



## Board Report

File #:2017-0803, File Type:Policy

Agenda Number:29.

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### SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JANUARY 18, 2018

**SUBJECT: RAIL AND BUS VEHICLE HISTORICAL PRESERVATION  
EFFORTS**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. ADOPTING an expanded donation policy, as defined in Attachment B, for the purpose of enabling the historical preservation by others of some portion of the original rail vehicle and bus fleet; and
- B. RECEIVING AND FILING the attached P865 retirement schedule that is consistent with the revised donation policy for the transfer of rail vehicle 100 to the City of Long Beach.

#### **ISSUE**

In September 2017, Motion #49 by Directors Garcia, Garcetti, Hahn, Solis, and Dupont-Walker was approved by the Metro Board and directed the CEO to develop an expanded donation/retirement policy for the historical preservation of the rail and bus vehicle fleet and to research transit museums. This report is provided in response to this Motion.

#### **DISCUSSION**

Metro operates and maintains a fleet of over 2,200 buses, 239 light rail, and 104 heavy rail cars. The light rail fleet consists of Nippon Sharyo P865 and P2020, Siemens P2000, Ansaldo-Breda P2550, and Kinkisharyo P3010 light rail vehicles. Metro's Rail Fleet Services department maintains a schedule for the retirement of the fleet that is consistent with the fleet management plan which focuses on age and condition investment needs, requirements, and new rail projects. P865 fleet retirement criteria includes assessment of vehicle and required maintenance activities based on age, useful-life, and State of Good Repair criteria consistent with regulatory requirements; identification of vehicles with the highest mileage. Challenges related to the historical preservation of vehicle fleets by Metro include lack of yard space to devote to long term storage; parts and materials obsolescence; know-how/training to address long-term P865 fleet repair activities; and regulatory challenges of keeping vehicles on Metro property for special operations. The existing donation policy does not

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allow for rail cars and/or buses to be donated unless the donation is for continued transit operation.

Protection and preservation of transit vehicles is important to our agency and our industry, and therefore staff revised the bus and rail vehicle donation policy outlined in Attachment B. Because this motion specifically requested that rail vehicle 100 be made available to the City of Long Beach, staff reviewed the P865 rail car retirement schedule and will retain car 100 in accordance with the guidelines set by the proposed donation policy. Metro staff will also continue to proactively review existing bus retirement schedules in anticipation of donation requests for historical preservation purposes, or other well-intentioned civic uses that benefit the citizens of L.A. County. To address all future bus and rail vehicle preservation efforts, Metro staff will pursue the pathway listed below until a volunteer group is established and functional.

#### Expanded Donation Policy

The expanded donation policy recommended for adoption will allow public agencies, municipalities, school districts and non-profit organizations operating in Los Angeles County to receive donated rail cars, buses, and selected materials for re-purposed use. This expanded policy creates a procedure for expanding the useful life of Metro rolling stock for well-intentioned civic uses in Los Angeles County, inclusive of safety and education related hands-on training.

#### Transit Museum Research/Survey

Metro staff conducted research with regard to the historical preservation of our fleet by surveying transit museums in Los Angeles, throughout the U.S., and internationally dedicated to transit in an urban travel context. A total of 52 museums were surveyed as a part of this effort. There is one museum located in Los Angeles County, Travel Town, which is designated as a children's museum and focuses on railroad history. In terms of the modes that were surveyed, 48% are rail museums, 50% are multi-modal, and 4% focus on bus. Although some information was unavailable during our research, we know that about 27% rely on the assistance of volunteers and about 29% operate at a deficit. In addition, 90% of the 33 U.S. museums surveyed are registered as non-profit organizations. Most have missions related to education, preservation, operation, advocacy, restoration, recreation, and interpretation of local transportation history. Please see the complete list of transit museums surveyed in Attachment D.

#### Pathway Forward to Creating a Museum

- Continue research on transit museums in California, U.S. and internationally
- Explore, in detail, a select few museum models
- Survey/inventory like-minded potential partners, both public and private
- Establish a volunteer committee or group to pursue the pathway forward on this effort
- Explore organizational structure; governance matters; fundraising; locations and space criteria; acquisition & preservation of content; and like topics

#### Funding Sources

Staff researched potential funding sources for creating a transportation museum and found the following:

- Establishment of transportation museums are no longer eligible activities under the Federal MAP-21 Transportation Alternatives Program (TAP), formerly known as Transportation

- Enhancement Activities (TEA) grants under previous federal transportation funding bills.
- Additional support and approval is required to potentially utilize any available Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) and City of Los Angeles redevelopment funding for a transportation museum/community facility.
  - Review of National Institute of Museum and Library Services (IMLS) grant opportunities would be required in order to establish a transportation museum, should Metro decide to pursue becoming an accredited museum with a permanent location, professional staffing, a segregated budget, and maintains ongoing exhibits open to the general public.
  - Review of local return funds regulations would be required to potentially utilize any available Proposition A, C and Measure R funding for a transportation museum. Although these funds are administered by Metro, they are earmarked for the Local Return Programs to be used by cities and the County of Los Angeles in developing and/or improving local public transit, paratransit and related transportation infrastructure in order to establish a transportation museum.
  - As mentioned in the previous section, Metro staff will evaluate foundations, private sector support, and fundraising in an effort to fully analyze finance development options for the maintenance and operation of a transportation museum in Los Angeles County at a suitable location.

### **DETERMINATION OF SAFETY IMPACT**

Expanding Metro's existing retired assets donation policy and developing a retirement schedule for P865 rail cars consistent with the revised donation policy will not have an impact on the safety of our customers and/or employees.

