPTA	Philadelphia

69th Street Terminal	SEPTA	Philadelphia
9th St & Cedar Av	SEPTA	Philadelphia
9th St & Ridge Av	SEPTA	Philadelphia
9th St & Summit Av	SEPTA	Philadelphia
Allegheny	SEPTA	Philadelphia
Ambler	SEPTA	Philadelphia
Anderson Av Station	SEPTA	Philadelphia
Angora Loop -Baltimore Av & 61st St	SEPTA	Philadelphia
Ardmore Junction Station	SEPTA	Philadelphia
Aronimink Station	SEPTA	Philadelphia
Baltimore Av & 59th St	SEPTA	Philadelphia
Baltimore Av & 60th St	SEPTA	Philadelphia
Baltimore Pk Station	SEPTA	Philadelphia
Bartram Av Station	SEPTA	Philadelphia
Beverly Blvd Station	SEPTA	Philadelphia
BEVERLY/EDGEWATER PARK	NJ TRANSIT RAIL	Philadelphia
Bowling Green Station	SEPTA	Philadelphia
Bridesburg	SEPTA	Philadelphia
Bridgeport Station	SEPTA	Philadelphia
Bristol	SEPTA	Philadelphia
BURLINGTON SOUTH	NJ TRANSIT RAIL	Philadelphia
BURLINGTON TOWNE CTR	NJ TRANSIT RAIL	Philadelphia
Carpenter	SEPTA	Philadelphia
Cemetary Av & Kingsessing Av	SEPTA	Philadelphia
Cheltenham Avenue	SEPTA	Philadelphia
Cheltenham	SEPTA	Philadelphia
Chester	SEPTA	Philadelphia
Chester Av & 59th St	SEPTA	Philadelphia
Chester Av & 60th St	SEPTA	Philadelphia
Chester Av & 65th St	SEPTA	Philadelphia
Chester Av & Alfred Av	SEPTA	Philadelphia
Chester Av & Allen Dr -Yeadon Loop	SEPTA	Philadelphia
Chester Av & Callahan Av	SEPTA	Philadelphia
Chester Av & Cedar Av	SEPTA	Philadelphia
Chester Av & Church Ln	SEPTA	Philadelphia
Chester Av & Duncan Av	SEPTA	Philadelphia
Chester Av & Stetser Av	SEPTA	Philadelphia
Chester Av & Yeadon Av	SEPTA	Philadelphia
Church Station	SEPTA	Philadelphia
Clifton-Aldan	SEPTA	Philadelphia
Clifton-Aldan Station	SEPTA	Philadelphia

Coatsville	Amtrak	Philadelphia
Conshohocken	SEPTA	Philadelphia
Creek Rd Station	SEPTA	Philadelphia
Crestmont	SEPTA	Philadelphia
Croydon	SEPTA	Philadelphia
Crum Lynne	SEPTA	Philadelphia
Darby	SEPTA	Philadelphia
Darby Transportation Center - Old	SEPTA	Philadelphia
DELANCO	NJ TRANSIT RAIL	Philadelphia
Downingtown	SEPTA	Philadelphia
Doylestown	SEPTA	Philadelphia
Drexel Hill Jct Station	SEPTA	Philadelphia
Drexel Manor Station	SEPTA	Philadelphia
Drexel Park Station	SEPTA	Philadelphia
East Falls	SEPTA	Philadelphia
Eddystone	SEPTA	Philadelphia
Edgmont St Station	SEPTA	Philadelphia
EGG HARBOR	NJ TRANSIT RAIL	Philadelphia
Elkins Park	SEPTA	Philadelphia
Elkins Park	SEPTA	Philadelphia
Elkins Park	SEPTA	Philadelphia
Elmwood Av & 56th St	SEPTA	Philadelphia
Elmwood Av & 57th St	SEPTA	Philadelphia
Elmwood Av & 58th St	SEPTA	Philadelphia
Elmwood Av & 59th St	SEPTA	Philadelphia
Elmwood Av & 61st St	SEPTA	Philadelphia
Elmwood Av & 71st St	SEPTA	Philadelphia
Elmwood Av & 72nd St	SEPTA	Philadelphia
Elmwood Av & 73rd St	SEPTA	Philadelphia
Elmwood Av & Edgewood Av	SEPTA	Philadelphia
Elmwood Av & Island Av	SEPTA	Philadelphia
ENTERTAINMENT CENTER	NJ TRANSIT RAIL	Philadelphia
Erie-Torresdale Station	SEPTA	Philadelphia
Fernwood-Yeadon	SEPTA	Philadelphia
Folcroft	SEPTA	Philadelphia
Fox Chase	SEPTA	Philadelphia
Garrettford Station	SEPTA	Philadelphia
Germantown	SEPTA	Philadelphia
Girard Av & 29th St	SEPTA	Philadelphia
Girard Av & 2nd St	SEPTA	Philadelphia
Girard Av & 31st St	SEPTA	Philadelphia

Girard Av & 33rd St	SEPTA	Philadelphia
Girard Av & 34th St	SEPTA	Philadelphia
Girard Av & 39th St	SEPTA	Philadelphia
Girard Av & 3rd St	SEPTA	Philadelphia
Girard Av & 40th St	SEPTA	Philadelphia
Girard Av & 41st St	SEPTA	Philadelphia
Girard Av & 42nd St	SEPTA	Philadelphia
Girard Av & 49th St	SEPTA	Philadelphia
Girard Av & 4th St	SEPTA	Philadelphia
Girard Av & 51st St	SEPTA	Philadelphia
Girard Av & 5th St	SEPTA	Philadelphia
Girard Av & 7th St	SEPTA	Philadelphia
Girard Av & 8th St	SEPTA	Philadelphia
Girard Av & Belmont Av	SEPTA	Philadelphia
Girard Av & Berks St	SEPTA	Philadelphia
Girard Av & Columbia Av	SEPTA	Philadelphia
Girard Av & Frankford Av- FS	SEPTA	Philadelphia
Girard Av & Front St	SEPTA	Philadelphia
Girard Av & Lancaster Av	SEPTA	Philadelphia
Girard Av & Merion Av	SEPTA	Philadelphia
Girard Av & Palmer St	SEPTA	Philadelphia
Girard Av & Richmond St	SEPTA	Philadelphia
Girard Station	SEPTA	Philadelphia
Glenolden	SEPTA	Philadelphia
Glenside	SEPTA	Philadelphia
Glenside	SEPTA	Philadelphia
Grays Av & 49th St	SEPTA	Philadelphia
Grays Av & 51st St	SEPTA	Philadelphia
Grays Av & 52nd St	SEPTA	Philadelphia
Highland Avenue	SEPTA	Philadelphia
Hunting Park Station	SEPTA	Philadelphia
Irvington Rd Station	SEPTA	Philadelphia
Island Av & 76th St	SEPTA	Philadelphia
Island Av & Buist Av	SEPTA	Philadelphia
Island Av & Tanager St	SEPTA	Philadelphia
Island Av & Woodland Av	SEPTA	Philadelphia
Island Av and 74th	SEPTA	Philadelphia
Kingsessing Av & 60th St	SEPTA	Philadelphia
Kingsessing Av & 61st St	SEPTA	Philadelphia
Kingsessing Av & 62nd St	SEPTA	Philadelphia
Kingsessing Av & 65th St	SEPTA	Philadelphia

Kingsessing Av & Cemetary-Mt Moriah	SEPTA	Philadelphia
Lancaster Av & 42nd St	SEPTA	Philadelphia
Lancaster Av & 43th St	SEPTA	Philadelphia
Lancaster Av & 44th St	SEPTA	Philadelphia
Lancaster Av & 45th St	SEPTA	Philadelphia
Lancaster Av & 47th St	SEPTA	Philadelphia
Lancaster Av & 48th St	SEPTA	Philadelphia
Lancaster Av & 49th St	SEPTA	Philadelphia
Lancaster Av & 50th St	SEPTA	Philadelphia
Lancaster Av & 52nd St	SEPTA	Philadelphia
Lancaster Av & Belmont Av - FS	SEPTA	Philadelphia
Lancaster Av & Bible St	SEPTA	Philadelphia
Lancaster Av & Girard Av	SEPTA	Philadelphia
Lancaster Av & Parrish St	SEPTA	Philadelphia
Lancaster Av & Thomson St	SEPTA	Philadelphia
Lancaster Av & Westminster St	SEPTA	Philadelphia
Lancaster Av & Wyalusing Av	SEPTA	Philadelphia
Lansdale	SEPTA	Philadelphia
Lansdowne	SEPTA	Philadelphia
Lansdowne Av & Lancaster Av	SEPTA	Philadelphia
Lansdowne Av Station	SEPTA	Philadelphia
Lawndale	SEPTA	Philadelphia
Lindbergh Av & Wheeler St	SEPTA	Philadelphia
Lindbergh Blvd & 53rd St	SEPTA	Philadelphia
Lindbergh Blvd & 54th St	SEPTA	Philadelphia
MacDade Blvd Station	SEPTA	Philadelphia
Magnolia Av Station	SEPTA	Philadelphia
Main St & 2nd St	SEPTA	Philadelphia
Main St & 3rd St	SEPTA	Philadelphia
Main St & 4th St	SEPTA	Philadelphia
Main St & 5th St	SEPTA	Philadelphia
Main St & 6th St	SEPTA	Philadelphia
Main St & Front St	SEPTA	Philadelphia
Main St & Mill St	SEPTA	Philadelphia
Main St & Powell St	SEPTA	Philadelphia
Main St & Summit St	SEPTA	Philadelphia
Main Street	SEPTA	Philadelphia
Malvern Av & 63rd St	SEPTA	Philadelphia
Malvern Av & Loop	SEPTA	Philadelphia
Manayunk	SEPTA	Philadelphia
Manchester Av Station	SEPTA	Philadelphia

Marcus Hook	SEPTA	Philadelphia
Media	SEPTA	Philadelphia
Melrose Park	SEPTA	Philadelphia
Melrose Park	SEPTA	Philadelphia
Melrose Park	SEPTA	Philadelphia
Millbourne Station	SEPTA	Philadelphia
Morton-Rutledge	SEPTA	Philadelphia
Narberth	SEPTA	Philadelphia
Norristown T.C.	SEPTA	Philadelphia
Norristown Transportation Center	SEPTA	Philadelphia
North Philadelphia	SEPTA	Philadelphia
North Philadelphia Amtrak	SEPTA	Philadelphia
North St Station	SEPTA	Philadelphia
North Wales	SEPTA	Philadelphia
Norwood	SEPTA	Philadelphia
PALMYRA	NJ TRANSIT RAIL	Philadelphia
Parkview Station	SEPTA	Philadelphia
PATCO COLLINSWOOD STATION	PATCO	Philadelphia
PATCO FERRY AVE STATION	PATCO	Philadelphia
PATCO HADDONFIELD STATION	PATCO	Philadelphia
PATCO WESTMONT STATION	PATCO	Philadelphia
Penfield (Manoa Rd) Station	SEPTA	Philadelphia
Prospect Park - Moore	SEPTA	Philadelphia
Providence Rd Station	SEPTA	Philadelphia
Richmond St & Allegheny Av	SEPTA	Philadelphia
Richmond St & Ann St	SEPTA	Philadelphia
Richmond St & Cambria St	SEPTA	Philadelphia
Richmond St & Clearfield St	SEPTA	Philadelphia
Richmond St & Cumberland St	SEPTA	Philadelphia
Richmond St & Huntingdon St	SEPTA	Philadelphia
Richmond St & Indiana St	SEPTA	Philadelphia
Richmond St & Lehigh Av	SEPTA	Philadelphia
Richmond St & Somerset St	SEPTA	Philadelphia
Ridley Park	SEPTA	Philadelphia
RIVERSIDE	NJ TRANSIT RAIL	Philadelphia
RIVERTON	NJ TRANSIT RAIL	Philadelphia
Ryers	SEPTA	Philadelphia
School Ln Station	SEPTA	Philadelphia
Sedgwick	SEPTA	Philadelphia
Sharon Hill	SEPTA	Philadelphia
Sharon Hill Station	SEPTA	Philadelphia

Spring Garden Station	SEPTA	Philadelphia
Springfield Rd Station	SEPTA	Philadelphia
Stenton	SEPTA	Philadelphia
Summit Av & 9th St - MBFS	SEPTA	Philadelphia
Tacony	SEPTA	Philadelphia
Washington Lane	SEPTA	Philadelphia
Wayne Junction	SEPTA	Philadelphia
Wayne Junction	SEPTA	Philadelphia
Wayne Junction	SEPTA	Philadelphia
Wayne Junction	SEPTA	Philadelphia
Wayne Junction	SEPTA	Philadelphia
Westmoreland Loop & Richmond St	SEPTA	Philadelphia
Wissahickon	SEPTA	Philadelphia
Woodland Av & 46th St	SEPTA	Philadelphia
Woodland Av & 47th St	SEPTA	Philadelphia
Woodland Av & 48th St	SEPTA	Philadelphia
Woodland Av & 49th St	SEPTA	Philadelphia
Woodland Av & 50th St	SEPTA	Philadelphia
Woodland Av & 51st St	SEPTA	Philadelphia
Woodland Av & 52nd St	SEPTA	Philadelphia
Woodland Av & 53rd St	SEPTA	Philadelphia
Woodland Av & 69th St	SEPTA	Philadelphia
Woodland Av & 70th St	SEPTA	Philadelphia
Woodland Av & 71st St	SEPTA	Philadelphia
Woodland Av & 72nd St	SEPTA	Philadelphia
Woodland Av & Island Av	SEPTA	Philadelphia
Wyndmoor	SEPTA	Philadelphia
Wynnewood Rd Station	SEPTA	Philadelphia
101 FWY & APACHE BLVD	Valley Metro	Phoenix
MCDOWELL RD & CENTRAL AVE	Valley Metro	Phoenix
OSBORN RD & CENTRAL AVE	Valley Metro	Phoenix
UNIVERSITY DR & RURAL RD	Valley Metro	Phoenix
VETERANS WAY & COLLEGE AVE	Valley Metro	Phoenix
Belasco	PAT	Pittsburgh
Bell	PAT	Pittsburgh
Boggs	PAT	Pittsburgh
Bon Air	PAT	Pittsburgh
Boustead	PAT	Pittsburgh
Carnegie	PAT	Pittsburgh
Central	PAT	Pittsburgh
Coast	PAT	Pittsburgh



Crafton	PAT	Pittsburgh
Dawn	PAT	Pittsburgh
Denise	PAT	Pittsburgh
Dormont Junction	PAT	Pittsburgh
East Liberty	PAT	Pittsburgh
Fallowfield	PAT	Pittsburgh
Glenbury	PAT	Pittsburgh
Hamnett	PAT	Pittsburgh
Hampshire	PAT	Pittsburgh
Hay Street	PAT	Pittsburgh
Herron	PAT	Pittsburgh
Homewood	PAT	Pittsburgh
Inglewood	PAT	Pittsburgh
Ingram	PAT	Pittsburgh
Kelton	PAT	Pittsburgh
Lower	PAT	Pittsburgh
Martin Villa	PAT	Pittsburgh
Mt Lebanon	PAT	Pittsburgh
Neeld	PAT	Pittsburgh
Overbrook	PAT	Pittsburgh
Overbrook Junction	PAT	Pittsburgh
Palm Garden	PAT	Pittsburgh
Pennant	PAT	Pittsburgh
Poplar	PAT	Pittsburgh
Potomac	PAT	Pittsburgh
Roslyn	PAT	Pittsburgh
Sheraden	PAT	Pittsburgh
Shiras	PAT	Pittsburgh
Smith Road	PAT	Pittsburgh
South Bank	PAT	Pittsburgh
South Hills Junction	PAT	Pittsburgh
St. Anne's	PAT	Pittsburgh
Stevenson	PAT	Pittsburgh
Swissvale	PAT	Pittsburgh
Traymore	PAT	Pittsburgh
Upper	PAT	Pittsburgh
Upper	PAT	Pittsburgh
Westfield	PAT	Pittsburgh
Whited Street	PAT	Pittsburgh
Wilkinsburg	PAT	Pittsburgh
Willow	PAT	Pittsburgh

