

# Chronology of the Transit Planning Process

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| 1958 | The Minnesota Highway Department initiated the area's first metropolitan transportation planning effort, the Twin Cities Area Transportation Study.  | 1971 | The legislature further defined the role of the Transit Commission; it was to implement the development guide prepared by the Metropolitan Council.  |
| 1962 | The Joint Program was established, consisting of the Metropolitan Planning Commission, the Minnesota Highway Department, and other planning and governmental bodies. It undertook a major transportation and land use study in the metropolitan area.  | 1972 | In the fall, the Metropolitan Council declined to review the Metropolitan Transit Commission's transit plan on the grounds that the Council had exclusive authority to determine long-range transit plans. Meanwhile, the Council hired Barton Aschman, Inc., to study a bus approach to regional mass transit.  |
| 1967 | In mid-1967, the Minnesota State Legislature established the Metropolitan Transit Commission. The Commission began in 1968 with a series of long-range planning studies. A few days later, the State legislature created a new regional governmental body, the Metropolitan Council. The Council set up a Transportation Planning Program to facilitate coordinated transportation planning.             | 1973 | During the same period, further consideration of a personal rapid transit (PRT) system was advocated by University of Minnesota professor Edward Anderson.<br><br>On November 15, the legislature's Subcommittee on Mass Transit published a report called "The Metropolitan Mass Transit Need," which favored elements of the Council's bus proposal and the Commission's fixed-guideway plan, as well as selective use of PRT. |
| 1969 | Upon completion of the long-range planning study done for the Transit Commission by Alan M. Voorhees, a joint Commission-Council staff report was prepared, setting forth the major components of a metropolitan transit planning program for 1970-71. The report recommended a "family of vehicles" concept that would use a variety of transportation modes, including fixed-guideway and bus service. | 1974 | The legislature passed the Metropolitan Reorganization Act, directing the Transit Commission to complete by January 1, 1975, a plan for an automated small-vehicle fixed-guideway system within the metropolitan transit taxing district. The Council was to provide policy guidance.  |
| 1970 | Late in the year, the Metropolitan Council approved a Federal grant to the Transit Commission for preliminary engineering on a fixed-guideway system. The subsequent study proposed a fixed-guideway system utilizing a 40-passenger vehicle as the backbone of a regional system.   |      | Work began in August 1974 guided by a management committee composed equally of Commission and Council members. The consultant's first report compared the Commission's recommended 40-passenger vehicle system with other alternatives.  |

The Commission and the Council drew conflicting findings from the study. The Commission recommended a fixed-guideway system other than conventional rail transit, based on a n-seat vehicle. The Metropolitan Council opposed any fixed-guideway system and continued to support a regional bus system.

1975

No decision has been made on a long-range public transit plan. However, agreement has been reached to concentrate on short-term improvements to the bus system.