### **FINANCIAL IMPACT**

A complete financial impact from the adoption of this expanded donation policy cannot be determined at this time. As Metro's Vendor/Contract Management department receives and approves donation requests, they will then complete a Cost/Benefit Analysis that identifies the net value of the available Surplus Asset to Metro requested by the eligible donee. At this time, Metro will be able to accurately measure the net value of the Surplus Asset against the value of the services or re-purposed uses of the Surplus Assets.

### **ALTERNATIVES CONSIDERED**

The Board could consider not adopting this expanded donation policy and keeping the existing policy; however, this approach would not be complementary to the theme of this motion which is to ensure that future generations in Los Angeles are able to understand and engage with Metro's history through the historical preservation by others of some portion of the original fleet.

### **NEXT STEPS**

Metro will continue to retire its fleet based on approved retirement schedules and will review donation requests to ensure that they meet our policy standards. Upon Board approval of the expanded donation policy, staff will develop a form that public agencies, including the City of Long Beach, can

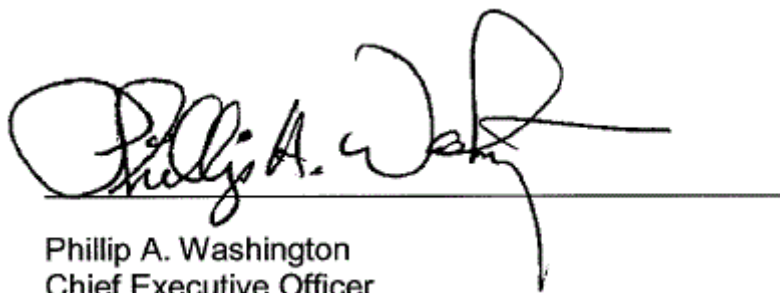
complete to request donation of a rail or bus vehicle. Until a volunteer group is established to carry Metro's pathway forward on this effort, Metro staff will continue work on research, outreach and analysis with other like-minded agencies, potential funding sources, and development of a proposal for a transportation and planning museum in Los Angeles County at Union Station or at other suitable locations, inclusive of a short-term and long-term implementation plan.

**ATTACHMENTS**

- Attachment A - Motion #49 by Directors Garcia, Garcetti, Hahn, Solis, and Dupont-Walker
- Attachment B - Revised Acquisition Policy and Procedure Manual (Chapter 12 Surplus and Sales Contracts, Section 12.28 Donations)
- Attachment C - P865 Retirement Schedule
- Attachment D - Metro Survey of Transit Museums Matrix

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Phillip A. Washington  
Chief Executive Officer

## Metro



## Board Report

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**File #:**2017-0657, **File Type:**Motion / Motion  
Response

Agenda Number:49.

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**REGULAR BOARD MEETING  
SEPTEMBER 28, 2017**

**Motion by:**

**GARCIA, GARCETTI, HAHN, SOLIS, and DUPONT-WALKER**

September 28, 2017

**Historical Preservation Efforts for Rail Vehicles**

The oldest rail vehicles in the Metro fleet are being retired and scrapped over the next two years. These vehicles began service on the Metro Blue Line when it opened in 1990 and have since primarily remained in revenue service on the Metro Blue Line. They have each traveled an average of over 1.5 million miles since they were put into service 27 years ago. To date, Metro has already retired and scrapped at least eight of these vehicles.

The Metro Board of Directors has a policy relating to Metro retired assets that limits the donation of these assets. However, some of these vehicles should be retained and made available for other uses. These other uses could include, but are not limited to: museum display, ceremonial special service, adaptive reuse, and emergency services training.

The very first of these rail vehicles - numbered 100 in the Metro fleet - is named after the City of Long Beach, and we wish for this vehicle to be made available first to its namesake city.

The current Metro Rail system will serve Los Angeles for many generations to come, and Metro should ensure that future generations are able to understand and engage with Metro's history. Metro should take steps to preserve at least one of each bus and rail vehicle model to create a heritage fleet that can be displayed in a future Los Angeles Transit Museum or deployed for special heritage or ceremonial service.

Metro can look to New York for inspiration on its historical preservation efforts. The New York Transit Museum opened in 1976 and features many historical rail vehicles, railway equipment, and vintage buses. Additionally, New York MTA runs special trains with vehicles as much as 100 years old.

Protection and preservation of Metro transit vehicles are important, as transit history can be communicated effectively through these vehicles for generations to come. The history of not just Metro, but of Los Angeles, can be experienced through Metro's transit vehicles.

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**SUBJECT: MOTION BY GARCIA, HAHN, SOLIS, GARCETTI, AND DUPONT-WALKER  
HISTORICAL PRESERVATION EFFORTS FOR TRANSIT VEHICLES**

WE, THEREFORE, MOVE to direct the CEO to develop an expanded policy for the preservation of some portion of the original rail vehicle and bus fleet for purposes that include, but are not limited to: historical preservation and conservation, ceremonial special service (if feasible), adaptive reuse, and emergency services training. We request a report back to the Metro Board of Directors on this policy, as well as any further considerations, within 60 days.

WE FURTHER MOVE to direct Metro staff to develop a plan that is consistent with the revised donation policy for the possible storage, donation, and transfer of rail vehicle number 100 to its namesake - the City of Long Beach - to be utilized by the city in a manner that raises the local visibility of the Metro Blue Line and embraces the region's transit history.

