

MINUTES OF THE FORTY-THIRD MEETING

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

AUGUST 5, 1969

The Board of Directors of the Metropolitan Atlanta Rapid Transit Authority held its regular meeting on August 5, 1969 at 3:30 P.M. in the Conference Room, 619 Glenn Building, Atlanta, Ga. Mr. Roy A. Blount, Vice Chairman, presided.

MEMBERS PRESENT

Sanford S. Atwood (DeKalb County)
Roy A. Blount (DeKalb County)
S. Truett Cathy (Clayton County)
Rawson Haverty (City of Atlanta)
K. A. McMillon (Gwinnett County)
L. D. Milton (City of Atlanta)
John C. Wilson (City of Atlanta)

MEMBERS ABSENT

M. C. Bishop (Fulton County)

OTHERS PRESENT

Metropolitan Atlanta Rapid Transit Authority

H. L. Stuart, General Manager
E. W. Nelson, Chief Engineer
King Elliott, Public Information Director
H. N. Johnson, Administrative Assistant

Consultants

W. O. Salter, PBQ&D, San Francisco
J. A. Coil, PBTB, Atlanta
W. Stell Huie, Huie and Harland

Others

Jan Richey and George Brown, City of Atlanta Planning Dept.
Andy Springer, Greater Atlanta Traffic & Safety Council
Donald G. Ingram, Central Atlanta Progress, Inc.
William H. Parr, Atlanta Chamber of Commerce

Others (cont'd)

Glenn E. Bennett and J. D. Wingfield, Jr., ARMPC
Edgar E. Schukraft, Southwest Atlanta Association
Newsmen - WSB-TV
Newsmen - WAGA-TV
Tom Linthicum, The Atlanta Constitution
Aubrey Morris, WSB Radio
Pat Potter, DeKalb New Era

The meeting was called to order by the Vice Chairman.

MINUTES

Minutes of the July 1 meeting had been forwarded to the members prior to the meeting. Upon motion by Dr. Atwood, seconded by Mr. Cathy, they were unanimously approved.

FINANCIAL REPORT

The General Manager reported that administrative and operating expenses were well within the budget and the fund balance remained ahead of the budget. Appropriations from the Local Governments for the third quarter had been received with the exception of Gwinnett County. After some discussion, the financial statement was unanimously accepted and is attached and made a part of these Minutes.

REPORT BY THE VICE CHAIRMAN

Mr. Blount reported on his recent appearance before the United States Senate Banking and Currency Committee in Washington on July 29 in support of the Transit Trust Fund. He noted that he had urged the passage of this important legislation as a means of financing mass transit. He was doubtful that the legislation would pass this year but was hopeful that it would be introduced for congressional consideration again next January. Following his appearance before this Committee, he met with Senators Russell and Talmadge to seek their support in the passage of the bill.

ENGINEERING & DESIGN REVIEW COMMITTEE

Mr. McMillon reported on a problem that had previously been brought before the Board but never resolved regarding additional costs to Cousins Properties Inc. in modifying the construction of their air rights parking development to accommodate a future rapid transit line. He said the project in the Spring-Techwood-Hunter Street Viaduct area was now complete and in operation with all construction costs finalized. Mr. Cousins had asked that the Board acknowledge its obligation to pay for the additional cost of construction amounting to \$85,770.00. Adequate documentation had been received from the contractor to substantiate the additional costs and the Chief Engineer for the Transit Authority had

reviewed and verified the above figure. Meetings had also been held with L&N Railroad officials under whose jurisdiction the construction work was performed, and they felt this cost was appropriate. Mr. McMillon stated that it was the recommendation of the Engineering and Design Review Committee that the Board pass a resolution in which it recommended payment of the \$85,770.00, plus a reasonable interest rate to Cousins Properties Inc. for extra expenditures on its air rights development in the vicinity of the Terminal Station, contingent upon a successful referendum to finance a mass transit system for Metropolitan Atlanta. Upon motion by Mr. Haverty, seconded by Dr. Atwood, the following resolution, after being read by the General Manager, was unanimously adopted:

WHEREAS, on August 1, 1967, the MARTA Board in its regular meeting considered the problem of the Air Rights Development over the proposed west line right-of-way, and

WHEREAS, the Board authorized the General Manager to negotiate with Cousins Properties Inc., the developer, with an indication of intent on the part of the Authority to bear necessary expenses to which Cousins might be put to accommodate a rapid transit line beneath the said Air Rights Development, and

WHEREAS, it now appears that the construction has been completed at a cost to Cousins of \$85,770 more than the same would have cost without special arrangements having been made for the proposed MARTA lines, and

