

Chronology of the Transit Planning Process

1858	Chicago's first "horse subways" were authorized.		transit extension and improvement program.
1892	The first elevated line, steam operated, began service.		In June, the rapid rail line extension in the Eisenhower Expressway median opened.
1897	Construction of the Loop elevated was completed.		
1914	All street railway properties in Chicago were unified under one management (Chicago Surface Lines, CSL).	1962	The Chicago Area Transportation Study published its final report, including <i>Volume 111: Transportation Plan</i> , which recommended a general plan of transportation for 1980.
1917	Chicago Motor Bus Company (CMB), a luxury bus line, began operations on the boulevards. (CMB later became the Chicago Motor Coach Company.)	1964	The Skokie Swift, a 2-year demonstration program funded by an UMTA demonstration grant, started 5 miles of commuter rail service between the village of Skokie and Chicago's Howard Street. Since 1966 CTA has operated the line as part of its regular service. It was popular beyond expectations and now serves 12,000 riders daily.
1927	<i>A Plan for a Unified Transportation System for The City of Chicago.</i> The plan proposed a comprehensive system of transit subway and contained the first proposal to remove the elevated transit main lines and Union Loop within the central area.		
1939	In October, the Committee on Local Transportation, Department of Subways and Traction, published <i>A Comprehensive Plan for the Extension of the Subway System of the City of Chicago</i> . It proposed new and extended subways, suggested a combination of rail rapid transit and expressway facilities within common rights-of-way, and provided for new subways to be utilized for long-haul traffic, coordinated with surface street feeder and distributor routes within the central area.	1966	Voters approved a bond issue to provide the local share of funds for transit extensions in the Dan Ryan and Kennedy Expressway medians (10 and 5 miles, respectively).
		1968	In April, the city published the <i>Chicago Central Area Transit Planning Study</i> , proposing a new subway Loop distributor subway system and removal of the elevated Loop. (It is referred to as the Chicago Central Area Transit Project, or CCATP.)
1945	State legislation was passed creating the Chicago Transit Authority (CTA); a local referendum endorsed its funding.	1969	In May, extension of CTA'S North-South Rapid Transit Line to a new terminal in Englewood was completed with UMTA capital assistance. In September, also with UMTA money, extension of CTA'S west-south route in the median of the Dan Ryan Expressway was completed.
1947	CTA began operations and purchased the Chicago Rapid Transit Company and the Chicago Surface Lines.		
1952	CTA bought the Chicago Motor Coach Company.	1970	Service began on the extension of CTA'S West-Northwest Rapid Transit Line in the median of the Kennedy Expressway to Jefferson Park.
1958	In April, CTA published <i>New Horizons for Chicago</i> , recommending a 20-year rapid		

	The Chicago Urban Transit District (CUTD) was formed as a separate municipal corporation with tax levying powers, encompassing the Chicago CBD.	
1971	<p>In January, CLJTD applied for a \$500.4 million UMTA capital grant to build the Loop and distributor subways. The application is still pending.</p> <p>In January, for the first time, CTA received grants from the City of Chicago and Cook County (\$3.5 million) for operating losses and from the State (\$6.3 million) for debt service.</p> <p>With a \$53 million capital grant from UMTA, CTA began a major facility renewal program. An additional \$40 million was added to the project in 1972.</p>	
1971 /72	Several bills to establish a regional transportation authority were introduced into the State legislature but died in the committee.	
1971	In July, the State established a transit capital grant program to be financed through a \$200 million statewide bond issue.	
1972	<i>O'Hare Express: An Employment Access Demonstration Project</i> was published by the Mayor's Committee on Economic and Cultural Development. The project provided express bus service from the Jefferson Park rapid transit terminal on the Kennedy Expressway to O'Hare International Airport.	
1972	<p>The U.S. Supreme Court refused to hear appeals from lower courts on the validity of financing mechanisms proposed for the Loop and distributor subway system.</p> <p>In August, CUTD received a \$5.8 million grant to start the distributor subway portion of the CCATP.</p> <p>RTPB received a technical studies grant (amended in August 1973 to make a total of \$3,259,000) for preparation of a regional 5-year transit development plan. A priority ranking of the proposed projects was to be undertaken in order</p>	
1973		<p>for Chicago to qualify for additional capital grants.</p> <p>In January, the Governor's Transportation Task Force published <i>Crisis and Solution: Public Transportation in Northeastern Illinois</i>, which was designed to provide a framework for legislative action to establish a regional transportation authority. The Task Force Report examined the public transportation problems in northeastern Illinois and recommended concepts related to the purpose, responsibility, legal form, organizational structure, and governing structure of a Regional Transportation Agency.</p> <p>Early in the year, CTA was threatened with bankruptcy and its board approved a 50¢ fare and a massive program of service cuts. The State legislature approved a \$12.6 million subsidy, matched by a \$6.3 million city-county subsidy to last through June 30, 1973. Operating subsidies also were provided for commuter rail and bus operators.</p> <p>On June 30, CTA'S subsidy funding ran out and a large program of service cuts was proposed. In early July, the city of Chicago raised \$6.5 million, Cook County approved a \$2 million subsidy, and the State added \$12 million to help keep the system in operation at least until late 1973.</p> <p>In September, the <i>Chicago 21 Plan</i> was published by the Central Area Committee. Recommendations for mass transportation included construction of the Loop and distributor subways and initiation of a supplemental, grade-separated transit system utilizing a personal rapid transit type of technology.</p> <p>In December, the legislature passed an act creating the Regional Transportation Authority (RTA), subject to a favorable vote in a referendum in the region.</p>
1974		In March, the public approved creation of RTA and endowed it with authority to issue up to \$500 million in general

obligation bonds and to levy various other taxes.

In March, in response to gasoline shortages, CTA instituted a Sunday 25¢ fare (10¢ for children and senior citizens). The special rates continued through June 30, 1974.

The Indiana-Illinois Bi-State Planning

Commission was created by joint action of the two State legislatures and Governors.

In September, televised public hearings were conducted for the 1995 Transportation System Plan

Later in the fall, NIPC adopted the 1995 Plan.