**FRIENDLY AMENDMENT BY SOLIS:**

I FURTHER MOVE, that the CEO report back include the following:

- A. A high level review of other public transit or transportation museums in the United States;
- B. Determine a pathway by which to further explore creating a Los Angeles County;
- C. Identify like-minded or mission-similar organizations that can serve as potential partners in the establishment, curation, maintenance and operation of such museum; and
- D. Report on funding sources that have transportation museums as an eligible use.

**Existing Metro Acquisition Policy and Procedure Manual**

**(From Chapter 12 – Surplus Sales Contracts)**

**12.8 Donations**

- ~~A. The donation of any material, equipment or non-revenue vehicle to a public agency, private or Non-Profit organization is permitted if it meets one of the following conditions:~~
- ~~B. If the asset has value, it must be determined that the asset will be used for some public transit related purpose within the MTA's jurisdiction; or~~
- ~~C. It must be determined that the asset has no market/salvage value; or~~
- ~~D. It must be determined that the cost to remove or dispose of the asset will exceed the estimated revenue or return from the sale.~~
- ~~E. This policy shall be implemented in concert with the prohibitions against gifts of public funds.~~

**Revised Metro Acquisition Policy and Procedure Manual**

**12.8 Donations**

Metro may make donations of its available surplus material, equipment, revenue service vehicles and non-revenue vehicles ("Surplus Asset") to Public Agencies, Municipalities, School Districts and Non-Profit Organizations ("Eligible Donee") for continued public transit services, or for other re-purposed public uses and services that benefits all Los Angeles County citizens.

Approved donation requests shall meet the policy standard that all donations shall not constitute a gift of public funds. In order to meet that standard a Cost/Benefit Analysis shall be performed on each donation request to ensure that the well-intended use of the Surplus Asset by the Eligible Donee is greater than the value that Metro would earn through the sale or salvage of the Surplus Asset.

- A. The Eligible Donee shall submit a Donation request to Vendor/Contract Management for a specific Surplus Asset. The Donation request shall provide a detailed description of the well-intended uses of the Surplus Asset, including the real value to be earned from the continued transit use of the Surplus Asset, and any factors that describe the real or intrinsic value of any repurposed use.
- B. Vendor/Contract Management shall perform a Cost/Benefit Analysis that first identifies the net value of the Surplus Asset to Metro. The net value includes the estimated market value for the sale or salvage of the Surplus Asset minus the cost to remove or dispose of the Surplus Asset.

The Cost/Benefit Analysis shall measure the net value of the Surplus Asset against the value of the services or re-purposed uses of the Surplus Asset by the Eligible Donee.

- C. The Chief of Vendor/Contract Management may approve the donation of Metro Assets if the Cost/Benefit Analysis performed by Metro demonstrates that the well-intentioned use by the Eligible Donee has greater value to all citizens of Los Angeles County than the net value of the Surplus Asset to Metro.
- D. Once a donation is approved by Metro the Eligible Donee is responsible for all costs associated with the transfer, storage, maintenance and re-title of the Surplus Asset. The Eligible Donee must remove and take possession of the Surplus Asset within 120 days of Metro's approval.
- E. The Eligible Donee shall indemnify Metro for any claims in connection with or relating to, the transfer, use or services performed by the Eligible Donee with the Surplus Asset.



Metro Blue Line P865  
Decommissioning and Retirement Schedule

				2017												2018											
		Start	End	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1.0	P865 Fleet Decommissioning/Retirement Schedule	Feb-17	Aug-18		105					129 147	115 132 128 133	116 122	152 134 143 146 109 126	153 123 150 136	118 124 119 145	139 114 130 121	127 111 103 141	101 104 120 110	102 131 107 117	100 106 108 112	113 135 140 144	148 125 142 151	137 149 138				
<b>Total # of Cars (54)</b>				<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Survey of Transit Museums

This survey focused mainly on museums dedicated to transit in an urban travel context. It excludes museums that are dedicated solely to a single transportation mode such as automobiles, freight and interstate passenger railroads, stagecoaches, steamships, or intercity bus transportation. It also excludes aviation, maritime, military, motorcycle, and model railroad museums. Staff and budget information was gathered from GuideStar, when available, and reflects the most recent information available. Most descriptive statements are taken from museums' websites.

**Summary of Findings:** Most of the museums have rolling stock and other vehicles (many are operational). They are predominantly 501(c)(3)'s and tend to rely heavily on the assistance of volunteers. Many operate at a deficit. Most have missions related to education, preservation, operation, advocacy, restoration, recreation, and interpretation of local transportation history.

### LOS ANGELES/GREATER LOS ANGELES

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Travel Town Museum	Griffith Park, City of Los Angeles, California	American Southwestern Railway Association Inc.	18 employees 300 volunteers	\$239,000	\$209,154	A combined transportation museum and recreation center. Designated a children's museum. Operated by the City of Los Angeles Department of Parks and Recreation.	To educate the public about railroad history as it pertains to the development of the Southwest Region of the United States, particularly the Los Angeles area.
Orange Empire Railway Museum	Perris, Riverside County, California	Southern California Railway Museum Inc.	7 employees 150 volunteers	\$1,597,815	\$1,615,061	Mainly LA streetcar, trolley and interurban rail oriented museum and archive. Key rail equipment was acquired from Metro's predecessors in the late 1950's to create the museum. Restored LA street railway cars run on a track. New 8,000 sq. ft. archive building added to the OERM campus recently (completed in 2015).	To bring Southern California's railway history to life.