Albany	Amtrak	Portland
Albina/Mississippi MAX Station	TriMet	Portland
Beaverton Central MAX Station	TriMet	Portland
Beaverton TC MAX Station	TriMet	Portland
Beaverton TC WES Station	TriMet	Portland
E 102nd Ave MAX Station	TriMet	Portland
E 162nd Ave MAX Station	TriMet	Portland
E 172nd Ave MAX Station	TriMet	Portland
Gateway/NE 99th Ave TC MAX Station	TriMet	Portland
Gresham Central TC MAX Station	TriMet	Portland
Hatfield Government Center MAX Station	TriMet	Portland
Hillsboro Central/SE 3rd TC MAX Station	TriMet	Portland
Kelso-Longview	Amtrak	Portland
Kenton/N Denver Ave MAX Station	TriMet	Portland
Lents/SE Foster Rd MAX Station	TriMet	Portland
Marquam Hill Upper Tram Terminal	TriMet	Portland
N Killingsworth St MAX Station	TriMet	Portland
N Lombard TC MAX Station	TriMet	Portland
N Prescott St MAX Station	TriMet	Portland
NE 60th Ave MAX Station	TriMet	Portland
NE 82nd Ave MAX Station	TriMet	Portland
OHSU Commons	TriMet	Portland
Oregon City	Amtrak	Portland
Orenco/NW 231st Ave MAX Station	TriMet	Portland
Overlook Park MAX Station	TriMet	Portland
Parkrose/Sumner TC MAX Station	TriMet	Portland
Rosa Parks MAX Station	TriMet	Portland
Salem	Amtrak	Portland
SE Holgate Blvd MAX Station	TriMet	Portland
SE Main St MAX Station	TriMet	Portland
South Waterfront Lower Tram Terminal	TriMet	Portland
SW Bond & Lane	TriMet	Portland
SW Lowell & Bond	TriMet	Portland
SW Moody & Gaines	TriMet	Portland
SW Moody & Gibbs	TriMet	Portland
Tuality Hospital/SE 8th Ave MAX Station	TriMet	Portland
Vancouver	Amtrak	Portland
Washington/SE 12th Ave MAX Station	TriMet	Portland
24TH ST AND SUTTERVILLE RD	RT	Sacramento
ARDEN WAY AND DEL PASO BLVD	RT	Sacramento
ARDEN WAY AND ROYAL OAKS DR	RT	Sacramento

BROADWAY AND 19TH ST	RT	Sacramento
DEL PASO BLVD AND GLOBE AVE	RT	Sacramento
FOLSOM BLVD AND LEIDESDORFF ST	RT	Sacramento
FOLSOM BLVD AND SUTTER ST	RT	Sacramento
FREEMONT BLVD AND 21ST ST	RT	Sacramento
R ST AND 23RD ST	RT	Sacramento
R ST AND 24TH ST	RT	Sacramento
R ST AND 29TH ST	RT	Sacramento
R ST AND 30TH ST	RT	Sacramento
R ST AND 39TH ST	RT	Sacramento
R ST AND 47TH ST	RT	Sacramento
R ST AND 48TH ST	RT	Sacramento
Roseville	Capitol Corridor Joint Powers Authority	Sacramento
Arena	UTA	Salt Lake City
City Center Station	UTA	Salt Lake City
Courthouse Station	UTA	Salt Lake City
Gallivan Plaza	UTA	Salt Lake City
Historic Sandy	UTA	Salt Lake City
Library Station	UTA	Salt Lake City
Old Greektown	UTA	Salt Lake City
Planetarium	UTA	Salt Lake City
Temple Square Station	UTA	Salt Lake City
Trolley Square Station	UTA	Salt Lake City
24th Street Station	MTS	San Diego
25th/Commercial St Station	MTS	San Diego
32nd St/Commercial Station	MTS	San Diego
70th St Station	MTS	San Diego
8th Street Station	MTS	San Diego
Barrio Logan Station	MTS	San Diego
Coaster Carlsbad Village Station	North County Transit District	San Diego
Coaster Encinitas Station	North County Transit District	San Diego
Coaster Oceanside Transit Center	North County Transit District	San Diego
Coaster Old Town Station	North County Transit District	San Diego
Coronado Ferry Landing	MTS	San Diego
Harborside Station	MTS	San Diego
La Mesa Blvd Station	MTS	San Diego
Lemon Grove Depot	MTS	San Diego
Middletown Station	MTS	San Diego
Morena/Linda Vista Station	MTS	San Diego
Oceanside Metrolink Station	Metrolink	San Diego
Old Town Transit Center	MTS	San Diego

Old Town Transit Center	MTS	San Diego
Pacific Fleet Station	MTS	San Diego
Spring Street Station	MTS	San Diego
SPRINTER Coast Hwy Station	North County Transit District	San Diego
SPRINTER Oceanside Transit Center	North County Transit District	San Diego
Washington St Station	MTS	San Diego
15th Ave & Taraval St	San Francisco Municipal Transportation Agency	San Francisco
15th Ave & Ulloa St	San Francisco Municipal Transportation Agency	San Francisco
19th Ave & Randolph St	San Francisco Municipal Transportation Agency	San Francisco
46th Ave & Ulloa St	San Francisco Municipal Transportation Agency	San Francisco
46th Ave & Vicente St	San Francisco Municipal Transportation Agency	San Francisco
Bay Fair BART	BART	San Francisco
Bay Shore Blvd & Sunnysdale Ave	San Francisco Municipal Transportation Agency	San Francisco
Bay Shore Blvd/Arleta/Blanken	San Francisco Municipal Transportation Agency	San Francisco
CAMPBELL STATION	VTA	San Francisco
Castro Valley BART	BART	San Francisco
CHAMPION STATION	VTA	San Francisco
CIVIC CENTER STATION	VTA	San Francisco
Coliseum/Oakland Airport Station	BART	San Francisco
Colma BART	BART	San Francisco
Concord BART	BART	San Francisco
Daly City BART	BART	San Francisco
DIRIDON STATION	VTA	San Francisco
El Cerrito Del Norte BART	BART	San Francisco
El Cerrito Plaza BART	BART	San Francisco
EVELYN STATION	VTA	San Francisco
FAIR OAKS STATION	VTA	San Francisco
Forest Hill Station	San Francisco Municipal Transportation Agency	San Francisco
Fremont	ACE , Capitol Corridor Joint Powers Authority	San Francisco
Fruitvale BART	BART	San Francisco
Hayward Station BART	BART	San Francisco
JAPANTOWN / AYER STATION	VTA	San Francisco
Judah St & 34th Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 43rd Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 46th Ave	San Francisco Municipal Transportation Agency	San Francisco

Judah St & Sunset Blvd	San Francisco Municipal Transportation Agency	San Francisco
Judah/La Playa/Ocean Beach	San Francisco Municipal Transportation Agency	San Francisco
Junipero Serra Blvd & Ocean Ave	San Francisco Municipal Transportation Agency	San Francisco
Livermore	ACE	San Francisco
MacArthur BART	BART	San Francisco
Metro Forest Hill Station/Downtown	San Francisco Municipal Transportation Agency	San Francisco
MOUNTAIN VIEW STATION	VTA	San Francisco
North Berkeley BART	BART	San Francisco
Oakland Ferry Terminal	Alameda/Oakland Ferry	San Francisco
Ocean Ave & Aptos Ave	San Francisco Municipal Transportation Agency	San Francisco
Ocean Ave & Cerritos Ave	San Francisco Municipal Transportation Agency	San Francisco
Ocean Ave & Dorado Ter	San Francisco Municipal Transportation Agency	San Francisco
Ocean Ave & Fairfield Way	San Francisco Municipal Transportation Agency	San Francisco
Ocean Ave & Jules Ave	San Francisco Municipal Transportation Agency	San Francisco
Ocean Ave & San Leandro Way	San Francisco Municipal Transportation Agency	San Francisco
Ocean Ave & Victoria St	San Francisco Municipal Transportation Agency	San Francisco
Ocean Ave & Westgate Dr	San Francisco Municipal Transportation Agency	San Francisco
Pleasant Hill/Contra Costa Centre BART	BART	San Francisco
RACE STATION	VTA	San Francisco
REAMWOOD STATION	VTA	San Francisco
Richmond BART	BART	San Francisco
Right Of Way/Eucalyptus Dr	San Francisco Municipal Transportation Agency	San Francisco
Right Of Way/Ocean Ave	San Francisco Municipal Transportation Agency	San Francisco
RIVER OAKS STATION	VTA	San Francisco
Rockridge BART	BART	San Francisco
San Leandro BART	BART	San Francisco
South Hayward BART	BART	San Francisco
Stockton	ACE	San Francisco
Taraval St & 44th Ave	San Francisco Municipal Transportation Agency	San Francisco
TASMAN STATION	VTA	San Francisco

Third Street & 20th St	San Francisco Municipal Transportation Agency	San Francisco
Third Street & 23rd St	San Francisco Municipal Transportation Agency	San Francisco
Third Street & Evans Ave	San Francisco Municipal Transportation Agency	San Francisco
Third Street & Le Conte Ave	San Francisco Municipal Transportation Agency	San Francisco
Third Street & Marin St	San Francisco Municipal Transportation Agency	San Francisco
Third Street & Mariposa St	San Francisco Municipal Transportation Agency	San Francisco
Third Street & Mission Rock St	San Francisco Municipal Transportation Agency	San Francisco
Third Street/Gilman/Paul	San Francisco Municipal Transportation Agency	San Francisco
Third Street/Hudson/Innes	San Francisco Municipal Transportation Agency	San Francisco
Third Street/Kirkwood/La Salle	San Francisco Municipal Transportation Agency	San Francisco
UCSF/Mission Bay	San Francisco Municipal Transportation Agency	San Francisco
Ulloa St & Forest Side Ave	San Francisco Municipal Transportation Agency	San Francisco
Vallejo Ferry Terminal	Baylink	San Francisco
VIENNA STATION	VTA	San Francisco
Walnut Creek BART	BART	San Francisco
West Oakland BART	BART	San Francisco
West Portal Ave & 14th Ave	San Francisco Municipal Transportation Agency	San Francisco
West Portal Station	San Francisco Municipal Transportation Agency	San Francisco
West Portal/Sloat/St Francis Circle	San Francisco Municipal Transportation Agency	San Francisco
WHISMAN STATION	VTA	San Francisco
22nd Street Caltrain	Caltrain	Seattle
Bayshore Caltrain	Caltrain	Seattle
Bellingham	Amtrak	Seattle
Berkeley	Capitol Corridor Joint Powers Authority	Seattle
Broadway Caltrain	Caltrain	Seattle
Burlingame Caltrain	Caltrain	Seattle
California Ave Caltrain	Caltrain	Seattle
Centralia	Amtrak	Seattle
Fremont	Capitol Corridor Joint Powers Authority	Seattle

Gilroy Caltrain	Caltrain	Seattle
Hayward	Capitol Corridor Joint Powers Authority	Seattle
Hayward Park Caltrain	Caltrain	Seattle
Lawrence Caltrain	Caltrain	Seattle
Martinez	Capitol Corridor Joint Powers Authority	Seattle
Mount Vernon	Amtrak	Seattle
Mountain View Caltrain	Caltrain	Seattle
Oakland Coliseum	Capitol Corridor Joint Powers Authority	Seattle
Richmond	Capitol Corridor Joint Powers Authority	Seattle
San Antonio Caltrain	Caltrain	Seattle
San Bruno Caltrain	Caltrain	Seattle
San Jose	Capitol Corridor Joint Powers Authority	Seattle
San Jose Caltrain	Caltrain	Seattle
Sausalito Ferry Terminal	Blue & Gold Fleet	Seattle
So. San Francisco Caltrain	Caltrain	Seattle
Suisun-Fairfield	Capitol Corridor Joint Powers Authority	Seattle
Sunnyvale Caltrain	Caltrain	Seattle
Tamien Caltrain	Caltrain	Seattle
WATER TAXI ROUTE & HARBOR AVE SW	King County Marine Division	Seattle
5TH & MISSOURI METROLINK STATION	Metro St. Louis	St Louis
Auburn Station	Sound Transit	St Louis
BEACON HILL	Sound Transit	St Louis
BELLEVILLE METROLINK STATION	Metro St. Louis	St Louis
BRENTWOOD METROLINK STATION	Metro St. Louis	St Louis
CLAYTON METROLINK STATION	Metro St. Louis	St Louis
COLUMBIA CITY	Sound Transit	St Louis
DELMAR METROLINK STATION	Metro St. Louis	St Louis
Edmonds	Washington State Ferries	St Louis
Edmonds Station	Sound Transit	St Louis
EMERSON PARK METROLINK STATION	Metro St. Louis	St Louis
Everett Station	Sound Transit	St Louis
Fauntleroy	Washington State Ferries	St Louis
FOREST PARK METROLINK STATION	Metro St. Louis	St Louis
GRAND METROLINK STATION	Metro St. Louis	St Louis

Kent Station	Sound Transit	St Louis
Kingston	Washington State Ferries	St Louis
MOUNT BAKER	Sound Transit	St Louis
Mukilteo	Washington State Ferries	St Louis
OTHELLO	Sound Transit	St Louis
Port Townsend	Washington State Ferries	St Louis
Puyallup Station	Sound Transit	St Louis
RAINIER BEACH	Sound Transit	St Louis
RICHMOND HEIGHTS METROLINK STATION	Metro St. Louis	St Louis
SHREWSBURY METROLINK STATION	Metro St. Louis	St Louis
SKINKER METROLINK STATION	Metro St. Louis	St Louis
South 25th Street Station	Sound Transit	St Louis
Sumner Station	Sound Transit	St Louis
Tacoma Dome Station	Sound Transit	St Louis
Tacoma Dome Station	Sound Transit	St Louis
U CITY BIG BEND METROLINK STATION	Metro St. Louis	St Louis
Union Station	Sound Transit	St Louis
WELLSTON METROLINK STATION	Metro St. Louis	St Louis
Cadrecha Plaza Station	HART	Tampa
Centennial Park Station	HART	Tampa
Streetcar Society Station	HART	Tampa
Tampa Bay Federal Credit Union Stat	HART	Tampa
ARCHIVES METRO STATION	WMATA	Washington DC
BENNING RD METRO STATION	WMATA	Washington DC
BROOKLAND-CUA METRO	WMATA	Washington DC
BRUNSWICK MD MARC	Maryland Transit Administration	Washington DC
CAPITOL HEIGHTS METRO STATION	WMATA	Washington DC
CAPITOL SOUTH METRO STATION	WMATA	Washington DC
COLLEGE PARK MARC	Maryland Transit Administration	Washington DC
COLLEGE PARK/U OF MD METRO STATION	WMATA	Washington DC
Crystal City	VRE	Washington DC
CRYSTAL CITY METRO STATION	WMATA	Washington DC
DEANWOOD METRO STATION	WMATA	Washington DC
EASTERN MARKET METRO STATION	WMATA	Washington DC
FARRAGUT NORTH METRO STATION	WMATA	Washington DC
FARRAGUT WEST METRO STATION	WMATA	Washington DC
FEDERAL CENTER METRO STATION	WMATA	Washington DC
FEDERAL TRIANGLE METRO STATION	WMATA	Washington DC
FOREST GLEN METRO STATION	WMATA	Washington DC
FREDERICK MARC	Maryland Transit Administration	Washington DC
Fredericksburg	VRE	Washington DC



