

# Summary and Highlights

- The Twin Cities metropolitan area has been studying and planning for a short-term and long-range transit system since 1968.
- No decision has been made thus far on what kind of public transit service to provide in the long term.
- This is in part due to the fact that Twin Cities does not feel impelled to make rapid decisions on transit system selection and implementation because it has a good bus transit system. In addition, it does not have a severe air quality problem; highway and street congestion is not perceived as being severe; and fuel shortages apparently were not as severe as in many other metropolitan areas.
- It is also due in part to deep divisions between the two agencies involved: the comprehensive planning agency (Metropolitan Council), and the transit agency (Metropolitan Transit Commission). Transit systems proposed by the Council have relied primarily on bus transit, while all of the Commission's proposed systems have contained a backbone rail transit system.
- The Metropolitan Transit Commission has taken over and significantly improved the bus transit operation.
- A variety of well-designed and competently managed studies have been carried out.
- Twin Cities, to a greater extent than any other of the case assessment cities, has studied and evaluated different concepts in public transportation service.
- The Metropolitan Transit Commission has competently designed and managed a series of study programs so that consultants have played only a technical staff and support role.
- Transit planning has been closely tied to land use and development planning, partially because the Metropolitan Council, in addition to transportation review powers, has and exercises limited control over land development.
- The State Legislature has become deeply involved in transit policy and planning and will probably ultimately make the decision on what kind of system will be adopted and implemented.