### CALIFORNIA

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Cable Car Museum	San Francisco, California	Friends of the Cable Car Museum	5 employees	\$294,093	\$231,279	Houses historic cable cars, photographs, mechanical displays, and a gift shop. Museum is free to the public and is focused on San Francisco cable car history.	To continue to enhance the museum exhibits and strive to raise the public's awareness of the importance of the cable car to San Francisco.
California Trolley and Railroad Museum	Santa Clara, California	California Trolley and Railroad Corporation	0 employees 50 volunteers	\$16,594	\$23,702	Museum is celebrating rich legacy of railroading and trolleys within Santa Clara County has been under development by CTCRC since 1992. Since 2002, CTCRC has been actively working with various public agencies for a suitable location within the community.	To preserve and reflect the rich legacy of rail transportation in the Santa Clara Valley for the educational and recreational benefit of current and future generations.
Market Street Railway and Streetcar Museum	San Francisco, California	Market Street Railway	5 employees 75 volunteers	\$317,018	\$259,204	Operating "vintage rail transit in its 'natural habitat,'" as well as maintaining a museum and gift shop. Museum is nonprofit preservation partner of the San Francisco Municipal Transportation Agency. SFMTA (Muni). Museum supports Muni's historic transit activities, but is not part of Muni and receives no government money.	Advocate for historic streetcar and cable car service improvements and expansion, educate people about the importance of attractive transit in creating vibrant, livable cities, and celebrate the wonderful historic streetcars, cable cars, and busses owned and operated by Muni, a service of the San Francisco Municipal Transportation Agency (SFMTA).
Pacific Bus Museum	Fremont, California	Pacific Bus Museum	Information unavailable	\$26,398	\$37,193	The museum is an active organization of 'bus enthusiasts' based in Northern California, is dedicated to honoring the history of this unique form of transportation. The bus collection comprises over 20 coaches, both transit (city) and intercity (over-the-road) types encompassing eras from the 1930s on and is focused on, but not limited to, California and the western United States. Many come from bus systems that no longer exist. The collection also includes bus artifacts and memorabilia.	The preservation, restoration and operation of historic buses and the acquisition and collection of bus artifacts and memorabilia for the education, appreciation and enjoyment of the membership and the public. Our aim is to preserve yesterday for tomorrow.

### UNITED STATES (In no particular order)

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Baltimore Streetcar Museum	Baltimore, Maryland	Baltimore Streetcar Museum	0 employees 0 volunteers	\$122,118	\$147,126	A small, volunteer-run museum dedicated to the history of street railways and transit with representative operating streetcars also from Philadelphia. Numerous vintage cars operate at the museum, from early 20th Century wooden streetcars to more modern WWII era and post-WWII era PCC cars.	Preserving Baltimore's public transportation history, especially the street railway era.
Connecticut Trolley Museum	East Windsor, Connecticut	Connecticut Electric Railway Association Incorporated	17 employees 221 volunteers	\$340,092	\$357,957	The museum has over 70 pieces of rail equipment dating back to 1869. Visitors can see historic passenger and freight trolley cars, interurban cars, elevated railway cars, passenger and freight railroad cars, service cars, locomotives, and a variety of other equipment from railways around Connecticut. The collection includes examples from Brooklyn, Boston, New Orleans, Milwaukee, Cleveland, Springfield, Lynchburg, Montreal, and even Rio De Janeiro, Brazil.	To provide a historically accurate educational experience of the trolley era, through the interpretation, preservation, restoration, and operation of an electric railway.