GALLERY PLACE CHINATOWN METRO STATION	WMATA	Washington DC
JUDICIARY SQUARE METRO STATION	WMATA	Washington DC
KENSINGTON MARC	Maryland Transit Administration	Washington DC
L'Enfant	VRE	Washington DC
L'ENFANT PLAZA METRO STATION	WMATA	Washington DC
LARGO TOWN CENTER METRO STATION	WMATA	Washington DC
LAUREL MARC	Maryland Transit Administration	Washington DC
Manassas	VRE	Washington DC
MARTINSBURG W VA MARC	Maryland Transit Administration	Washington DC
MCPHERSON SQ METRO STATION	WMATA	Washington DC
METRO CENTER METRO STATION	WMATA	Washington DC
MINNESOTA AVE METRO STATION	WMATA	Washington DC
NAVY YARD METRO STATION	WMATA	Washington DC
NEW YORK AVENUE METRO STATION	WMATA	Washington DC
PENTAGON CITY METRO STATION	WMATA	Washington DC
POTOMAC AVE METRO	WMATA	Washington DC
PRINCE GEORGES PLAZA METRO STATION	WMATA	Washington DC
RIVERDALE MARC	Maryland Transit Administration	Washington DC
ROCKVILLE MARC	Maryland Transit Administration	Washington DC
ROCKVILLE METRO STATION	WMATA	Washington DC
SMITHSONIAN METRO STATION	WMATA	Washington DC
STADIUM ARMORY METRO STATION	WMATA	Washington DC
TAKOMA METRO STATION	WMATA	Washington DC
TENLEYTOWN METRO STATION	WMATA	Washington DC
TWINBROOK METRO STATION	WMATA	Washington DC
Union Station	VRE	Washington DC
UNION STATION MARC Washington	Maryland Transit Administration	Washington DC
UNION STATION METRO STATION	WMATA	Washington DC
WATERFRONT METRO STATION	WMATA	Washington DC
WEST HYATTSVILLE METRO STATION	WMATA	Washington DC
WHEATON METRO STATION	WMATA	Washington DC
WHITE FLINT METRO STATION	WMATA	Washington DC
Total		1360

## Appendix C: TOD Station List

Station Name	Transit Agency	Region by Transit Agency
Downtown Alvarado Transportation Center	NMDOT	Albuquerque
ARTS CENTER STATION	MARTA	Atlanta
CIVIC CENTER STATION	MARTA	Atlanta
DOME-GWCC-PHILIPS ARENA-CNN STATION	MARTA	Atlanta
FIVE POINTS STATION	MARTA	Atlanta
FIVE POINTS STATION	MARTA	Atlanta
GARNETT STATION	MARTA	Atlanta
GEORGIA STATE STATION	MARTA	Atlanta
MIDTOWN STATION	MARTA	Atlanta
NORTH AVENUE STATION	MARTA	Atlanta
PEACHTREE CENTER STATION	MARTA	Atlanta
DOWNTOWN STATION	Capital Metro	Austin
BALTIMORE ST	Maryland Transit Administration	Baltimore
CAMDEN STATION MARC	Maryland Transit Administration	Baltimore
CAMDEN/LT RAIL	Maryland Transit Administration	Baltimore
CANTON WATERFRONT PARK	Charm City Circulator	Baltimore
CENTRE ST	Maryland Transit Administration	Baltimore
CHARLES CENTER (METRO)	Maryland Transit Administration	Baltimore
CULTURAL CTR	Maryland Transit Administration	Baltimore
JOHNS HOPKINS STATION (METRO)	Maryland Transit Administration	Baltimore
LEXINGTON MARKET (METRO)	Maryland Transit Administration	Baltimore
LEXINGTON ST	Maryland Transit Administration	Baltimore
MARITIME PARK	Charm City Circulator	Baltimore
MT ROYAL	Maryland Transit Administration	Baltimore
PENN STATION LIGHT RAIL	Maryland Transit Administration	Baltimore
PENN STATION MARC	Maryland Transit Administration	Baltimore
PENN/NORTH STATION (METRO)	Maryland Transit Administration	Baltimore
PRATT ST LIGHT RAIL	Maryland Transit Administration	Baltimore
SHOT TOWER STATION (METRO)	Maryland Transit Administration	Baltimore
STATE CENTER (METRO)	Maryland Transit Administration	Baltimore
UPTON STATION (METRO)	Maryland Transit Administration	Baltimore
Providence	MBTA	Boston
Allen/Medical Campus Sta.	NFTA-METRO	Buffalo
Church Street Station	NFTA-METRO	Buffalo
Erie Canal Harbor Station	NFTA-METRO	Buffalo
Fountain Plaza Station	NFTA-METRO	Buffalo

Lafayette Station	NFTA-METRO	Buffalo
Seneca Station	NFTA-METRO	Buffalo
Special Events Station	NFTA-METRO	Buffalo
Theater Station	NFTA-METRO	Buffalo
3rd/ Convention Center Station	CATS	Charlotte
7th St Station	CATS	Charlotte
Carson Station	CATS	Charlotte
CTC Station	CATS	Charlotte
Stonewall Station	CATS	Charlotte
18th	CTA	Chicago
18th St. Metra	Metra	Chicago
35-Bronzeville-IIT	CTA	Chicago
51st/53rd St. (Hyde Park) Metra	Metra	Chicago
54th/Cermak	CTA	Chicago
55th - 56th - 57th St. Metra	Metra	Chicago
Adams/Wabash	CTA	Chicago
Addison-Brown	CTA	Chicago
Addison-Red	CTA	Chicago
Amtrak Milwaukee	Amtrak	Chicago
Argyle	CTA	Chicago
Armitage	CTA	Chicago
Ashland-Lake	CTA	Chicago
Austin-Green	CTA	Chicago
Belmont	CTA	Chicago
Belmont-Blue	CTA	Chicago
Berwyn	CTA	Chicago
Bryn Mawr	CTA	Chicago
Bryn Mawr Metra	Metra	Chicago
California-Cermak	CTA	Chicago
California-O'Hare	CTA	Chicago
Central Park	CTA	Chicago
Central-Green	CTA	Chicago
Cermak-Chinatown	CTA	Chicago
Chicago OTC Metra	Metra	Chicago
Chicago Union Station Metra	Metra	Chicago
Chicago-Blue	CTA	Chicago
Chicago-Brown	CTA	Chicago
Chicago-Red	CTA	Chicago
Cicero-Cermak	CTA	Chicago
Clark/Division	CTA	Chicago
Clark/Lake (Subway)	CTA	Chicago

Clinton-Blue	CTA	Chicago
Clinton-Green	CTA	Chicago
Cumberland	CTA	Chicago
Damen-Brown	CTA	Chicago
Damen-Cermak	CTA	Chicago
Damen-O'Hare	CTA	Chicago
Davis	CTA	Chicago
Dempster	CTA	Chicago
Diversey	CTA	Chicago
Division	CTA	Chicago
Elgin Metra	Metra	Chicago
Evanston (Davis St.) Metra	Metra	Chicago
Foster	CTA	Chicago
Francisco	CTA	Chicago
Fullerton	CTA	Chicago
Grand-Blue	CTA	Chicago
Grand-Red	CTA	Chicago
Granville	CTA	Chicago
Halsted Street Metra	Metra	Chicago
Harlem-Green	CTA	Chicago
Harold Washington Library	CTA	Chicago
Harrison	CTA	Chicago
Healy Metra	Metra	Chicago
Howard	CTA	Chicago
Illinois Medical District	CTA	Chicago
Irving Park-Brown	CTA	Chicago
Jackson-Blue	CTA	Chicago
Jackson-Red	CTA	Chicago
Jarvis	CTA	Chicago
Kedzie-Brown	CTA	Chicago
Kedzie-Cermak	CTA	Chicago
Kimball	CTA	Chicago
Lake	CTA	Chicago
Laramie	CTA	Chicago
LaSalle	CTA	Chicago
LaSalle Street Metra	Metra	Chicago
LaSalle/Van Buren	CTA	Chicago
Lawrence	CTA	Chicago
Logan Square	CTA	Chicago
Loyola	CTA	Chicago
Madison/Wabash	CTA	Chicago

Merchandise Mart	CTA	Chicago
Monroe-Blue	CTA	Chicago
Monroe-Red	CTA	Chicago
Montrose-Brown	CTA	Chicago
Morse	CTA	Chicago
Museum Campus/11th St. Metra	Metra	Chicago
North/Clybourn	CTA	Chicago
Noyes	CTA	Chicago
Oak Park Metra	Metra	Chicago
Paulina	CTA	Chicago
Polk	CTA	Chicago
Quincy/Wells	CTA	Chicago
Racine	CTA	Chicago
Randolph St. Metra	Metra	Chicago
Randolph/Wabash	CTA	Chicago
Ravenswood Metra	Metra	Chicago
Rockwell	CTA	Chicago
Rogers Park Metra	Metra	Chicago
Roosevelt (Elevated)	CTA	Chicago
Roosevelt (Subway)	CTA	Chicago
Sedgwick	CTA	Chicago
Sheridan	CTA	Chicago
South Shore Metra	Metra	Chicago
Southport	CTA	Chicago
Sox-35th	CTA	Chicago
State/Lake	CTA	Chicago
Thorndale	CTA	Chicago
UIC-Halsted	CTA	Chicago
Van Buren St. Metra	Metra	Chicago
Washington-Blue	CTA	Chicago
Washington/Wells	CTA	Chicago
Wellington	CTA	Chicago
Western-Brown	CTA	Chicago
Western-Cermak	CTA	Chicago
Western-O'Hare	CTA	Chicago
Wilson	CTA	Chicago
Windsor Park Metra	Metra	Chicago
57th Street	North Indiana Commuter Transportation District	Cleveland
E ROADWAY & SUPERIOR AVE STATION	GCRTA	Cleveland
EUCLID AVE & E 14TH ST STATION	GCRTA	Cleveland
EUCLID AVE & E 19TH ST STATION	GCRTA	Cleveland

EUCLID AVE & E 2ND ST STATION	GCRTA	Cleveland
EUCLID AVE & E 6TH ST STATION	GCRTA	Cleveland
EUCLID AVE & E 9TH ST STATION	GCRTA	Cleveland
EUCLID AVE & ONTARIO ST STATION	GCRTA	Cleveland
FLATS EAST BANK RTS	GCRTA	Cleveland
Millenium Station at Randolph Street	North Indiana Commuter Transportation District	Cleveland
Museum Campus/11th Street	North Indiana Commuter Transportation District	Cleveland
SETTLERS LANDING STATION	GCRTA	Cleveland
TOWER CITY RAIL	GCRTA	Cleveland
Van Buren Street	North Indiana Commuter Transportation District	Cleveland
W ROADWAY & SUPERIOR AVE STATION	GCRTA	Cleveland
AKARD STATION	DART	Dallas
BAYLOR STATION	DART	Dallas
CITYPLACE STATION	DART	Dallas
CITYPLACE WEST @ US 75 - S - MB	DART	Dallas
DEEP ELLUM STATION	DART	Dallas
FT WORTH INTERMODAL TRANSIT CTR	DART	Dallas
LEMMON @ COLE	DART	Dallas
MCKINNEY @ ALLEN	DART	Dallas
MCKINNEY @ BLACKBURN	DART	Dallas
MCKINNEY @ BOLL	DART	Dallas
MCKINNEY @ BOWEN	DART	Dallas
MCKINNEY @ FAIRMOUNT	DART	Dallas
MCKINNEY @ HALL	DART	Dallas
MCKINNEY @ HARWOOD	DART	Dallas
MCKINNEY @ LEMMON	DART	Dallas
MCKINNEY @ MAPLE-ROUTH	DART	Dallas
MCKINNEY @ OLIVE	DART	Dallas
MCKINNEY @ PEARL	DART	Dallas
MCKINNEY @ ROUTH	DART	Dallas
MCKINNEY @ SNEED	DART	Dallas
MCKINNEY @ WORTHINGTON	DART	Dallas
ML ONLY BLACKBURN @ COLE	DART	Dallas
ML ONLY COLE/Allen	DART	Dallas
ML ONLY COLE/Bowen	DART	Dallas
ML ONLY COLE/HALL	DART	Dallas
ML ONLY COLE/LEMMON	DART	Dallas
PEARL STATION	DART	Dallas
ST PAUL @ MUNGER - S - FS	DART	Dallas
ST PAUL @ ROSS - S - NS	DART	Dallas

ST PAUL @ WOODALL RODGERS - S - FS	DART	Dallas
ST PAUL STATION	DART	Dallas
T&P STATION	DART	Dallas
UNION STATION	DART	Dallas
UNION STATION	DART	Dallas
WEST END STATION	DART	Dallas
16th & California Station	RTD	Denver
16th & Stout Station	RTD	Denver
16th Street Mall & Arapahoe St	RTD	Denver
16th Street Mall & California St	RTD	Denver
16th Street Mall & Champa St	RTD	Denver
16th Street Mall & Cleveland Pl	RTD	Denver
16th Street Mall & Court Pl	RTD	Denver
16th Street Mall & Curtis St	RTD	Denver
16th Street Mall & Glenarm Pl	RTD	Denver
16th Street Mall & Larimer St	RTD	Denver
16th Street Mall & Lawrence St	RTD	Denver
16th Street Mall & Stout St	RTD	Denver
16th Street Mall & Tremont Pl	RTD	Denver
16th Street Mall & Wazee St	RTD	Denver
16th Street Mall & Welton St	RTD	Denver
16th Street Mall & Wynkoop St	RTD	Denver
18th & California Station	RTD	Denver
18th & Stout Station	RTD	Denver
20th & Welton Station	RTD	Denver
Civic Center Station Loop	RTD	Denver
Market Street Station	RTD	Denver
Market Street Station - Southeast	RTD	Denver
Theatre District/Convention Ctr Stn	RTD	Denver
Union Station Gate E	RTD	Denver
Union Station LRT	RTD	Denver
Bricktown	Detroit Transportation Corporation	Detroit
Broadway	Detroit Transportation Corporation	Detroit
Cadillac Center	Detroit Transportation Corporation	Detroit
Fort/Cass	Detroit Transportation Corporation	Detroit
Grand Circus Park	Detroit Transportation Corporation	Detroit
Greektown	Detroit Transportation Corporation	Detroit
Joe Louis Arena	Detroit Transportation Corporation	Detroit

Lamed St	Detroit Transportation Corporation	Detroit
Michigan Ave	Detroit Transportation Corporation	Detroit
Millender Center	Detroit Transportation Corporation	Detroit
Renaissance Center	Detroit Transportation Corporation	Detroit
Times Square	Detroit Transportation Corporation	Detroit
11th & Willamette	Lane Transit District	Eugene
EmX Dads' Gates Station	Lane Transit District	Eugene
EmX High Street Station	Lane Transit District	Eugene
EmX Hilyard Station	Lane Transit District	Eugene
Eugene Station,Bay T	Lane Transit District	Eugene
High Street Station inbound	Lane Transit District	Eugene
Harrisburg	Amtrak	Harrisburg
BELL STN	METRO	Houston
DOWNTOWN TC STN	METRO	Houston
ENSEMBLE/HCC STN	METRO	Houston
MAIN STREET SQUARE STN	METRO	Houston
MCGOWEN STN	METRO	Houston
PRESTON STN	METRO	Houston
TEXAS MEDICAL CENTER TC STN	METRO	Houston
UH-DOWNTOWN STN NB	METRO	Houston
Central	JTA	Jacksonville
FCCJ Station	JTA	Jacksonville
Hemming Plaza	JTA	Jacksonville
Jefferson	JTA	Jacksonville
Kings Avenue	JTA	Jacksonville
Riverplace	JTA	Jacksonville
San Marco	JTA	Jacksonville
ON 11TH AT GRAND	KCATA	Kansas City
ON 11TH/PETTICOAT LANE AT MAIN	KCATA	Kansas City
ON 12TH AT GRAND	KCATA	Kansas City
ON 12TH BETWEEN BALTIMORE AND MAIN	KCATA	Kansas City
ON 8TH BETWEEN GRAND AND MCGEE	KCATA	Kansas City
ON 8TH BETWEEN MCGEE AND OAK	KCATA	Kansas City
ON GRAND ACROSS FROM CROWN CTR SHOPS	KCATA	Kansas City
ON GRAND AT 5TH	KCATA	Kansas City
ON GRAND AT 9TH	KCATA	Kansas City
ON JC NICHOLS PKWY AT 47TH	KCATA	Kansas City
ON MAIN AT 43RD	KCATA	Kansas City
ON MAIN AT 45TH	KCATA	Kansas City



