

# Chronology of the Transit Planning Process

1825	The first omnibus line was started between Boston and Roxbury.	1969	MBTA released a <i>Revised Program for Mass Transportation</i> .
1889	The first electric streetcar line was opened.	1969	Governor Sargent appointed a transportation task force to advise him on steps to take in reevaluating the region's highway program.
1897	The first subway in the United States was opened. (It is still in use as part of MBTA's Green Line.)	1970	In January, the transportation task force's interim report recommended a moratorium on highway construction and planning, and on February 8, Governor Sargent formally announced the moratorium.
1924	The Boston Harbor transit tunnel was converted to rapid transit use. (It is now part of Blue Line.)		Later in the year a Governor-appointed Steering Committee published <i>Study Design</i> for the Boston Transportation Planning Review.
1926	<i>The Report on Improved Transportation Facilities</i> developed a plan for the extension of rapid transit facilities.	1971	The State legislature authorized bonds totaling \$124 million to finance designated transit improvement projects.
1945-7	Reports by the Metropolitan Transit Recess Commission (Coolidge Commission Reports) recommended extension and improvement of rapid transit routes and the creation of a Metropolitan Transit Authority (MTA).		A program to reorganize State administrative agencies was begun and the Executive Office of Transportation and Construction created.
1948	The <i>Master Highway Plan</i> , was published. This plan set the philosophy and, with modifications, the location of major proposed expressway facilities within and including Route 128. It was prepared by C. A. Maguire & Associates.	1971-3	The 18-month Boston Transportation Planning Review (BTPR) study was conducted. At its conclusion the Governor deleted several proposed expressway projects within Route 128 and opted instead for a transit strategy. Subsequently the Governor began seeking transfer of Federal interstate funds and additional transit funds to carry out a more than \$1 billion transit program.
1957	The <i>Report on Traffic Studies for the Boston Metropolitan Area</i> reexamined the <i>Master Highway Plan</i> in light of revised travel forecasts. It was prepared by Coverdale & Colpitts.	1973	The State legislature voted to assume 50 percent of MBTA's operating deficit.
1962	The Eastern Massachusetts Regional Planning Program (EMRPP) began.		The U.S. Federal-Aid Highway Act of 1973 authorized transfer of certain interstate funds to transit projects and relaxed the Urban Systems program to allow some transit funding.
1964	The Massachusetts State legislature established the Massachusetts Bay Transportation Authority (MBTA), expanding the 14 city-and-town MTA District to 78 (now 79) cities and towns,		The Joint Regional Transportation Committee (JRTC) was created by joint
1966	<i>Program for Mass Transportation</i> was published by the MBTA.		
1968	The Eastern Massachusetts Regional Planning Project published its <i>Recommended Highway and Transit Plan</i> .		

- agreement of the Executive Office of Transportation and Construction, the Department of Public Works, the Metropolitan Area Planning Council, the Metropolitan Boston Transportation Authority, and the MBTA Advisory Board.
- 1974 The U.S. Department of Transportation approved an interstate fund transfer of over \$600 million to Boston.
- The Central Transportation Planning Staff (CTPS) organization was created by State transportation officials.
- 1974-5 MBTA issued its *10-Year Transit Development Program* and selected planning-engineering consultants for the Orange Line, Blue Line, and Red Line extension projects.
- 1975 In January, the Executive Office of Transportation and Construction (EOTC) assumed responsibility for preparing the region's annual transit improvement program. In March, the State designated a multiagency group to be the Metropolitan Planning Organization. This group was created by a five-agency compact signed by the Executive Office of Transportation and Construction, the Department of Public Works, the Metropolitan Area Planning Council, the Massachusetts Bay Transportation Authority, and the MBTA Advisory Board. The EOTC Secretary was named chairman.