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
New York Transit Museum	New York City, New York	Friends of the New York Transit Museum	44 employees	\$2,002,868	\$1,825,337	The museum is dedicated to telling and preserving the stories of mass transportation – extraordinary engineering feats, workers who labored in the tunnels over 100 years ago, communities that were drastically transformed, and the ever-evolving technology, design, and ridership of a system that runs 24 hours a day, every day of the year. Housed underground in an authentic 1936 subway station in Downtown Brooklyn, the Transit Museum’s working platform level spans a full city block, and is home to a rotating selection of twenty vintage subway and elevated cars dating back to 1907. Visitors can board the vintage cars, sit at the wheel of a city bus, step through a time tunnel of turnstiles, and explore changing exhibits that highlight the cultural, social and technological history – and future – of mass transit.	Founded in 1976, the New York Transit Museum is one of only a few museums in the world dedicated to telling the story of urban public transportation. The Museum collects, exhibits, interprets, and preserves the history, sociology, and technology of public transportation systems in the New York metropolitan region, and conducts research and educational programs that make its extensive collections accessible and meaningful to a broad audience.
Phoenix Trolley Museum	Phoenix, Arizona	Phoenix Trolley Museum	Information unavailable	Information unavailable	Information unavailable	The Phoenix Trolley project was started in 1975 by a group of individuals who purchased one of the last remaining bodies of an original Phoenix Streetcar, and became a museum in 1978. Since that time, a car barn has been constructed and streetcars have been purchased and partially restored. As of Spring 2016 the museum learned that it must relocate and is in the midst of executing a relocation plan.	Tell the Phoenix streetcar story... engage the community, offer interactive educational experiences, and collect, preserve, and showcase historic streetcars.
Brooklyn Trolley Museum	Brooklyn, New York	Brooklyn Historic Railway Association	Information unavailable	\$64,278	\$64,278	The Brooklyn Historic Railway Association (BHRA) is dedicated to returning trolleys to the streets of Brooklyn, NY. BHRA has two decades of experience working with light rail technology and historic trolleys. BHRA draws on its skilled technicians, trained laborers and motivated volunteers in completing all work in-house.	To extend the line to Downtown Brooklyn.
Champlain Valley Transportation Museum	Plattsburgh, New York	Champlain Valley Transportation Museum	2 employees	\$79,713	\$92,093	Located on the grounds of the former Plattsburgh Air Force Base, the museum contains examples of vehicles, boats, and railroad cars used in the Champlain Valley including Native American canoes, barges, ferries, and a rare restored 1915 luxury Type 82 Lozier automobile, at one time the most expensive car in America.	Information unavailable
Commonwealth Coach & Trolley Museum	Roanoke, Virginia	Commonwealth Coach and Trolley Museum	Information unavailable	\$22,702	\$27,340	The museum was formed in 1999 when the Virginia Museum of Transportation in Roanoke decided to de-access its fleet of transit coaches collected through the years. The purpose of the Museum is to educate Virginians about the history, use, and efficiency of public transit, all while serving non-profit organizations and public events. All personnel who drive and maintain the fleet are non-paid and the museum only asks for donations for fuel and maintenance if an organization is capable of assisting.	To educate Virginians about the history, use, and efficiency of public transit, all while serving non-profit organizations and public events.
East Troy Electric Railroad Museum	East Troy, Wisconsin	East Troy Railroad Museum	0 employees 171 volunteers	\$471,519	\$486,718	The East Troy Railroad Museum operates on the last remaining piece of the original interurban network which operated in Wisconsin. The museum has 32 pieces of equipment with over 500 members worldwide, 110 active volunteers and 15,000 visitors each year.	Dedicated to the preservation of the rail heritage of Wisconsin and America.
Forney Transportation Museum	Denver, Colorado	Forney Museum	9 employees 83 volunteers	\$813,701	\$590,874	The Forney Museum of Transportation is a one-of-a-kind collection of over 600 artifacts relating to historical transportation. It began with a single 1921 Kissel, but soon expanded to include vehicles of all kinds. Today it includes not just vehicles, but also buggies, motorcycles, steam locomotives, aircraft, carriages, rail equipment, fire apparatus, public transportation, sleighs, bicycles, toys & die-cast models, and vintage apparel.	To collect, preserve, and exhibit items of artistic, historical and technological interest relating to transportation for the purposes of education and personal enrichment.
The Henry Ford	Dearborn, Michigan	The Edison Institute, Inc.	1,946 employees 548 volunteers	\$61,610,348	\$67,707,047	A large indoor and outdoor history museum complex and National Historic Landmark in the Detroit suburb. The museum collection contains the presidential limousine of John F. Kennedy, Abraham Lincoln’s chair from Ford’s Theatre, Thomas Edison’s laboratory, the Wright Brothers’ bicycle shop, the Rosa Parks bus, and many more historical exhibits. It is the largest indoor-outdoor museum complex in the United States and is visited by 1.6 million people each year.	The Henry Ford provides unique educational experiences based on authentic objects, stories, and lives from America’s traditions of ingenuity, resourcefulness, and innovation. Our purpose is to inspire people to learn from these traditions to help shape a better future.

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Iowa Transportation Museum	Grinnell, Iowa	Iowa Transportation Museum	0 employees 0 volunteers	\$10,355	\$10,260	Museum opened in 2012 and closed in 2015. They ran out of money because of a change to historic tax credits. A "Transportation Heroes" online exhibit is maintained at <a href="http://www.transportationheroes.org">www.transportationheroes.org</a> .	Information unavailable
National Museum of Transportation	Kirkwood, Missouri	Transport Museum Association	55 employees 5 volunteers	\$878,317	\$811,156	Museum covers many forms of transportation, including a collection of "interurban and city transit." Founded in 1944, it restores, preserves, and displays a wide variety of vehicles spanning 15 decades of American history: cars, boats, aircraft, and in particular, locomotives and railroad equipment from around the United States.	We renovate. We restore. We educate. We preserve history for future generations.
Museum of the City	Online Museum (based out of Oregon)	Museum of the City	Information unavailable	Information unavailable	Information unavailable	Web-based museum includes a gallery on Transportation, mostly featuring urban transit in a variety of international cities. "The web-based Museum of the City publishes exhibits about the past, present and future of cities, humankind's greatest artifact. Museum visitors — thousands per month from over 40 nations — experience ideas, images, and interpretations that illuminate the design, health, and sustainability of cities worldwide. In partnership with Portland State University and the International Council of Museums' Committee for the Collections and Activities of Museums of Cities (CAMOC).	Every city tells a story. We at the Museum of the City believe citizens achieve a deeper understanding of cities—of their culture and peoples, their art and industries—as well as learn how to better plan their future, by sharing knowledge and stories about them.
Memphis Railroad & Trolley Museum,	Memphis, Tennessee	Memphis Railroad & Trolley Museum, Inc.	Information unavailable	\$27,481	\$4,180	The Memphis Railroad & Trolley Museum is dedicated to the local history of Railroad and the Memphis Trolleys. The museum provides static exhibits as well as video documentation and railroad model dioramas. Due to construction, the museum suspended operations on December 30, 2016, until such time that construction activities allow re-opening, expected to occur in the fall of 2018.	Information unavailable
Minnesota Transportation Museum	St. Paul, Minnesota	Minnesota Transportation Museum	7 employees 200 volunteers	\$562,866	\$882,664	The MTM was formed in 1962 to save a streetcar that had been built and operated by Twin City Rapid Transit (TCRT) in Minneapolis-St. Paul. In 2004–2005, the organization's streetcar operations became the Minnesota Streetcar Museum. In addition, a steamboat that was originally built by TCRT in a style similar to its streetcars became the Museum of Lake Minnetonka.	Minnesota Transportation Museum is a non-profit organization that collects, preserves, interprets and operates a historic railroad and transportation equipment and artifacts in order to tell the story of transportation history through unique attractions and engaging experiences.
Museum of Bus Transportation	Hershey, Pennsylvania	Museum of Bus Transportation	0 employees 0 volunteers	\$57,977	\$98,917	It has the largest collection of buses on display under one roof in the US. The Museum has representative vehicles from 1912 through 1975. Altogether eleven restored historical buses are currently on display. These antique buses are complimented with a colorful display of authentic bus memorabilia including bus station signs, bus stop signs, historical photographs, toy and model buses and other interesting items from these decades. Located in the basement of the Antique Auto Museum of Hershey.	To promote the bus industry, and seek to be of continuous interest to both the general public and the bus enthusiast.
National Capital Trolley Museum	Colesville, Maryland	National Capital Historical Museum of Transportation, Inc.	4 employees 40 volunteers	\$152,929	\$124,370	Primarily D.C. and US National trolley and streetcar collection, with some international representation as well.	The National Capital Trolley Museum preserves and interprets the history of electric street and interurban railways for the Nation's Capital.
North Carolina Transportation Museum	Spencer, North Carolina	North Carolina Transportation Museum Foundation	18 employees 250 volunteers	\$1,821,148	\$2,687,289	It is located on the site of what was once Southern Railway Company's largest steam locomotive repair facility. The site features an authentic train depot, antique automobiles, and a 37-bay Roundhouse that includes 25 locomotives, dozens of rail cars and other exhibit areas. The museum offers seasonal train rides, guided tours for scheduled groups, and special events scheduled throughout the year. The Museum is part of the Division of State Historic Sites, which is a division of the Department of Cultural Resources. The Department of Cultural Resources is a state agency dedicated to the promotion and protection of North Carolina's arts, history and culture.	To preserve and interpret the history of transportation in North Carolina and to present this history in a manner that allows visitors to enjoy their experience as well as learn from it. Objectives related to the mission are: To preserve the buildings and other historic features of Spencer Shops; To interpret the history of the Southern Railway repair facility, the community and the people who were associated with it; and To operate an on-going program of transportation artifact restoration and conservation.