ON MAIN AT 47TH	KCATA	Kansas City
ON MAIN AT 49TH	KCATA	Kansas City
ON MAIN BETWEEN 19TH AND 20TH	KCATA	Kansas City
ON MAIN BETWEEN 48TH AND S WARD PKWY	KCATA	Kansas City
ON MAIN JUST SOUTH OF UNION STATION DR	KCATA	Kansas City
ON OAK AT 11TH	KCATA	Kansas City
ON OAK AT 12TH	KCATA	Kansas City
ON OAK AT 9TH	KCATA	Kansas City
ON WYANDOTTE AT 13TH	KCATA	Kansas City
ON WYANDOTTE AT 16TH	KCATA	Kansas City
ON WYANDOTTE BETWEEN 11TH AND 12TH	KCATA	Kansas City
3rd Street	Regional Transportation Commission of Southern Nevada	Las Vegas
4th @ Fremont	Regional Transportation Commission of Southern Nevada	Las Vegas
8th Street	Regional Transportation Commission of Southern Nevada	Las Vegas
Bonneville Transit Center	Regional Transportation Commission of Southern Nevada	Las Vegas
Bonneville Transit Center @ Bonneville Transit Center	Regional Transportation Commission of Southern Nevada	Las Vegas
Casino Center	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas @ Carson	Regional Transportation Commission of Southern Nevada	Las Vegas
Las Vegas Blvd	Regional Transportation Commission of Southern Nevada	Las Vegas
2nd At Center	CAT	Little Rock
Clinton Presidential Center	CAT	Little Rock
Historic Arkansas Museum Stop (2nd	CAT	Little Rock
Main Street Bridge Stop	CAT	Little Rock
Peabody Stop (Markham At Scott)	CAT	Little Rock
President Clinton Ave At Commerce	CAT	Little Rock
West Markham At Spring	CAT	Little Rock
1st Street Station	Metro	Los Angeles
5th Street Station	Metro	Los Angeles
7th Street / Metro Center Station	Metro	Los Angeles
7th Street / Metro Center Station	Metro	Los Angeles
Anaheim Station	Metro	Los Angeles
Chinatown Station	Metro	Los Angeles
Civic Center Station	Metro	Los Angeles
Del Mar Station	Metro	Los Angeles
Downtown Burbank Metrolink Station	Metrolink	Los Angeles
Florence Station	Metro	Los Angeles
Hawthorne Station	Metro	Los Angeles

Highland Park Station	Metro	Los Angeles
Hollywood / Highland Station	Metro	Los Angeles
Hollywood / Vine Station	Metro	Los Angeles
Indiana Station	Metro	Los Angeles
L. A. Union Station Metrolink Station	Metrolink	Los Angeles
Lake Station	Metro	Los Angeles
Little Tokyo / Arts District Station	Metro	Los Angeles
Long Beach Transit Mall	Metro	Los Angeles
Mariachi Plaza / Boyle Heights Station	Metro	Los Angeles
Memorial Park Station	Metro	Los Angeles
North Hollywood Station	Metro	Los Angeles
North Hollywood Station	Metro	Los Angeles
North Hollywood Station Layover	Metro	Los Angeles
Orange Metrolink Station	Metrolink	Los Angeles
Oxnard Metrolink Station	Metrolink	Los Angeles
Pacific Station	Metro	Los Angeles
PCH Station	Metro	Los Angeles
Pershing Square Station	Metro	Los Angeles
Pico Station	Metro	Los Angeles
Riverside-Downtown Metrolink Station	Metrolink	Los Angeles
San Pedro Station	Metro	Los Angeles
Soto Station	Metro	Los Angeles
Union Station	Metro	Los Angeles
Union Station	Metro	Los Angeles
Vermont / Beverly Station	Metro	Los Angeles
Westlake / McArthur Park Station	Metro	Los Angeles
Willow Station	Metro	Los Angeles
Wilshire / Normandie Station	Metro	Los Angeles
Wilshire / Western Station	Metro	Los Angeles
Beale Street	MATA	Memphis
Beale Street Landing	MATA	Memphis
Civic Center Plaza	MATA	Memphis
Cleveland	MATA	Memphis
Convention Center	MATA	Memphis
Court Avenue	MATA	Memphis
Danny Thomas	MATA	Memphis
Jefferson Avenue (South Only)	MATA	Memphis
Jefferson Street	MATA	Memphis
Madison Avenue (North Only)	MATA	Memphis
Pauline	MATA	Memphis
Peabody Place	MATA	Memphis

Pyramid Stop (Front Street)	MATA	Memphis
Third Street	MATA	Memphis
Union Avenue	MATA	Memphis
Union Avenue	MATA	Memphis
Arena/State Plaza Station	Miami Dade Transit	Miami
Bayfront Park Station	Miami Dade Transit	Miami
Bayfront Park Station	Miami Dade Transit	Miami
Bicentennial Park Station	Miami Dade Transit	Miami
Brickell Metromover Station	Miami Dade Transit	Miami
BRICKELL STATION RAIL	Miami Dade Transit	Miami
CIVIC CNTR. STATION RAIL	Miami Dade Transit	Miami
College North Station	Miami Dade Transit	Miami
College North Station	Miami Dade Transit	Miami
College/Bayside Station	Miami Dade Transit	Miami
College/Bayside Station	Miami Dade Transit	Miami
DADELAND SOUTH STATION RAIL	Miami Dade Transit	Miami
Eighth Street Station	Miami Dade Transit	Miami
Eleventh Street Station	Miami Dade Transit	Miami
Fifth Street Station	Miami Dade Transit	Miami
Financial District Station	Miami Dade Transit	Miami
First Street Station	Miami Dade Transit	Miami
Government Center Station	Miami Dade Transit	Miami
Government Center Station	Miami Dade Transit	Miami
GOVERNMENT CTR.STAT.RAIL	Miami Dade Transit	Miami
Knight Center Station	Miami Dade Transit	Miami
NE 2 AV@NE 2 ST	Miami Dade Transit	Miami
NE 2 AV@NE 4 ST	Miami Dade Transit	Miami
NE 2 AV@NE 7 ST	Miami Dade Transit	Miami
NE 2 AV@NE 8 ST	Miami Dade Transit	Miami
NW 1 AV@NW 5 ST	Miami Dade Transit	Miami
Omni Metromover Station	Miami Dade Transit	Miami
OVERTOWN/ARENA STAT.RAIL	Miami Dade Transit	Miami
Riverwalk Station	Miami Dade Transit	Miami
SANTA CLARA STATION RAIL	Miami Dade Transit	Miami
School Board Station	Miami Dade Transit	Miami
SE 4 ST@S MIAMI AV	Miami Dade Transit	Miami
SOUTH MIAMI STATION RAIL	Miami Dade Transit	Miami
SW 1 ST@S MIAMI AV	Miami Dade Transit	Miami
Tenth Street Promenade Station	Miami Dade Transit	Miami
Cedar-Riverside Station	Metro Transit	Minneapolis-- St. Paul

Franklin Station	Metro Transit	Minneapolis-- St. Paul
Govt Plaza Station	Metro Transit	Minneapolis-- St. Paul
Metrodome Station	Metro Transit	Minneapolis-- St. Paul
Nicollet Mall Station	Metro Transit	Minneapolis-- St. Paul
Target Field Station	Metro Transit	Minneapolis-- St. Paul
Target Field Station	Metro Transit	Minneapolis-- St. Paul
Warehouse Station	Metro Transit	Minneapolis-- St. Paul
Riverfront	RTA	Nashville
Barrone St	NORTA	New Orleans
Bienville	NORTA	New Orleans
Camp St	NORTA	New Orleans
Canal	NORTA	New Orleans
Canal and Rampart	NORTA	New Orleans
Canal/Carondelet	NORTA	New Orleans
Carondelet\Canal	NORTA	New Orleans
Carondelet\Howard	NORTA	New Orleans
Claborne	NORTA	New Orleans
Common EB	NORTA	New Orleans
Dumaine	NORTA	New Orleans
Girod WB	NORTA	New Orleans
Gravier WB	NORTA	New Orleans
Julia EB	NORTA	New Orleans
Julia WB	NORTA	New Orleans
Lafayette EB	NORTA	New Orleans
LaSalle	NORTA	New Orleans
Lee Circle	NORTA	New Orleans
Poydras	NORTA	New Orleans
Poydras EB	NORTA	New Orleans
Poydras WB	NORTA	New Orleans
Rampart	NORTA	New Orleans
S Peters St	NORTA	New Orleans
St. Joseph EB	NORTA	New Orleans
Toulouse	NORTA	New Orleans
Union EB	NORTA	New Orleans
Ursulines	NORTA	New Orleans
1 Av	MTA	New York
103 St	MTA	New York

103 St	MTA	New York
103 St	MTA	New York
103 St - Corona Plaza	MTA	New York
104 St	MTA	New York
104 St	MTA	New York
110 St	MTA	New York
111 St	MTA	New York
111 St	MTA	New York
111 St	MTA	New York
116 St	MTA	New York
116 St	MTA	New York
116 St	MTA	New York
116 St - Columbia University	MTA	New York
121 St	MTA	New York
125 St	MTA	New York
125 St	MTA	New York
125 St	MTA	New York
125 St	MTA	New York
135 St	MTA	New York
135 St	MTA	New York
137 St - City College	MTA	New York
138 St - Grand Concourse	MTA	New York
14 St	MTA	New York
14 St	MTA	New York
14 St	MTA	New York
14 St - Union Sq	MTA	New York
14 St - Union Sq	MTA	New York
145 St	MTA	New York
145 St	MTA	New York
145 St	MTA	New York
149 St - Grand Concourse	MTA	New York
149 St - Grand Concourse	MTA	New York
15 St - Prospect Park	MTA	New York
155 St	MTA	New York
155 St	MTA	New York
157 St	MTA	New York
161 St - Yankee Stadium	MTA	New York
161 St - Yankee Stadium	MTA	New York

163 St - Amsterdam Av	MTA	New York
167 St	MTA	New York
167 St	MTA	New York
168 St	MTA	New York
168 St - Washington Hts	MTA	New York
169 St	MTA	New York
170 St	MTA	New York
170 St	MTA	New York
174 - 175 Sts	MTA	New York
174 St	MTA	New York
175 St	MTA	New York
176 St	MTA	New York
18 Av	MTA	New York
18 Av	MTA	New York
18 Av	MTA	New York
18 St	MTA	New York
181 St	MTA	New York
181 St	MTA	New York
182 - 183 Sts	MTA	New York
183 St	MTA	New York
190 St	MTA	New York
191 St	MTA	New York
2 Av	MTA	New York
20 Av	MTA	New York
20 Av	MTA	New York
207 St	MTA	New York
21 St	MTA	New York
21 St - Queensbridge	MTA	New York
215 St	MTA	New York
219 St	MTA	New York
225 St	MTA	New York
23 St	MTA	New York
23 St	MTA	New York
23 St	MTA	New York
23 St	MTA	New York
23 St	MTA	New York
23 St - Ely Av	MTA	New York
231 St	MTA	New York
233 St	MTA	New York
238 St	MTA	New York
25 Av	MTA	New York

25 St	MTA	New York
28 St	MTA	New York
28 St	MTA	New York
28 St	MTA	New York
3 Av	MTA	New York
3 Av - 138 St	MTA	New York
3 Av - 149 St	MTA	New York
30 Av	MTA	New York
33 St	MTA	New York
33 St	MTA	New York
34 St - Herald Sq	MTA	New York
34 St - Herald Sq	MTA	New York
34 St - Penn Station	MTA	New York
34 St - Penn Station	MTA	New York
36 Av	MTA	New York
36 St	MTA	New York
36 St	MTA	New York
39 Av	MTA	New York
4 Av	MTA	New York
40 St	MTA	New York
42 St - Bryant Pk	MTA	New York
42 St - Port Authority Bus Terminal	MTA	New York
45 Rd - Court House Sq	MTA	New York
45 St	MTA	New York
46 St	MTA	New York
46 St	MTA	New York
47 - 50 Sts - Rockefeller Ctr	MTA	New York
49 St	MTA	New York
5 Av	MTA	New York
5 Av/53 St	MTA	New York
5 Av/59 St	MTA	New York
50 St	MTA	New York
50 St	MTA	New York
50 St	MTA	New York
51 St	MTA	New York
52 St	MTA	New York

53 St	MTA	New York
55 St	MTA	New York
57 St	MTA	New York
57 St - 7 Av	MTA	New York
59 St	MTA	New York
59 St	MTA	New York
59 St - Columbus Circle	MTA	New York
59 St - Columbus Circle	MTA	New York
6 Av	MTA	New York
62 St	MTA	New York
63 Dr - Rego Park	MTA	New York
65 St	MTA	New York
66 St - Lincoln Center	MTA	New York
67 Av	MTA	New York
68 St - Hunter College	MTA	New York
69 St	MTA	New York
7 Av	MTA	New York
7 Av	MTA	New York
7 Av	MTA	New York
71 St	MTA	New York
72 St	MTA	New York
72 St	MTA	New York
74 St - Broadway	MTA	New York
75 Av	MTA	New York
75 St	MTA	New York
77 St	MTA	New York
77 St	MTA	New York
79 St	MTA	New York
79 St	MTA	New York
8 Av	MTA	New York



8 Av	MTA	New York
8 St - NYU	MTA	New York
80 St	MTA	New York
82 St - Jackson Hts	MTA	New York
85 St - Forest Pkwy	MTA	New York
86 St	MTA	New York
86 St	MTA	New York
86 St	MTA	New York
86 St	MTA	New York
86 St	MTA	New York
88 St	MTA	New York
9 St	MTA	New York
90 St - Elmhurst Av	MTA	New York
96 St	MTA	New York
96 St	MTA	New York
96 St	MTA	New York
Alabama Av	MTA	New York
Allerton Av	MTA	New York
Astor Pl	MTA	New York
Astoria - Ditmars Blvd	MTA	New York
Astoria Blvd	MTA	New York
Atlantic Av	MTA	New York
Atlantic Av	MTA	New York
Atlantic Av	MTA	New York
Atlantic Av - Pacific St	MTA	New York
Atlantic Terminal	Long Island Rail Road	New York
Auburndale	Long Island Rail Road	New York
Avenue H	MTA	New York
Avenue I	MTA	New York
Avenue J	MTA	New York
Avenue M	MTA	New York
Avenue N	MTA	New York
Avenue P	MTA	New York
Avenue U	MTA	New York
Avenue U	MTA	New York
Avenue U	MTA	New York
Avenue X	MTA	New York
Bay 50 St	MTA	New York
Bay Pkwy	MTA	New York
Bay Pkwy	MTA	New York
Bay Pkwy	MTA	New York