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Oregon Electric Railway Museum	Brooks, Oregon	Oregon Electric Railway Historical Society, Inc.	Information unavailable	\$115,460	\$118,211	The Oregon Electric Railway Museum is an operating trolley museum. It features trolleys and other electric railway equipment from the West Coast as well as from around the world. The railway equipment collection dates from the 1890's thru 1977.	To preserve the regional heritage of electric railway transportation as a living resource for the benefit of the present and future generations. To fulfill this mission The Society will promote: the study of electric railways, their physical equipment, properties and operation, devoting special attention to the electric railways of western Oregon; the procurement and preservation of historic electric railway equipment, materials and property; and the display, interpretation and operation of surviving historic equipment, materials and properties.
Owls Head Transportation Museum	Owls Head, Maine	The Owls Head Transportation Museum	21 employees 382 volunteers	\$1,769,389	\$2,076,814	Multi-mode transportation collection: Aircraft, automobiles, bicycles, carriages, engines, and motorcycles, all pre-WWII.	To collect, preserve, exhibit and operate pre-1940 aircraft, ground vehicles, engines, and related technologies significant to the evolution of transportation for the purpose of education
Pennsylvania Trolley Museum	Washington, Pennsylvania	Pennsylvania Trolley Museum	7 employees 150 volunteers	\$1,978,620	\$1,197,354	The Pennsylvania Trolley Museum opened in 1954. The museum boasts a collection of nearly 50 cars, over 600 members worldwide, 150 active volunteers, and over 30,000 visitors each year.	To communicate the story of Pennsylvania's Trolley Era to a diverse audience through the preservation, interpretation, and use of its collection of electric railway and railroad equipment, associated artifacts and photo/document archives, and to ensure that its visitors have an enjoyable and rewarding educational experience.
Seashore Trolley Museum	Kennebunkport, Maine	New England Electric Railway Historical Society	20 employees 66 volunteers	\$1,414,443	\$764,087	Bills itself as the largest electric railway museum in the world. Collection includes vehicles from almost all major cities in the United States that had streetcar systems, as well as from other cities across the globe, to provide samples of how generations past moved about for work, school and leisure and to show the dedicated craftsmanship put forth to construct these workhorse vehicles.	New England Electric Railway Historical Society shares powerful connections between the past and present. We preserve knowledge, context, and resources for future generations by collecting, restoring, operating, and exhibiting significant public transit vehicles and artifacts.
Shelburne Falls Trolley Museum	Shelburne Falls, Massachusetts	Shelburne Falls Trolley Museum Inc.	0 employees 0 volunteers	\$73,841	\$43,214	Small railroad museum dedicated to preserving and operating car number 10 of the former Shelburne Falls and Colrain Street Railway. The museum also has a small assortment of equipment that is not related to the Shelburne Falls & Colrain Street Railway, including an ex-Central Vermont caboose, a Central Vermont handcar, 2 MBTA PCC cars, and other railroad and trolley equipment.	To preserve railroad and trolley history and artifacts, especially of the Franklin County, Massachusetts area, and to educate the public about these artifacts and historical information through collection, restoration, display, demonstration and interpretation.
Shore Line Trolley Museum	East Haven, Connecticut	Shore Line Trolley Museum	Information unavailable	Information unavailable	Information unavailable	Shore Line Trolley Museum is the oldest operating trolley museum in the United States. It was founded to preserve the heritage of the trolley car. The museum includes exhibits on trolley history in the visitors' center and offers rides on restored trolleys along its 1.5 miles (2.4 km) track. The ride includes a tour of the museum's historic trolley collection. Also includes an Archives facility.	To preserve the unique heritage of an endangered species — the trolley car.
Trolley Museum of New York	Kingston, New York	Trolley Museum of New York	Information unavailable	\$31,536	\$55,780	The Trolley Museum of New York has been in downtown Kingston since 1983. It became an established attraction on the East Strand just as the area started to rise as a popular tourist destination spot.	Educate people on the importance of the trolley in the development of modern urban society.
Virginia Museum of Transportation	Roanoke, Virginia	Virginia Museum of Transportation Inc.	21 employees 120 volunteers	\$1,958,233	\$1,607,776	The Museum's collection includes approximately 2,500 objects, including more than 50 pieces of rolling stock – locomotives and other rail cars – including the largest collection of diesel locomotives in the South. The Museum has expanded its collection to include automotive, aviation, transit, and other artifacts and frequently exhibits loaned objects.	To advance all modes of transportation across the Commonwealth, to celebrate and preserve the hard work and ingenuity of generations past, and to inspire current and future generations to value this industry which is essential to Virginia's history, culture, and economic growth.
Smithsonian Museum – American on the Move (Permanent Exhibit)	Washington D.C.	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The Smithsonian Institution is a multi-building group of museums and research centers administered by the US Government. The National Museum of American History (one of the Smithsonian museums) has a permanent exhibit entitled "American on the Move," that explores the role of transportation in American history.	Information unavailable