Bay Ridge - 95 St	MTA	New York
Bay Ridge Av	MTA	New York
Baychester Av	MTA	New York
Bayside	Long Island Rail Road	New York
Beach 105 St	MTA	New York
Beach 25 St	MTA	New York
Beach 36 St	MTA	New York
Beach 60 St	MTA	New York
Beach 67 St	MTA	New York
Beach 90 St	MTA	New York
Beach 98 St	MTA	New York
Bedford - Nostrand Avs	MTA	New York
Bedford Av	MTA	New York
Bedford Park Blvd	MTA	New York
Bedford Park Blvd - Lehman College	MTA	New York
Bergen St	MTA	New York
Bergen St	MTA	New York
Beverly Rd	MTA	New York
Beverly Rd	MTA	New York
Bleecker St	MTA	New York
Borough Hall	MTA	New York
Borough Hall	MTA	New York
Botanic Garden	MTA	New York
Botanical Garden	Metro-North Railroad	New York
Bowery	MTA	New York
Bowling Green	MTA	New York
Briarwood - Van Wyck Blvd	MTA	New York
Brighton Beach	MTA	New York
Broad St	MTA	New York
Broadway	Long Island Rail Road	New York
Broadway	MTA	New York
Broadway	MTA	New York
Broadway - Lafayette St	MTA	New York
Broadway Jct	MTA	New York
Broadway Jct	MTA	New York
Broadway Jct	MTA	New York
Bronx Park East	MTA	New York
Brook Av	MTA	New York
Brooklyn Bridge - City Hall	MTA	New York
Buhre Av	MTA	New York
Burke Av	MTA	New York

Burnside Av	MTA	New York
Bushwick Av - Aberdeen St	MTA	New York
Canal St	MTA	New York
Canal St	MTA	New York
Canal St	MTA	New York
Canal St	MTA	New York
Canal St	MTA	New York
Canal St	MTA	New York
Canarsie - Rockaway Pkwy	MTA	New York
Carroll St	MTA	New York
Castle Hill Av	MTA	New York
Cathedral Pkwy	MTA	New York
Cathedral Pkwy (110 St)	MTA	New York
Central Av	MTA	New York
Central Park North (110 St)	MTA	New York
Chambers St	MTA	New York
Chambers St	MTA	New York
Chambers St	MTA	New York
Chauncey St	MTA	New York
Christopher St - Sheridan Sq	MTA	New York
Church Av	MTA	New York
Church Av	MTA	New York
Church Av	MTA	New York
City Hall	MTA	New York
Clark St	MTA	New York
Classon Av	MTA	New York
Cleveland St	MTA	New York
Clinton - Washington Avs	MTA	New York
Clinton - Washington Avs	MTA	New York
Coney Island - Stillwell Av	MTA	New York
Cortelyou Rd	MTA	New York
Cortlandt St	MTA	New York
Cortlandt St	MTA	New York
Court St	MTA	New York
Crescent St	MTA	New York
Crown Hts - Utica Av	MTA	New York
Cypress Av	MTA	New York
DeKalb Av	MTA	New York
DeKalb Av	MTA	New York
Delancey St	MTA	New York
Ditmas Av	MTA	New York

Dyckman St	MTA	New York
Dyckman St	MTA	New York
E 105 St	MTA	New York
E 143 St - St Mary's St	MTA	New York
E 149 St	MTA	New York
E 180 St	MTA	New York
East Broadway	MTA	New York
East New York	Long Island Rail Road	New York
Eastern Pkwy - Brooklyn Museum	MTA	New York
Elder Av	MTA	New York
Elmhurst Av	MTA	New York
Essex St	MTA	New York
Euclid Av	MTA	New York
Far Rockaway	Long Island Rail Road	New York
Far Rockaway - Mott Av	MTA	New York
Flatbush Av - Brooklyn College	MTA	New York
Flushing	Long Island Rail Road	New York
Flushing - Main St	MTA	New York
Flushing Av	MTA	New York
Flushing Av	MTA	New York
Fordham	Metro-North Railroad	New York
Fordham Rd	MTA	New York
Fordham Rd	MTA	New York
Forest Av	MTA	New York
Forest Hills	Long Island Rail Road	New York
Forest Hills - 71 Av	MTA	New York
Fort Hamilton Pkwy	MTA	New York
Fort Hamilton Pkwy	MTA	New York
Fort Hamilton Pkwy	MTA	New York
Franklin Av	MTA	New York
Franklin Av	MTA	New York
Franklin Av	MTA	New York
Franklin St	MTA	New York
Freeman St	MTA	New York
Freeport	Long Island Rail Road	New York
Fresh Pond Rd	MTA	New York
Fulton St	MTA	New York
Fulton St	MTA	New York
Fulton St	MTA	New York
Fulton St	MTA	New York
Fulton St	MTA	New York

Gates Av	MTA	New York
Graham Av	MTA	New York
Grand Army Plaza	MTA	New York
Grand Av - Newtown	MTA	New York
Grand Central - 42 St	MTA	New York
Grand Central - 42 St	MTA	New York
Grand Central - 42 St	MTA	New York
Grand Central Terminal	Metro-North Railroad	New York
Grand St	MTA	New York
Grand St	MTA	New York
Grant Av	MTA	New York
Great Neck	Long Island Rail Road	New York
Greenpoint Av	MTA	New York
Gun Hill Rd	MTA	New York
Gun Hill Rd	MTA	New York
Halsey St	MTA	New York
Halsey St	MTA	New York
Harlem - 148 St	MTA	New York
Harlem-125th St.	Metro-North Railroad	New York
Hempstead	Long Island Rail Road	New York
Hewes St	MTA	New York
High St	MTA	New York
Hollis	Long Island Rail Road	New York
Houston St	MTA	New York
Hoyt - Schermerhorn Sts	MTA	New York
Hoyt St	MTA	New York
Hunters Point Av	MTA	New York
Hunterspoint Avenue	Long Island Rail Road	New York
Hunts Point Av	MTA	New York
Intervale Av	MTA	New York
Inwood - 207 St	MTA	New York
Jackson Av	MTA	New York
Jackson Hts - Roosevelt Av	MTA	New York
Jamaica	Long Island Rail Road	New York
Jamaica - 179 St	MTA	New York
Jamaica - Van Wyck	MTA	New York
Jamaica Center - Parsons/Archer	MTA	New York
Jay St - MetroTech	MTA	New York
Jay St - MetroTech	MTA	New York
Jefferson St	MTA	New York
Junction Blvd	MTA	New York

Junius St	MTA	New York
Kew Gardens	Long Island Rail Road	New York
Kew Gardens - Union Tpke	MTA	New York
Kings Hwy	MTA	New York
Kings Hwy	MTA	New York
Kings Hwy	MTA	New York
Kingsbridge Rd	MTA	New York
Kingsbridge Rd	MTA	New York
Kingston - Throop Avs	MTA	New York
Kingston Av	MTA	New York
Knickerbocker Av	MTA	New York
Kosciusko St	MTA	New York
Lafayette Av	MTA	New York
Lexington Av/53 St	MTA	New York
Lexington Av/59 St	MTA	New York
Lexington Av/63 St	MTA	New York
Liberty Av	MTA	New York
Livonia Av	MTA	New York
Locust Manor	Long Island Rail Road	New York
Long Island City	Long Island Rail Road	New York
Long Island City - Court Sq	MTA	New York
Longwood Av	MTA	New York
Lorimer St	MTA	New York
Lorimer St	MTA	New York
Ludlow	Metro-North Railroad	New York
Marble Hill	Metro-North Railroad	New York
Marble Hill - 225 St	MTA	New York
Marcy Av	MTA	New York
Melrose	Metro-North Railroad	New York
Metropolitan Av	MTA	New York
Middletown Rd	MTA	New York
Mineola	Long Island Rail Road	New York
Montrose Av	MTA	New York
Morgan Av	MTA	New York
Morris Heights	Metro-North Railroad	New York
Morris Park	MTA	New York
Morrison Av- Sound View	MTA	New York
Mosholu Pkwy	MTA	New York
Mt Eden Av	MTA	New York
Mt Vernon East	Metro-North Railroad	New York
Mt Vernon West	Metro-North Railroad	New York

Murray Hill	Long Island Rail Road	New York
Myrtle - Willoughby Avs	MTA	New York
Myrtle - Wyckoff Avs	MTA	New York
Myrtle - Wyckoff Avs	MTA	New York
Myrtle Av	MTA	New York
Nassau Av	MTA	New York
Neck Rd	MTA	New York
Neptune Av	MTA	New York
Nereid Av	MTA	New York
Nevins St	MTA	New York
New Brunswick	Amtrak	New York
New Haven	Amtrak	New York
New Lots Av	MTA	New York
New Lots Av	MTA	New York
New Rochelle	Metro-North Railroad	New York
New Utrecht Av	MTA	New York
Newkirk Av	MTA	New York
Newkirk Av	MTA	New York
Northern Blvd	MTA	New York
Norwood - 205 St	MTA	New York
Norwood Av	MTA	New York
Nostrand Av	MTA	New York
Nostrand Av	MTA	New York
Nostrand Avenue	Long Island Rail Road	New York
Ocean Pkwy	MTA	New York
Ozone Park - Lefferts Blvd	MTA	New York
Park Pl	MTA	New York
Park Pl	MTA	New York
Parkchester	MTA	New York
Parkside Av	MTA	New York
Parsons Blvd	MTA	New York
Pelham Pkwy	MTA	New York
Pelham Pkwy	MTA	New York
Penn Station	Long Island Rail Road	New York
Pennsylvania Av	MTA	New York
Port Chester	Metro-North Railroad	New York
President St	MTA	New York
Prince St	MTA	New York
Prospect Av	MTA	New York
Prospect Av	MTA	New York
Queens Plaza	MTA	New York

Queens Village	Long Island Rail Road	New York
Queensboro Plaza	MTA	New York
Ralph Av	MTA	New York
Rector St	MTA	New York
Rector St	MTA	New York
Rockaway Av	MTA	New York
Rockaway Av	MTA	New York
Rockaway Blvd	MTA	New York
Rockaway Park - Beach 116 St	MTA	New York
Roosevelt Island	MTA	New York
Saratoga Av	MTA	New York
Schenectady	Amtrak	New York
Seneca Av	MTA	New York
Sheepshead Bay	MTA	New York
Shepherd Av	MTA	New York
Simpson St	MTA	New York
Smith - 9 Sts	MTA	New York
South Ferry	MTA	New York
South Norwalk	Metro-North Railroad	New York
Spring St	MTA	New York
Spring St	MTA	New York
St Lawrence Av	MTA	New York
Steinway St	MTA	New York
Sterling St	MTA	New York
Sutphin Blvd	MTA	New York
Sutphin Blvd - Archer Av - JFK Airport	MTA	New York
Sutter Av	MTA	New York
Sutter Av - Rutland Rd	MTA	New York
Times Sq - 42 St	MTA	New York
Times Sq - 42 St	MTA	New York
Times Sq - 42 St	MTA	New York
Times Sq - 42 St	MTA	New York
Tremont	Metro-North Railroad	New York
Tremont Av	MTA	New York
Union Sq - 14 St	MTA	New York
Union St	MTA	New York
University Heights	Metro-North Railroad	New York
Utica Av	MTA	New York
Van Siclen Av	MTA	New York
Van Siclen Av	MTA	New York
Van Siclen Av	MTA	New York



Vernon Blvd - Jackson Av	MTA	New York
W 4 St	MTA	New York
W 8 St - NY Aquarium	MTA	New York
Wakefield	Metro-North Railroad	New York
Wakefield - 241 St	MTA	New York
Wall St	MTA	New York
Wall St	MTA	New York
Waterbury	Metro-North Railroad	New York
West Farms Sq - E Tremont Av	MTA	New York
Westchester Sq - E Tremont Av	MTA	New York
White Plains	Metro-North Railroad	New York
Whitehall St	MTA	New York
Whitlock Av	MTA	New York
Williams Bridge	Metro-North Railroad	New York
Wilson Av	MTA	New York
Winthrop St	MTA	New York
Woodhaven Blvd	MTA	New York
Woodhaven Blvd	MTA	New York
Woodlawn	Metro-North Railroad	New York
Woodside	Long Island Rail Road	New York
Woodside - 61 St	MTA	New York
World Trade Center	MTA	New York
Yankees-E153 St.	Metro-North Railroad	New York
Yonkers	Metro-North Railroad	New York
York St	MTA	New York
Zerega Av	MTA	New York
14TH STREET PATH	Port Authority Trans Hudson	Norfolk
22ND ST HBLR STATION	NJ TRANSIT RAIL	Norfolk
23RD ST PATH	Port Authority Trans Hudson	Norfolk
2ND STREET HBLR	NJ TRANSIT RAIL	Norfolk
33RD ST PATH	Port Authority Trans Hudson	Norfolk
8TH ST HBLR STATION	NJ TRANSIT RAIL	Norfolk
9TH ST PATH	Port Authority Trans Hudson	Norfolk
9TH STREET HBLR	NJ TRANSIT RAIL	Norfolk
ANDERSON STREET	NJ TRANSIT RAIL	Norfolk
ATLANTIC STREET LIGHT RAIL STOP	NJ TRANSIT RAIL	Norfolk
BAY STREET	NJ TRANSIT RAIL	Norfolk
BERGENLINE AVE	NJ TRANSIT RAIL	Norfolk
BLOOMFIELD AVE LIGHT RAIL STATION	NJ TRANSIT RAIL	Norfolk
BRICK CHURCH	NJ TRANSIT RAIL	Norfolk
Bridgeport	Shore Line East	Norfolk

BROAD STREET LIGHT RAIL STATION	NJ TRANSIT RAIL	Norfolk
CHRISTOPHER ST PATH	Port Authority Trans Hudson	Norfolk
Civic Plaza	Hampton Roads Transit (HRT)	Norfolk
East 35th Street	New England Fast Ferry	Norfolk
EAST ORANGE	NJ TRANSIT RAIL	Norfolk
ELIZABETH	NJ TRANSIT RAIL	Norfolk
ESSEX STREET	NJ TRANSIT RAIL	Norfolk
ESSEX STREET HBLR STATION	NJ TRANSIT RAIL	Norfolk
EVMC/Ft. Norfolk Station	Hampton Roads Transit (HRT)	Norfolk
EXCHANGE PLACE	Port Authority Trans Hudson	Norfolk
EXCHANGE PLACE HBLR STATION	NJ TRANSIT RAIL	Norfolk
FERRY STOP - NORTH LANDING	Hampton Roads Transit (HRT)	Norfolk
FERRY STOP - WATERSIDE	Hampton Roads Transit (HRT)	Norfolk
GARFIELD AVENUE HBLR STATION	NJ TRANSIT RAIL	Norfolk
GROVE ST PATH	Port Authority Trans Hudson	Norfolk
Harbor Park	Hampton Roads Transit (HRT)	Norfolk
HARBORSIDE HBLR STATION	NJ TRANSIT RAIL	Norfolk
HARSIMUS COVE HBLR STATION	NJ TRANSIT RAIL	Norfolk
HOBOKEN	NJ TRANSIT RAIL	Norfolk
HOBOKEN HBLR TERMINAL	NJ TRANSIT RAIL	Norfolk
JERSEY AVENUE HBLR STATION	NJ TRANSIT RAIL	Norfolk
JOURNAL SQUARE TRANS CENTER	Port Authority Trans Hudson	Norfolk
LINCOLN HARBOR HBLR STATION	NJ TRANSIT RAIL	Norfolk
MacArthur Square	Hampton Roads Transit (HRT)	Norfolk
MARIN BOULEVARD HBLR STATION	NJ TRANSIT RAIL	Norfolk
MILITARY PARK LIGHT RAIL STATION	NJ TRANSIT RAIL	Norfolk
ML KING DRIVE HBLR STATION	NJ TRANSIT RAIL	Norfolk
Monticello	Hampton Roads Transit (HRT)	Norfolk
MORRISTOWN	NJ TRANSIT RAIL	Norfolk
NEW BRUNSWICK	NJ TRANSIT RAIL	Norfolk
New Haven Union Station	Shore Line East	Norfolk
New Haven-State Street	Shore Line East	Norfolk
NEW YORK PENN STATION	NJ TRANSIT RAIL	Norfolk
NEWARK BROAD ST	NJ TRANSIT RAIL	Norfolk
NEWARK PENN STATION	NJ TRANSIT RAIL	Norfolk
NEWPORT HBLR STATION	NJ TRANSIT RAIL	Norfolk
NJ PERFORMING ARTS CENTER AT CENTRE ST	NJ TRANSIT RAIL	Norfolk
NORFOLK AND CENTRAL LIGHT RAIL STATION	NJ TRANSIT RAIL	Norfolk
ORANGE STREET LIGHT RAIL STATION	NJ TRANSIT RAIL	Norfolk
PARK AVE NEWARK LIGHT RAIL STATION	NJ TRANSIT RAIL	Norfolk
PATERSON	NJ TRANSIT RAIL	Norfolk