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
INTERNATIONAL							
London Transport Museum	London, England	London Transport Museum	94 employees 262 volunteers	£15,599,000	£15,857,000	London Transport Museum explores the story of London and its transport system over the last 200 years, highlighting the powerful link between transport and the growth of modern London, culture and society since 1800. The museum cares for over 450,000 items - preserving, researching and acquiring objects to use in galleries, exhibitions and other activities.	<ul style="list-style-type: none"> <li>• Preserve our transport heritage and interpret the vital role transport has played in the life of our city</li> <li>• Deliver education programs for schools, working with over 100,000 young people every year</li> <li>• Work with communities throughout London on creative and educational projects both within and outside the Museum</li> <li>• Raise awareness of future transport issues and opportunities to promote a sustainable London</li> </ul>
Land Transport Authority Gallery	Singapore	Information unavailable	Information unavailable	Information unavailable	Information unavailable	<p>The Land Transport Gallery is the visitor center of the Land Transport Authority (LTA), a statutory board under the Ministry of Transport of Government of Singapore. The gallery is located at the main LTA Hampshire Office and showcases the evolution of the land transport system in Singapore.</p> <p>The Land Transport Authority (LTA), established on 1 September 1995, is responsible for planning, operating and maintaining Singapore's land transport infrastructure and systems. The gallery brings visitors through the history of LTA from the past to present and how the transport system in the country has evolved over the years.</p>	Information unavailable
Edmonton Radial Railway Society Museum	Edmonton, Alberta, Canada	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The Strathcona Streetcar Barn & Museum has displays that include artifacts, pictures and information relating to streetcar history, Edmonton's original streetcar system and museum streetcars from around the world. It has the largest fleet of heritage streetcars in Western Canada. In total there are over twenty-five streetcars, with eight in seasonal service, two undergoing restoration and sixteen others in storage or awaiting restoration.	Information unavailable
Urban Public Transport Museum	Szentendre, Budapest, Hungary	Information unavailable	Information unavailable	Information unavailable	Information unavailable	An old wish of the experts of Budapest Transport Limited came true when, at the time of the modernization of the Szentendre suburban railway line in 1991-92, a permanent exhibition could be opened in one of the reconstructed covered depots displaying the transport history of the capital and its neighborhood. The depot was built in 1914, during the electrification of the suburban railway line, but by the beginning of the 1990's it became unsuitable for the storage and maintenance of trains with big passenger carrying capacity. The museum consisting of five exhibition rooms and two display halls opened on July 14, 1992.	Information unavailable
Museum of Urban Electrical Transport	St. Petersburg, Russia	Information unavailable	Information unavailable	Information unavailable	Information unavailable	A collection of historic trams and trolleybuses, this museum is housed in a former transport park and has over 50 exhibits.	Information unavailable
Tokyo Metro Museum	Tokyo, Japan	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The world's first subway was opened in London, Great Britain, in 1863. In Japan, the first line between Ueno and Asakusa measuring 2.2 km was opened for service on Dec 30, 1927. Since then the subway network has continued to expand massively along with urban growth, to become a form of transport we cannot live without in our everyday lives. This museum was built with the hope that students and the younger generation, and many people, will further their understanding of the Subway. From the history of the subway to the latest technologies, you can learn much in this "look, touch, move" interactive museum.	Information unavailable