PAVONIA PATH	Port Authority Trans Hudson	Norfolk
PENN STATION LIGHT RAIL	NJ TRANSIT RAIL	Norfolk
PERTH AMBOY	NJ TRANSIT RAIL	Norfolk
Pier 11 (Wall Street)	New England Fast Ferry	Norfolk
PLAINFIELD	NJ TRANSIT RAIL	Norfolk
PORT IMPERIAL HBLR STATION	NJ TRANSIT RAIL	Norfolk
RIVERFRONT STADIUM LIGHT RAIL STOP	NJ TRANSIT RAIL	Norfolk
Stamford	Shore Line East	Norfolk
TRENTON TRANSIT CENTER	NJ TRANSIT RAIL	Norfolk
WALNUT STREET	NJ TRANSIT RAIL	Norfolk
WARREN STREET LIGHT RAIL STATION	NJ TRANSIT RAIL	Norfolk
WASHINGTON PARK LIGHT RAIL STOP	NJ TRANSIT RAIL	Norfolk
WASHINGTON STREET LIGHT RAIL STATION	NJ TRANSIT RAIL	Norfolk
WEST SIDE AVE HBLR STATION	NJ TRANSIT RAIL	Norfolk
WORLD TRADE CENTER PATH	Port Authority Trans Hudson	Norfolk
York Street/Freemason&#8206;	Hampton Roads Transit (HRT)	Norfolk
11th St Station	SEPTA	Philadelphia
13th St Station	SEPTA	Philadelphia
15th St Station	SEPTA	Philadelphia
15th St Trolley Station	SEPTA	Philadelphia
19th St Trolley Station	SEPTA	Philadelphia
22nd St Trolley Station	SEPTA	Philadelphia
26th St & Poplar St	SEPTA	Philadelphia
30th St Station	SEPTA	Philadelphia
30th St Trolley Station	SEPTA	Philadelphia
30TH ST. PHL.	NJ TRANSIT RAIL	Philadelphia
30th Street Station	SEPTA	Philadelphia
30th Street Station	SEPTA	Philadelphia
30th Street Station	SEPTA	Philadelphia
30th Street Station	SEPTA	Philadelphia
33rd St & Market St Trolley Station	SEPTA	Philadelphia
34th St Station	SEPTA	Philadelphia
36th St & Filbert St	SEPTA	Philadelphia
36th St & Lancaster Av	SEPTA	Philadelphia
36th St & Market St	SEPTA	Philadelphia
36th St Trolley Portal	SEPTA	Philadelphia
36th St Trolley Station	SEPTA	Philadelphia
37th St Trolley Station	SEPTA	Philadelphia
40th St & Baring St	SEPTA	Philadelphia
40th St & Filbert St	SEPTA	Philadelphia
40th St & Market St	SEPTA	Philadelphia

40th St & Powelton St	SEPTA	Philadelphia
40th St & Spring Garden St	SEPTA	Philadelphia
40th St Station	SEPTA	Philadelphia
40th St Trolley Portal	SEPTA	Philadelphia
41st St & Haverford Av	SEPTA	Philadelphia
41st St & Powelton Av	SEPTA	Philadelphia
41st St & Spring Garden Av	SEPTA	Philadelphia
46th St Station	SEPTA	Philadelphia
49th Street	SEPTA	Philadelphia
52nd St Station	SEPTA	Philadelphia
56th St Station	SEPTA	Philadelphia
5th St Station	SEPTA	Philadelphia
60th St Station	SEPTA	Philadelphia
63rd St & Columbia Av	SEPTA	Philadelphia
63rd St & Jefferson St	SEPTA	Philadelphia
63rd St & Lebanon Av	SEPTA	Philadelphia
63rd St Station	SEPTA	Philadelphia
69th St Terminal	SEPTA	Philadelphia
8th St & Market St	SEPTA	Philadelphia
Allegheny Station	SEPTA	Philadelphia
Allegheny Station	SEPTA	Philadelphia
Angora	SEPTA	Philadelphia
AQUARIUM	NJ TRANSIT RAIL	Philadelphia
ATLANTIC CITY	NJ TRANSIT RAIL	Philadelphia
Avon Rd Station	SEPTA	Philadelphia
Baltimore Av & 41st St	SEPTA	Philadelphia
Baltimore Av & 42nd St	SEPTA	Philadelphia
Baltimore Av & 43rd St	SEPTA	Philadelphia
Baltimore Av & 44th St	SEPTA	Philadelphia
Baltimore Av & 45th St	SEPTA	Philadelphia
Baltimore Av & 46th St	SEPTA	Philadelphia
Baltimore Av & 47th St	SEPTA	Philadelphia
Baltimore Av & 48th St	SEPTA	Philadelphia
Baltimore Av & 49th St	SEPTA	Philadelphia
Baltimore Av & 50th St	SEPTA	Philadelphia
Baltimore Av & 51st St	SEPTA	Philadelphia
Baltimore Av & 52nd St	SEPTA	Philadelphia
Baltimore Av & 53rd St	SEPTA	Philadelphia
Baltimore Av & 54th St	SEPTA	Philadelphia
Baltimore Av & 55th St	SEPTA	Philadelphia
Baltimore Av & 56th St	SEPTA	Philadelphia

Baltimore Av & 57th St	SEPTA	Philadelphia
Baltimore Av & 58th St	SEPTA	Philadelphia
Berks Station	SEPTA	Philadelphia
CASS STREET	NJ TRANSIT RAIL	Philadelphia
Cecil B Moore Station	SEPTA	Philadelphia
Chester Av & 41st St	SEPTA	Philadelphia
Chester Av & 42nd St	SEPTA	Philadelphia
Chester Av & 43rd St	SEPTA	Philadelphia
Chester Av & 45th St	SEPTA	Philadelphia
Chester Av & 46th St	SEPTA	Philadelphia
Chester Av & 47th St	SEPTA	Philadelphia
Chester Av & 48th St	SEPTA	Philadelphia
Chester Av & 49th St	SEPTA	Philadelphia
Chester Av & 51st St	SEPTA	Philadelphia
Chester Av & 52nd St	SEPTA	Philadelphia
Chester Av & 53rd St	SEPTA	Philadelphia
Chester Av & 54th St	SEPTA	Philadelphia
Chester Av & 55th St	SEPTA	Philadelphia
Chester Av & 56th St	SEPTA	Philadelphia
Chester Av & 57th St	SEPTA	Philadelphia
Chester Av & 58th St	SEPTA	Philadelphia
Chinatown Station	SEPTA	Philadelphia
City Hall Station	SEPTA	Philadelphia
College Av & 24th St - FS	SEPTA	Philadelphia
COOPER ST/RUTGERS UNIV	NJ TRANSIT RAIL	Philadelphia
Ellsworth-Federal Station	SEPTA	Philadelphia
Elmwood Av & 62nd St	SEPTA	Philadelphia
Elmwood Av & 63rd St	SEPTA	Philadelphia
Elmwood Av & 64th St	SEPTA	Philadelphia
Elmwood Av & 65th St	SEPTA	Philadelphia
Elmwood Av & 66th St	SEPTA	Philadelphia
Elmwood Av & 67th St	SEPTA	Philadelphia
Elmwood Av & 68th St	SEPTA	Philadelphia
Elmwood Av & 69th St	SEPTA	Philadelphia
Elmwood Av & 70th St	SEPTA	Philadelphia
Erie Station	SEPTA	Philadelphia
Fairmount Station	SEPTA	Philadelphia
Fern Rock T C	SEPTA	Philadelphia
Fern Rock T C	SEPTA	Philadelphia
Fern Rock T C	SEPTA	Philadelphia
Fern Rock Transportation Center	SEPTA	Philadelphia

Filbert St & 40th St	SEPTA	Philadelphia
Frankford Transportation Center	SEPTA	Philadelphia
Girard Av & 11th St	SEPTA	Philadelphia
Girard Av & 12th St	SEPTA	Philadelphia
Girard Av & 16th St	SEPTA	Philadelphia
Girard Av & 17th St	SEPTA	Philadelphia
Girard Av & 19th St	SEPTA	Philadelphia
Girard Av & 20th St	SEPTA	Philadelphia
Girard Av & 24th St	SEPTA	Philadelphia
Girard Av & 26th St	SEPTA	Philadelphia
Girard Av & 27th St	SEPTA	Philadelphia
Girard Av & 28th St	SEPTA	Philadelphia
Girard Av & 52nd St	SEPTA	Philadelphia
Girard Av & 54th St	SEPTA	Philadelphia
Girard Av & 56th St	SEPTA	Philadelphia
Girard Av & 57th St	SEPTA	Philadelphia
Girard Av & 59th St	SEPTA	Philadelphia
Girard Av & 60th St	SEPTA	Philadelphia
Girard Av & 61st St	SEPTA	Philadelphia
Girard Av & 63rd St - FS	SEPTA	Philadelphia
Girard Av & Broad St	SEPTA	Philadelphia
Girard Av & Corinthian Av	SEPTA	Philadelphia
Girard Av & Ridge Av	SEPTA	Philadelphia
Girard Station	SEPTA	Philadelphia
HAMILTON AVENUE	NJ TRANSIT RAIL	Philadelphia
Haverford Av & 61st St	SEPTA	Philadelphia
Haverford Av & 62nd St	SEPTA	Philadelphia
Haverford Av & 63rd St	SEPTA	Philadelphia
Hilltop Rd Station	SEPTA	Philadelphia
Huntingdon Station	SEPTA	Philadelphia
Jackson St Station	SEPTA	Philadelphia
Juniper Trolley Station	SEPTA	Philadelphia
Lancaster Av & 36th St	SEPTA	Philadelphia
Lancaster Av & 38th St	SEPTA	Philadelphia
Lancaster Av & 40th St	SEPTA	Philadelphia
Lancaster Av & 41st St	SEPTA	Philadelphia
Lancaster Av & Hamilton St	SEPTA	Philadelphia
Lancaster Av & Haverford Av	SEPTA	Philadelphia
Lancaster Av & Saunders St	SEPTA	Philadelphia
Lancaster Av & Spring Garden St	SEPTA	Philadelphia
Lancaster Av & Wallace St	SEPTA	Philadelphia

Lansdowne Av & 54th St	SEPTA	Philadelphia
Lansdowne Av & 55th St	SEPTA	Philadelphia
Lansdowne Av & 56th St	SEPTA	Philadelphia
Lansdowne Av & 57th St	SEPTA	Philadelphia
Lansdowne Av & 58th St	SEPTA	Philadelphia
Lansdowne Av & 59th St	SEPTA	Philadelphia
Lansdowne Av & 60th St	SEPTA	Philadelphia
Lansdowne Av & 61st St	SEPTA	Philadelphia
Lansdowne Av & 62nd St	SEPTA	Philadelphia
Lansdowne Av & 63rd St	SEPTA	Philadelphia
Logan Station	SEPTA	Philadelphia
Lombard-South Station	SEPTA	Philadelphia
Margaret & Orthodox Station	SEPTA	Philadelphia
Norristown	SEPTA	Philadelphia
North Broad	SEPTA	Philadelphia
North Broad	SEPTA	Philadelphia
North Phila Station	SEPTA	Philadelphia
Olive St Station	SEPTA	Philadelphia
Olney	SEPTA	Philadelphia
Olney Transportation Center	SEPTA	Philadelphia
Orange St Station	SEPTA	Philadelphia
Oregon Station	SEPTA	Philadelphia
PATCO 12-13 ST STATION	PATCO	Philadelphia
PATCO 15-16 ST STATION	PATCO	Philadelphia
PATCO 8-MARKET ST STATION	PATCO	Philadelphia
PATCO 9-10 ST STATION	PATCO	Philadelphia
PATCO BROADWAY STATION	PATCO	Philadelphia
PATCO CITY HALL STATION	PATCO	Philadelphia
Penn's Landing	SEPTA	Philadelphia
Poplar St & 25th St	SEPTA	Philadelphia
Poplar St & Stillman St	SEPTA	Philadelphia
Race-Vine Station	SEPTA	Philadelphia
Snyder Station	SEPTA	Philadelphia
Somerset Station	SEPTA	Philadelphia
Spring Garden Station	SEPTA	Philadelphia
Suburban Station	SEPTA	Philadelphia
Susquehanna-Dauphin Station	SEPTA	Philadelphia

Tasker-Morris Station	SEPTA	Philadelphia
Temple University	SEPTA	Philadelphia
Temple University	SEPTA	Philadelphia
Temple University	SEPTA	Philadelphia
Temple University	SEPTA	Philadelphia
Temple University	SEPTA	Philadelphia
Temple University	SEPTA	Philadelphia
Tioga Station	SEPTA	Philadelphia
Trenton	Amtrak	Philadelphia
Trenton	SEPTA	Philadelphia
TRENTON TRANSIT CENTER	NJ TRANSIT RAIL	Philadelphia
University City	SEPTA	Philadelphia
University City	SEPTA	Philadelphia
University City	SEPTA	Philadelphia
Veterans Square Station	SEPTA	Philadelphia
Walnut St Station	SEPTA	Philadelphia
Walnut-Locust Station	SEPTA	Philadelphia
WALTER RAND TRANS CTR	NJ TRANSIT RAIL	Philadelphia
Wilmington	SEPTA	Philadelphia
Woodland Av & 41st St	SEPTA	Philadelphia
Woodland Av & 42nd St	SEPTA	Philadelphia
Woodland Av & 43rd St	SEPTA	Philadelphia
Woodland Av & 45th St	SEPTA	Philadelphia
Woodland Av & 54th St	SEPTA	Philadelphia
Woodland Av & 55th St	SEPTA	Philadelphia
Woodland Av & 56th St	SEPTA	Philadelphia
Woodland Av & 57th St	SEPTA	Philadelphia
Woodland Av & 58th St	SEPTA	Philadelphia
Woodland Av & 60th St	SEPTA	Philadelphia
Woodland Av & 61st St	SEPTA	Philadelphia
Woodland Av & 62nd St	SEPTA	Philadelphia
Woodland Av & 63rd St	SEPTA	Philadelphia
Woodland Av & 64th St	SEPTA	Philadelphia
Woodland Av & 65th St	SEPTA	Philadelphia



Woodland Av & 66th St	SEPTA	Philadelphia
Woodland Av & 67th St	SEPTA	Philadelphia
Woodland Av & 68th St	SEPTA	Philadelphia
Woodland Av & Chester Av	SEPTA	Philadelphia
Wyoming Station	SEPTA	Philadelphia
York-Dauphin Station	SEPTA	Philadelphia
3RD ST & JEFFERSON ST	Valley Metro	Phoenix
3RD ST & WASHINGTON ST	Valley Metro	Phoenix
JEFFERSON ST & 1ST AVE	Valley Metro	Phoenix
ROOSEVELT ST & CENTRAL AVE	Valley Metro	Phoenix
VAN BUREN ST & 1ST AVE	Valley Metro	Phoenix
VAN BUREN ST & CENTRAL AVE	Valley Metro	Phoenix
WASHINGTON ST & CENTRAL AVE	Valley Metro	Phoenix
First Avenue	PAT	Pittsburgh
Lower	PAT	Pittsburgh
Negley	PAT	Pittsburgh
Penn Station	PAT	Pittsburgh
Station Square	PAT	Pittsburgh
Steel Plaza	PAT	Pittsburgh
Wood Street	PAT	Pittsburgh
Art Museum	TriMet	Portland
Central Library	TriMet	Portland
City Hall/SW 5th & Jefferson St MAX Stn	TriMet	Portland
Convention Center MAX Station	TriMet	Portland
Galleria/SW 10th Ave MAX Station	TriMet	Portland
Goose Hollow/SW Jefferson St MAX Station	TriMet	Portland
Hollywood/NE 42nd Ave TC MAX Station	TriMet	Portland
Interstate/Rose Quarter MAX Station	TriMet	Portland
Kings Hill/SW Salmon St MAX Station	TriMet	Portland
Library/SW 9th Ave MAX Station	TriMet	Portland
Lloyd Center/NE 11th Ave MAX Station	TriMet	Portland
Mall/SW 4th Ave MAX Station	TriMet	Portland
Mall/SW 5th Ave MAX Station	TriMet	Portland