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Berliner U-Bahn Museum	Berlin, Germany	Information unavailable	Information unavailable	Information unavailable	Information unavailable	In 1983, when the electromechanical lever interlocking Olympia Stadium was closed and replaced by a track layout interlocking, a demolition of the old interlocking system was actually planned. However, thanks to the efforts of our colleague Ernst Neumann, we owe this unique technical artifact to us. Already at that time as a technical monument worth preserving, was the merger of the historic signal box with the collection of the former subway manager Klaus Siepert († 2009) a museum out of it, as it is unique in Europe of its diversity. Many functions are still presentable today, after more than 70 years. Unfortunately, not all ideas could be realized in space, especially in Berlin there is no possibility Exhibit the existing historic vehicles and integrate them into the museum. In September 2007, we celebrated the 10th anniversary of the subway museum.	Information unavailable
Delhi Metro Rail Corporation Ltd. Metro Museum	Delhi, India	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum, a collection of display panels, historical photographs and exhibits, traces the genesis of the Delhi Metro. It has displays on the unique management style and work culture of the DMRC that has helped it complete projects before time consistently, the importance of spiritualism which is a guiding principle and the 'Bhagavad Gita' which serves as an inspiration for the Metro employees. The Museum has an extensive section on the construction of the Metro and the problems encountered during the process. The technological features of the Metro system are described in the Museum.	Information unavailable
Riverside Museum	Glasgow, Scotland	Information unavailable	Information unavailable	Information unavailable	Information unavailable	Riverside Museum is Glasgow's award-winning transport museum. With over 3,000 objects on display there's everything from skateboards to locomotives, paintings to prams and cars to a Stormtrooper. Visitors can climb aboard a train, tram or bus and get a real feel for old public transport. There are over 90 large touch screens panels full of images, memories and films that tell the stories behind the objects.	Information unavailable
Kiev Metro Museum	Kiev, Ukraine	Information unavailable	Information unavailable	Information unavailable	Information unavailable	In 2010 Kiev Underground celebrated its 50th anniversary, which included an expansion of the exhibits at their museum, which was opened in 2000. The museum features 3 exhibit halls: the first hall is dedicated to the construction and opening of the various subway lines; the second hall is devoted to the services of the underground; and the third hall contains an operating model of the circulating deadlock system.	Information unavailable
Museum Del Ferrocarril de Madrid	Madrid, Spain	Information unavailable	Information unavailable	Information unavailable	Information unavailable	It opened its doors to the public in 1984. The museum contains a selection of vehicles and other railway-related exhibits which aims to show the historical evolution of this mode of transport. Its fundamental purposes are to convey the reality of the railway, both past and present, promote an appreciation and understanding of rail transport, encourage railway-related research and enhance railway heritage, all in the spirit of public service. The recent opening of the Railway History Archive and the Railway Library Consultation Room, as well as the conservation and constant expansion of the Photographic Library, have greatly contributed to the achievement of these objectives. The station's Central Hall houses a diverse range of locomotives and passenger coaches, which not only illustrate the development of traction (steam, electric and diesel) over more than 150 years of Spanish railway history.	Information unavailable
Public Museum of the Moscow Metro	Moscow, Russia	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum exhibits include photographs and equipment from the Metro system, including different kinds of tracks and cabling, turnstiles, tokens, uniforms, a miniature model escalator, and even a section of a train car. You can push the buttons and flip the levers in a real driver's cabin, or try your hand at directing trains on several different generations of metro traffic control machinery. There is an exhibit with details on each particular type of train that has been used in the system, as well as exhibits on other metro systems across Europe.	Information unavailable

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Le Musee des Transports Urbains de France	Paris, France	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The collection includes more than one hundred and fifty vehicles from 1863 to today: horse-drawn omnibus, horse-drawn, steam-powered, compressed-air, electric, underground, trolleybus and bus, including the first Parisian bus of 1906. It also includes a rich iconography and various objects, machines, and models relating to transport.	Information unavailable
Public Transport Museum	Prague, Czech Republic	Information unavailable	Information unavailable	Information unavailable	Information unavailable	Located in the tram depot in Prague-Střešovice is a unique collection of artifacts from the history of urban mass transit in the capital city of the Czech Republic. The permanent "Public Transport Museum" exhibition was opened in 1993 by the Prague Public Transport Company. It contains over 40 historical vehicles and many other exhibits – models, photographs, historical documents, tickets and blueprints, all available for viewing by the public.	Information unavailable
The Rotterdam Public Transport Museum	Rotterdam, Netherlands	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum offers an opportunity to learn about the past and present of public transport in Rotterdam, the Netherlands and around the world. What originally began as a private collection quickly grew into a small museum which opened its doors in 1984.	Information unavailable
Stockholm Tram Museum	Stockholm, Sweden	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The county's local traffic museum. The museum shows the importance of local traffic of the region ever since the first horse-drawn carriages in 1877. The documentation of the local traffic sector and the collections is the most comprehensive in the country. The exhibition is aimed at both children and adults. The museum is owned and operated by the Traffic Administration at Stockholm County Council.	Information unavailable
Museum of Transportation	Guaynabo, Puerto Rico	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum illustrates and recreates our history of transportation, displaying the trends that modernized our transportation in a challenging way throughout decades. Historic photographs, decorative walls, vintage neon signage, unique cars, bicycles and motorcycles among others, are beautifully displayed on our floors for you and your family to enjoy while learning about every period in our transportation history.	Information unavailable
Tram Museum	Brussels, Belgium	Information unavailable	Information unavailable	Information unavailable	Information unavailable	It was founded in 1982 by members of the Société des Transports Intercommunaux Bruxellois (STIB) and a few amateurs with a passion for public transport. While it is STIB that owns the buildings and the collection, it is the volunteers who manage and run the museum. It is also representative of the evolution of mobility since the 1850s when the city was beginning its transformation into a modern metropolis. It ties each vehicle to its time, its urban environment, to people's lifestyle and to minor and major events.	Information unavailable
Museum of Municipal Engineering	Krakow, Poland	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum was established in 1998 by the city, for the purpose of documenting and popularizing the history of the city engineering, transport, and technological progress. It consists of several buildings housing early trams, buses and motorcycles, radios, industrial machinery and early means of production, as well as many educational aids and displays. Has a collection on the History of Public Transport in Krakow. Public transport in Krakow has functioned regularly since 1882, when the horse tramway was introduced. Since 1999, the department has collected 63 objects associated with operation of bus and tramway network in Krakow, including tickets, taximeters, ticket-punchers, employee uniforms, and many others.	Information unavailable