Morrison/SW 3rd Ave MAX Station	TriMet	Portland
NE 7th Ave MAX Station	TriMet	Portland
NW 10th & Couch	TriMet	Portland
NW 10th & Everett	TriMet	Portland
NW 10th & Glisan	TriMet	Portland
NW 10th & Johnson	TriMet	Portland
NW 10th & Marshall	TriMet	Portland
NW 11th & Couch	TriMet	Portland
NW 11th & Everett	TriMet	Portland
NW 11th & Glisan	TriMet	Portland
NW 11th & Johnson	TriMet	Portland
NW 12th & Northrup	TriMet	Portland
NW 23rd & Marshall	TriMet	Portland
NW 5th & Couch St MAX Station	TriMet	Portland
NW 6th & Davis St MAX Station	TriMet	Portland
NW Lovejoy & 13th	TriMet	Portland
NW Lovejoy & 18th	TriMet	Portland
NW Lovejoy & 21st	TriMet	Portland
NW Lovejoy & 22nd	TriMet	Portland
NW Northrup & 14th	TriMet	Portland
NW Northrup & 18th	TriMet	Portland
NW Northrup & 21st	TriMet	Portland
NW Northrup & 22nd	TriMet	Portland
Oak/ SW 1st Ave MAX Station	TriMet	Portland
Old Town/Chinatown MAX Station	TriMet	Portland
PDX	Amtrak	Portland
PGE Park MAX Station	TriMet	Portland
Pioneer Courthouse/SW 6th Ave MAX Stn	TriMet	Portland
Pioneer Place/SW 5th Ave MAX Station	TriMet	Portland
Pioneer Square North MAX Station	TriMet	Portland
Pioneer Square South MAX Station	TriMet	Portland
PSU Urban Center	TriMet	Portland
PSU/SW 5th & Mill St MAX Station	TriMet	Portland
PSU/SW 6th & Montgomery MAX Station	TriMet	Portland
Rose Quarter TC MAX Station	TriMet	Portland
Skidmore Fountain MAX Station	TriMet	Portland
SW 10th & Alder	TriMet	Portland
SW 10th & Clay	TriMet	Portland
SW 10th & Stark	TriMet	Portland

SW 11th & Alder	TriMet	Portland
SW 11th & Clay	TriMet	Portland
SW 11th & Jefferson	TriMet	Portland
SW 11th & Taylor	TriMet	Portland
SW 1st & Harrison	TriMet	Portland
SW 3rd & Harrison	TriMet	Portland
SW 5th & Market	TriMet	Portland
SW 5th & Montgomery	TriMet	Portland
SW 5th & Oak St MAX Station	TriMet	Portland
SW 6th & Madison St MAX Station	TriMet	Portland
SW 6th & Pine St MAX Station	TriMet	Portland
SW Harrison Street	TriMet	Portland
SW Park & Market	TriMet	Portland
SW Park & Mill	TriMet	Portland
SW River Pkwy & Moody	TriMet	Portland
Union Station/NW 5th & Glisan St MAX Stn	TriMet	Portland
Union Station/NW 6th & Hoyt St MAX Stn	TriMet	Portland
Yamhill District MAX Station	TriMet	Portland
12TH ST AND D ST	RT	Sacramento
12TH ST AND E ST	RT	Sacramento
12TH ST AND H ST	RT	Sacramento
12TH ST AND I ST	RT	Sacramento
7 TH ST AND K ST	RT	Sacramento
7TH ST AND CAPITOL MALL	RT	Sacramento
7TH ST AND I ST	RT	Sacramento
8TH ST AND CAPITOL MALL	RT	Sacramento
8TH ST AND K ST	RT	Sacramento
H ST AND 5TH ST	RT	Sacramento
K ST AND 11TH ST	RT	Sacramento
K ST AND 8TH ST	RT	Sacramento
O ST AND 11TH ST	RT	Sacramento
O ST AND 7TH ST	RT	Sacramento
R ST AND 13TH ST	RT	Sacramento
R ST AND 15TH ST	RT	Sacramento
R ST AND 16TH ST	RT	Sacramento
Sacramento	Capitol Corridor Joint Powers Authority	Sacramento
12th & Imperial Transit Center	MTS	San Diego
5th Av Pier	MTS	San Diego
America Plaza Station	MTS	San Diego
Broadway Pier	MTS	San Diego
City College Station	MTS	San Diego

Civic Center Station	MTS	San Diego
Coaster Santa Fe Station	North County Transit District	San Diego
Convention Center Station	MTS	San Diego
County Center/Little Italy Station	MTS	San Diego
Fifth Avenue Station	MTS	San Diego
Gaslamp Quarter Station	MTS	San Diego
Park & Market Station	MTS	San Diego
Santa Fe Depot	MTS	San Diego
Seaport Village Station	MTS	San Diego
12th St. Oakland City Center BART	BART	San Francisco
16th St. Mission BART	BART	San Francisco
17th St & Castro St	San Francisco Municipal Transportation Agency	San Francisco
17th St & Noe St	San Francisco Municipal Transportation Agency	San Francisco
19th Ave & Holloway Ave	San Francisco Municipal Transportation Agency	San Francisco
19th Ave & Junipero Serra Blvd	San Francisco Municipal Transportation Agency	San Francisco
19th Ave & Winston Dr	San Francisco Municipal Transportation Agency	San Francisco
19th St. Oakland BART	BART	San Francisco
24th St. Mission BART	BART	San Francisco
30th St & Dolores St	San Francisco Municipal Transportation Agency	San Francisco
46th Ave & Taraval St	San Francisco Municipal Transportation Agency	San Francisco
4th St & King St	San Francisco Municipal Transportation Agency	San Francisco
9th Ave & Irving St	San Francisco Municipal Transportation Agency	San Francisco
Ashby BART	BART	San Francisco
Balboa Park BART	BART	San Francisco
Balboa Park BART/Mezzanine level	San Francisco Municipal Transportation Agency	San Francisco
Balboa Park BART/Mezzanine Level	San Francisco Municipal Transportation Agency	San Francisco
Beach St & Mason St	San Francisco Municipal Transportation Agency	San Francisco
Beach St & Stockton St	San Francisco Municipal Transportation Agency	San Francisco
Broad St & Capitol Ave	San Francisco Municipal Transportation Agency	San Francisco
Broad St & Orizaba Ave	San Francisco Municipal Transportation Agency	San Francisco
Broad St & Plymouth Ave	San Francisco Municipal Transportation Agency	San Francisco
California St & Battery St	San Francisco Municipal Transportation Agency	San Francisco
California St & Davis St	San Francisco Municipal Transportation Agency	San Francisco

California St & Drumm St	San Francisco Municipal Transportation Agency	San Francisco
California St & Front St	San Francisco Municipal Transportation Agency	San Francisco
California St & Grant Ave	San Francisco Municipal Transportation Agency	San Francisco
California St & Hyde St	San Francisco Municipal Transportation Agency	San Francisco
California St & Jones St	San Francisco Municipal Transportation Agency	San Francisco
California St & Kearny St	San Francisco Municipal Transportation Agency	San Francisco
California St & Larkin St	San Francisco Municipal Transportation Agency	San Francisco
California St & Leavenworth St	San Francisco Municipal Transportation Agency	San Francisco
California St & Mason St	San Francisco Municipal Transportation Agency	San Francisco
California St & Montgomery St	San Francisco Municipal Transportation Agency	San Francisco
California St & Polk St	San Francisco Municipal Transportation Agency	San Francisco
California St & Powell St	San Francisco Municipal Transportation Agency	San Francisco
California St & SANSOME ST	San Francisco Municipal Transportation Agency	San Francisco
California St & Stockton St	San Francisco Municipal Transportation Agency	San Francisco
California St & Taylor St	San Francisco Municipal Transportation Agency	San Francisco
California St & Van Ness Ave	San Francisco Municipal Transportation Agency	San Francisco
Carl St & Cole St	San Francisco Municipal Transportation Agency	San Francisco
Carl St & Hillway Ave	San Francisco Municipal Transportation Agency	San Francisco
Carl St & Stanyan St	San Francisco Municipal Transportation Agency	San Francisco
CHILDRENS DISCOVERY MUSEUM STATION	VTA	San Francisco
Church St & 14th St	San Francisco Municipal Transportation Agency	San Francisco
Church St & 16th St	San Francisco Municipal Transportation Agency	San Francisco
Church St & 17th St	San Francisco Municipal Transportation Agency	San Francisco
Church St & 18th St	San Francisco Municipal Transportation Agency	San Francisco
Church St & 22nd St	San Francisco Municipal Transportation Agency	San Francisco
Church St & 24th St	San Francisco Municipal Transportation Agency	San Francisco
Church St & 27th St	San Francisco Municipal Transportation Agency	San Francisco
Church St & 29th St	San Francisco Municipal Transportation Agency	San Francisco

Church St & 30th St	San Francisco Municipal Transportation Agency	San Francisco
Church St & Clipper St	San Francisco Municipal Transportation Agency	San Francisco
Church St & Day St	San Francisco Municipal Transportation Agency	San Francisco
Church St & Duboce Ave	San Francisco Municipal Transportation Agency	San Francisco
Church St & Market St	San Francisco Municipal Transportation Agency	San Francisco
Civic Center/UN Plaza BART	BART	San Francisco
Columbus Ave & Chestnut St	San Francisco Municipal Transportation Agency	San Francisco
COLUMBUS AVE & CHESTNUT ST	San Francisco Municipal Transportation Agency	San Francisco
Columbus Ave & Lombard St	San Francisco Municipal Transportation Agency	San Francisco
CONVENTION CENTER STATION	VTA	San Francisco
Don Chee Way/Steuart St	San Francisco Municipal Transportation Agency	San Francisco
Downtown Berkeley BART	BART	San Francisco
Duboce Ave & Church St	San Francisco Municipal Transportation Agency	San Francisco
Duboce St/Noe St/Duboce Park	San Francisco Municipal Transportation Agency	San Francisco
Embarcadero & Sansome St	San Francisco Municipal Transportation Agency	San Francisco
Embarcadero BART	BART	San Francisco
Fremont BART	BART	San Francisco
Glen Park BART	BART	San Francisco
Hyde St & Bay St	San Francisco Municipal Transportation Agency	San Francisco
Hyde St & Beach St	San Francisco Municipal Transportation Agency	San Francisco
Hyde St & Broadway	San Francisco Municipal Transportation Agency	San Francisco
Hyde St & Chestnut St	San Francisco Municipal Transportation Agency	San Francisco
Hyde St & Filbert St	San Francisco Municipal Transportation Agency	San Francisco
Hyde St & Green St	San Francisco Municipal Transportation Agency	San Francisco
Hyde St & Greenwich St	San Francisco Municipal Transportation Agency	San Francisco
Hyde St & Jackson St	San Francisco Municipal Transportation Agency	San Francisco
Hyde St & Lombard St	San Francisco Municipal Transportation Agency	San Francisco
Hyde St & North Point St	San Francisco Municipal Transportation Agency	San Francisco
Hyde St & Pacific Ave	San Francisco Municipal Transportation Agency	San Francisco
Hyde St & Union St	San Francisco Municipal Transportation Agency	San Francisco

Hyde St & Vallejo St	San Francisco Municipal Transportation Agency	San Francisco
Irving St & 2nd Ave	San Francisco Municipal Transportation Agency	San Francisco
Irving St & 4th Ave	San Francisco Municipal Transportation Agency	San Francisco
Irving St & 7th Ave	San Francisco Municipal Transportation Agency	San Francisco
Irving St & 9th Ave	San Francisco Municipal Transportation Agency	San Francisco
Irving St & Arguello Blvd	San Francisco Municipal Transportation Agency	San Francisco
Jackson St & Hyde St	San Francisco Municipal Transportation Agency	San Francisco
Jackson St & Jones St	San Francisco Municipal Transportation Agency	San Francisco
Jackson St & Leavenworth St	San Francisco Municipal Transportation Agency	San Francisco
Jackson St & Mason St	San Francisco Municipal Transportation Agency	San Francisco
Jackson St & Taylor St	San Francisco Municipal Transportation Agency	San Francisco
Jefferson St & Powell St	San Francisco Municipal Transportation Agency	San Francisco
Jefferson St & Taylor St	San Francisco Municipal Transportation Agency	San Francisco
Jones St & Beach St	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 12th Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 15th Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 16th Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 19th Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 22nd Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 23rd Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 25th Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 28th Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 31st Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 40th Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & 9th Ave	San Francisco Municipal Transportation Agency	San Francisco
Judah St & Funston Ave	San Francisco Municipal Transportation Agency	San Francisco
King St & 2nd St	San Francisco Municipal Transportation Agency	San Francisco
King St & 4th St	San Francisco Municipal Transportation Agency	San Francisco

Lake Merritt BART	BART	San Francisco
Market St & 1st St	San Francisco Municipal Transportation Agency	San Francisco
Market St & 2nd St	San Francisco Municipal Transportation Agency	San Francisco
Market St & 3rd St	San Francisco Municipal Transportation Agency	San Francisco
Market St & 4th St	San Francisco Municipal Transportation Agency	San Francisco
Market St & 5th St	San Francisco Municipal Transportation Agency	San Francisco
Market St & 6th St	San Francisco Municipal Transportation Agency	San Francisco
Market St & 7th St	San Francisco Municipal Transportation Agency	San Francisco
Market St & 8th St	San Francisco Municipal Transportation Agency	San Francisco
Market St & 9th St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Battery St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Buchanan St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Church St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Dolores St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Drumm St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Gough St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Guerrero St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Hyde St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Kearny St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Laguna St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Larkin St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Main St	San Francisco Municipal Transportation Agency	San Francisco
Market St & New Montgomery St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Noe St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Sanchez St	San Francisco Municipal Transportation Agency	San Francisco
Market St & South Van Ness Ave	San Francisco Municipal Transportation Agency	San Francisco
Market St & Stockton St	San Francisco Municipal Transportation Agency	San Francisco
Market St & Taylor St	San Francisco Municipal Transportation Agency	San Francisco



Market St & Van Ness Ave	San Francisco Municipal Transportation Agency	San Francisco
Mason St & Broadway	San Francisco Municipal Transportation Agency	San Francisco
Mason St & Filbert St	San Francisco Municipal Transportation Agency	San Francisco
Mason St & Green St	San Francisco Municipal Transportation Agency	San Francisco
Mason St & Greenwich St	San Francisco Municipal Transportation Agency	San Francisco
Mason St & Jackson St	San Francisco Municipal Transportation Agency	San Francisco
Mason St & Pacific Ave	San Francisco Municipal Transportation Agency	San Francisco
Mason St & Union St	San Francisco Municipal Transportation Agency	San Francisco
Mason St & Vallejo St	San Francisco Municipal Transportation Agency	San Francisco
Mason St & Washington St	San Francisco Municipal Transportation Agency	San Francisco
Metro Castro Station	San Francisco Municipal Transportation Agency	San Francisco
Metro Church Station	San Francisco Municipal Transportation Agency	San Francisco
Metro Civic Center Station	San Francisco Municipal Transportation Agency	San Francisco
Metro Embarcadero Station	San Francisco Municipal Transportation Agency	San Francisco
Metro Montgomery Station	San Francisco Municipal Transportation Agency	San Francisco
Metro Powell Station	San Francisco Municipal Transportation Agency	San Francisco
Metro Van Ness Station	San Francisco Municipal Transportation Agency	San Francisco
Montgomery St. BART	BART	San Francisco
Ocean Ave & Lee St	San Francisco Municipal Transportation Agency	San Francisco
Ocean Ave & Miramar Ave	San Francisco Municipal Transportation Agency	San Francisco
OCEAN AVE/CCSF Pedestrian Bridge	San Francisco Municipal Transportation Agency	San Francisco
Orizaba Ave & Broad St	San Francisco Municipal Transportation Agency	San Francisco
Powell St & Bush St	San Francisco Municipal Transportation Agency	San Francisco
Powell St & California St	San Francisco Municipal Transportation Agency	San Francisco
Powell St & Clay St	San Francisco Municipal Transportation Agency	San Francisco
Powell St & Geary Blvd	San Francisco Municipal Transportation Agency	San Francisco
Powell St & Jackson St	San Francisco Municipal Transportation Agency	San Francisco
Powell St & Market St	San Francisco Municipal Transportation Agency	San Francisco

Powell St & O'Farrell St	San Francisco Municipal Transportation Agency	San Francisco
Powell St & Pine St	San Francisco Municipal Transportation Agency	San Francisco
Powell St & Post St	San Francisco Municipal Transportation Agency	San Francisco
Powell St & Sacramento St	San Francisco Municipal Transportation Agency	San Francisco
Powell St & Sutter St	San Francisco Municipal Transportation Agency	San Francisco
Powell St & Washington St	San Francisco Municipal Transportation Agency	San Francisco
Powell St. BART	BART	San Francisco
Randolph St & Arch St	San Francisco Municipal Transportation Agency	San Francisco
Randolph St & Bright St	San Francisco Municipal Transportation Agency	San Francisco
Right Of Way/18th St	San Francisco Municipal Transportation Agency	San Francisco
Right Of Way/20th St	San Francisco Municipal Transportation Agency	San Francisco
Right Of Way/21st St	San Francisco Municipal Transportation Agency	San Francisco
Right Of Way/22nd St	San Francisco Municipal Transportation Agency	San Francisco
Right Of Way/Liberty St	San Francisco Municipal Transportation Agency	San Francisco
S.F. Ferry Building	Alameda/Oakland Ferry	San Francisco
S.F. Pier 41	Alameda/Oakland Ferry	San Francisco
SAN ANTONIO STATION (0)	VTA	San Francisco
SAN ANTONIO STATION (1)	VTA	San Francisco
SAN FERNANDO STATION	VTA	San Francisco
San Jose Ave & Farallones St	San Francisco Municipal Transportation Agency	San Francisco
San Jose Ave & Geneva Ave	San Francisco Municipal Transportation Agency	San Francisco
San Jose Ave & Geneva Ave	San Francisco Municipal Transportation Agency	San Francisco
San Jose Ave & Lakeview Ave	San Francisco Municipal Transportation Agency	San Francisco
San Jose Ave & Mt Vernon Ave	San Francisco Municipal Transportation Agency	San Francisco
San Jose Ave & Niagra Ave	San Francisco Municipal Transportation Agency	San Francisco
San Jose Ave & Ocean Ave	San Francisco Municipal Transportation Agency	San Francisco
San Jose Ave & Randall St	San Francisco Municipal Transportation Agency	San Francisco
San Jose Ave & Santa Rosa Ave	San Francisco Municipal Transportation Agency	San Francisco
San Jose Ave & Santa Ynez Ave	San Francisco Municipal Transportation Agency	San Francisco
San Jose Ave/Glen Park Station	San Francisco Municipal Transportation Agency	San Francisco
SANTA CLARA STATION (0)	VTA	San Francisco

SANTA CLARA STATION (1)	VTA	San Francisco
ST JAMES STATION (0)	VTA	San Francisco
ST JAMES STATION (1)	VTA	San Francisco
Sunset Tunnel East Portal	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 17th Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 19th Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 22nd Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 23rd Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 24th Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 26th Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 28th Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 30th Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 32nd Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 35th Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 40th Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 42nd Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & 46th Ave	San Francisco Municipal Transportation Agency	San Francisco
Taraval St & Sunset Blvd	San Francisco Municipal Transportation Agency	San Francisco
Taylor St & Bay St	San Francisco Municipal Transportation Agency	San Francisco
Taylor St & Columbus Ave	San Francisco Municipal Transportation Agency	San Francisco
Taylor St & Francisco St	San Francisco Municipal Transportation Agency	San Francisco
The Embarcadero & Bay St	San Francisco Municipal Transportation Agency	San Francisco
The Embarcadero & Brannan St	San Francisco Municipal Transportation Agency	San Francisco
THE EMBARCADERO & BROADWAY	San Francisco Municipal Transportation Agency	San Francisco
The Embarcadero & Folsom St	San Francisco Municipal Transportation Agency	San Francisco
The Embarcadero & Green St	San Francisco Municipal Transportation Agency	San Francisco
The Embarcadero & Greenwich St	San Francisco Municipal Transportation Agency	San Francisco
The Embarcadero & Harrison St	San Francisco Municipal Transportation Agency	San Francisco
The Embarcadero & Sansome St	San Francisco Municipal Transportation Agency	San Francisco

The Embarcadero & Stockton St	San Francisco Municipal Transportation Agency	San Francisco
The Embarcadero & Washington St	San Francisco Municipal Transportation Agency	San Francisco
THE EMBARCADERO/Ferry Building	San Francisco Municipal Transportation Agency	San Francisco
Third Street & Carroll Ave	San Francisco Municipal Transportation Agency	San Francisco
Third Street & Williams Ave	San Francisco Municipal Transportation Agency	San Francisco
Third Street/Oakdale/Palou	San Francisco Municipal Transportation Agency	San Francisco
Third Street/Revere/Shafter	San Francisco Municipal Transportation Agency	San Francisco
Washington St & Jones St	San Francisco Municipal Transportation Agency	San Francisco
Washington St & Leavenworth St	San Francisco Municipal Transportation Agency	San Francisco
Washington St & Mason St	San Francisco Municipal Transportation Agency	San Francisco
Washington St & Powell St	San Francisco Municipal Transportation Agency	San Francisco
Washington St & Taylor St	San Francisco Municipal Transportation Agency	San Francisco
Emeryville	Capitol Corridor Joint Powers Authority	Seattle
FAIRVIEW AVE N & ALOHA ST	City of Seattle	Seattle
Oakland Jack London	Capitol Corridor Joint Powers Authority	Seattle
Palo Alto Caltrain	Caltrain	Seattle
Redwood City Caltrain	Caltrain	Seattle
San Francisco Caltrain	Caltrain	Seattle
San Mateo Caltrain	Caltrain	Seattle
Seattle Center	City of Seattle	Seattle
SLU STREETCAR & TERRY AVE N	City of Seattle	Seattle
TERRY AVE N & REPUBLICAN ST	City of Seattle	Seattle
TERRY AVE N & THOMAS ST	City of Seattle	Seattle
VASHON PASS FERRY & PIER 50	King County Marine Division	Seattle
Westlake	City of Seattle	Seattle
WESTLAKE AVE & 7TH AVE	City of Seattle	Seattle
WESTLAKE AVE & 9TH AVE	City of Seattle	Seattle
WESTLAKE AVE & OLIVE WAY	City of Seattle	Seattle
WESTLAKE AVE & VIRGINIA ST	City of Seattle	Seattle
WESTLAKE AVE N & HARRISON ST	City of Seattle	Seattle
WESTLAKE AVE N & MERCER ST	City of Seattle	Seattle
8TH AND PINE METROLINK STATION	Metro St. Louis	St Louis
ARCH LACLEDES METROLINK STATION	Metro St. Louis	St Louis
CENTRAL WEST END METROLINK STATION	Metro St. Louis	St Louis
CIVIC CENTER METROLINK STATION	Metro St. Louis	St Louis

Commerce Street Station	Sound Transit	St Louis
CONVENTION CENTER METROLINK STATION	Metro St. Louis	St Louis
Convention Center Station	Sound Transit	St Louis
FORSYTH METROLINK STATION	Metro St. Louis	St Louis
King Street Station	Sound Transit	St Louis
Seattle	Washington State Ferries	St Louis
STADIUM	Sound Transit	St Louis
STADIUM METROLINK STATION	Metro St. Louis	St Louis
Theater District Station	Sound Transit	St Louis
UNION STA METROLINK STATION	Metro St. Louis	St Louis
Cumberland Avenue Station	HART	Tampa
Dick Greco Plaza/ Transportation Center	HART	Tampa
HSBC Station	HART	Tampa
Port Authority Station	HART	Tampa
Tampa Tribune Station	HART	Tampa
Whiting Station	HART	Tampa
York Street Station	HART	Tampa
Alexandria	VRE	Washington DC
BALLSTON METRO	WMATA	Washington DC
BETHESDA METRO STATION	WMATA	Washington DC
BRADDOCK RD METRORAIL STATION	WMATA	Washington DC
CLARENDON METRORAIL STATION	WMATA	Washington DC
COLUMBIA HEIGHTS METRO STATION	WMATA	Washington DC
COURTHOUSE METRO STATION	WMATA	Washington DC
DUPONT CIRCLE METRO STATION	WMATA	Washington DC
FOGGY BOTTOM METRO STATION	WMATA	Washington DC
FRIENDSHIP HEIGHTS METRO STATION	WMATA	Washington DC
GEORGIA AVE PETWORTH STATION	WMATA	Washington DC
KING STREET METRO STATION	WMATA	Washington DC
MT VERNON SQ/7TH ST-CONVENTION CENTER	WMATA	Washington DC
ROSSLYN METRO STATION	WMATA	Washington DC
SHAW METRO STATION	WMATA	Washington DC
SILVER SPRING MARC	Maryland Transit Administration	Washington DC
SILVER SPRING METRO STATION	WMATA	Washington DC
U STREET METRO STATION	WMATA	Washington DC
VIRGINIA SQUARE METRO STATION	WMATA	Washington DC
Total		1640

## Appendix D: Top 100 Metropolitan Regions for Share of Transit Commuting

Rank	Metropolitan Area	Percentage of Transit Commuting
1	New York-Northern New Jersey-Long Island, NY-NJ-PA	31.1
2	Washington-Arlington-Alexandria, DC-VA-MD-WV	14.8
3	San Francisco-Oakland-Fremont, CA	14.6
4	Boston-Cambridge-Quincy, MA-NH	11.6
5	Chicago-Joliet-Naperville, IL-IN-WI	11.6
6	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	9.3
7	Atlantic City-Hammonton, NJ	9.0
8	Bridgeport-Stamford-Norwalk, CT	8.7
9	Bremerton-Silverdale, WA	8.3
10	Seattle-Tacoma-Bellevue, WA	8.1
11	Trenton-Ewing, NJ	8.1
12	Honolulu, HI	7.6
13	Ames, IA	7.3
14	Champaign-Urbana, IL	7.3
15	Ann Arbor, MI	6.5
16	Portland-Vancouver-Hillsboro, OR-WA	6.3
17	Los Angeles-Long Beach-Santa Ana, CA	6.2
18	Baltimore-Towson, MD	6.1
19	Boulder, CO	5.9
20	Iowa City, IA	5.9
21	Pittsburgh, PA	5.5
22	Ithaca, NY	5.0
23	State College, PA	4.8
24	Minneapolis-St. Paul-Bloomington, MN-WI	4.7
25	Poughkeepsie-Newburgh-Middletown, NY	4.7
26	Gainesville, FL	4.5
27	Madison, WI	4.5
28	Denver-Aurora-Broomfield, CO	4.3
29	Milwaukee-Waukesha-West Allis, WI	4.0
30	Durham-Chapel Hill, NC	3.9
31	Las Vegas-Paradise, NV	3.9
32	New Haven-Milford, CT	3.9
33	Miami-Fort Lauderdale-Pompano Beach, FL	3.8
34	San Juan-Caguas-Guaynabo, PR	3.8
35	Bloomington, IN	3.7
36	Buffalo-Niagara Falls, NY	3.7

37	Hartford-West Hartford-East Hartford, CT	3.7
38	Salt Lake City, UT	3.6
39	Rochester, MN	3.4
40	San Jose-Sunnyvale-Santa Clara, CA	3.4
41	Santa Barbara-Santa Maria-Goleta, CA	3.3
42	Albany-Schenectady-Troy, NY	3.2
43	Cleveland-Elyria-Mentor, OH	3.2
44	Atlanta-Sandy Springs-Marietta, GA	3.1
45	Athens-Clarke County, GA	3.0
46	San Diego-Carlsbad-San Marcos, CA	3.0
47	Santa Cruz-Watsonville, CA	3.0
48	Charlottesville, VA	2.9
49	Elmira, NY	2.9
50	Fairbanks, AK	2.8
51	Providence-New Bedford-Fall River, RI-MA Metro Area	2.8
52	Spokane, WA Metro Area	2.8
53	New Orleans-Metairie-Kenner, LA Metro Area	2.7
54	Sacramento--Arden-Arcade--Roseville, CA Metro Area	2.7
55	Springfield, MA Metro Area	2.7
56	Eugene-Springfield, OR Metro Area	2.6
57	Austin-Round Rock-San Marcos, TX Metro Area	2.5
58	Orlando-Kissimmee-Sanford, FL Metro Area	2.5
59	Vallejo-Fairfield, CA Metro Area	2.5
60	Burlington-South Burlington, VT Metro Area	2.4
61	Lafayette, IN Metro Area	2.4
62	St. Louis, MO-IL Metro Area	2.4
63	Tucson, AZ Metro Area	2.4
64	Alexandria, LA Metro Area	2.3
65	Charlotte-Gastonia-Rock Hill, NC-SC Metro Area	2.3
66	Erie, PA Metro Area	2.3
67	Houston-Sugar Land-Baytown, TX Metro Area	2.3
68	Kingston, NY Metro Area	2.3
69	Ogden-Clearfield, UT Metro Area	2.3
70	Bellingham, WA Metro Area	2.2
71	College Station-Bryan, TX Metro Area	2.2
72	Corvallis, OR Metro Area	2.2
73	Phoenix-Mesa-Glendale, AZ Metro Area	2.2
74	Racine, WI Metro Area	2.2
75	Syracuse, NY Metro Area	2.2
76	Yuba City, CA Metro Area	2.2
77	Binghamton, NY Metro Area	2.1
78	Cincinnati-Middletown, OH-KY-IN Metro Area	2.1
79	Kankakee-Bradley, IL Metro Area	2.1
80	Lansing-East Lansing, MI Metro Area	2.1

81	San Antonio-New Braunfels, TX Metro Area	2.1
82	Duluth, MN-WI Metro Area	2.0
83	El Paso, TX Metro Area	2.0
84	Lawrence, KS Metro Area	2.0
85	Ocean City, NJ Metro Area	2.0
86	Reno-Sparks, NV Metro Area	2.0
87	Salinas, CA Metro Area	2.0
88	Savannah, GA Metro Area	2.0
89	Yakima, WA Metro Area	2.0
90	Anchorage, AK Metro Area	1.9
91	Barnstable Town, MA Metro Area	1.9
92	Bloomington-Normal, IL Metro Area	1.9
93	Charleston, WV Metro Area	1.9
94	Great Falls, MT Metro Area	1.9
95	Idaho Falls, ID Metro Area	1.9
96	Louisville/Jefferson County, KY-IN Metro Area	1.9
97	Medford, OR Metro Area	1.9
98	Reading, PA Metro Area	1.9
99	Rochester, NY Metro Area	1.9
100	Blacksburg-Christiansburg-Radford, VA Metro Area	1.8