WHEREAS, it appears that an expenditure considerably in excess of the aforesaid amount would be required had not Cousins been willing to make advance provision for said right of way during construction;

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority hereby agree and accept as a proper figure the sum of \$85,770 for extra expenditures by Cousins Properties Inc. on its Air Rights Development to provide a mass transit right of way and does hereby recommend, contingent upon a successful referendum financing a mass transit plan for metropolitan Atlanta approving routes whereby the right of way provided for mass transit by Cousins Properties Inc. through said area will be utilized for the benefit of the public, that the said sum of \$85,770 be paid to Cousins Properties Inc., its successors or assigns, and

BE IT FURTHER RESOLVED, that the Board recommend that Cousins Properties Inc. be reimbursed at a fair and reasonable interest rate on the aforesaid sum from this date forthwith and until the same is finally acknowledged and paid as set forth above.

Mr. McMillon further reported that the Engineering and Design Review Committee had met on July 24th for the purpose of discussing the progress being made by the staff and consultants in executing the assignment given them July 1 to compare the earlier MARTA plan and the Voorhees recommended plan and to produce a recommendation for a transit system which would include the best elements of both plans. Mr. McMillon stated that the Committee felt that work was proceeding along appropriate lines but was not complete enough to present to the Board at the current meeting. Mr. Blount suggested that the Committee work closely with the staff and consultants and report to the Board regularly as to the progress of this work.

REPORT OF FINANCE COMMITTEE

Dr. Atwood presented a new two-year work program and an application for \$718,000.00 in federal funds. The work program covered the work necessary to prepare a new rapid transit proposal for submission to the voters, including several new projects, as well as a revision of earlier work, some of which had been outdated since failure of the referendum last year. Three broad categories of work were involved, the first of which concerned concept studies involving route or hardware adjustments. This work would amount to about 8% of the total project. Continuation and completion of the Voorhees work is included in this; also an analysis of busways. Second, there would be a refinement of an adopted system to the same standards of detail and accuracy as the system proposed by MARTA in 1968. This work would amount to 47% of the total. Patronage, operations and revenue estimating, and a new financial plan would be among the projects in this element. Third, there would be a supporting program which would form a foundation for public understanding of the plan as finally adopted. This would be 45% of the total project. Included in this element would be a cost/benefit analysis and a public information program planning project. The total budget for the two-year period would be \$1,693,000.00. For 1970, the budget is \$732,000.00 and for 1971 \$961,000.00. Federal funds would amount to \$359,000.00 each year. State funds would be \$73,200.00 in 1970 and \$91,600.00 in 1971. Local participation would be \$299,800.00 in 1970, returning to the pre-1969 level. In 1971 the local participation would be \$465,400.00, a somewhat higher rate than previously. Completion of the work described would result in a program which could be submitted to the voters late in 1971 or in 1972.

Dr. Atwood stated that it was the consensus of the Committee members that the budget, as presented, was appropriate to the work to be done during 1970 and 1971 and recommended that the Board adopt the budget framework and plan to approach the Local Governments about 1970-71 appropriations. In response to questions, Mr. Stuart stated that the new program is responsive to the resolution of the AATS Policy Committee; that the program is in keeping with the Federal guides; that Federal funds are available, and

that the Federal application can be amended if it is found desirable to do so after the program is discussed with Local Governments. Mr. Blount stated it was necessary to have not only money from the Local Governments, but their full support of the program as well. Dr. Atwood said it was most important that we anticipate needs for 1971, going beyond 1970. Mr. Wilson suggested that the Board take the recommendation to the supporting governments as early as possible to determine if they will fully support the program. After discussion of the proposed 1970-71 budget and work program, including the new Federal application, upon motion by Dr. Atwood, seconded by Mr. McMillon, they were unanimously adopted, subject to gaining acceptance by the Local Governments.

CHANGE IN TIME OF REGULAR BOARD MEETINGS

Mr. Stuart stated that one of the Board members had approached him about setting an earlier meeting time due to heavy traffic congestion around 4:30 and 5:00 P.M. following adjournment of the meetings in order to accommodate those members living in adjacent counties. After a discussion, the members approved moving the meeting time of future meetings from 3:30 P.M. to 3:00 P.M.

REMARKS BY GLENN E. BENNETT - ARMPC

Mr. Bennett stated he had two items that he would like to discuss with the Board. The first item was the continuing planning activities for the Atlanta Area Transportation Study (AATS) which would amount to practically a new AATS. ARMPC had passed a resolution at their July 28, 1969 meeting in which they urged their member governments and other appropriate agencies to take immediate steps to initiate the continuing, comprehensive land use/transportation planning program called for by the Atlanta Area Transportation Study Policy Committee and keyed to the 1970 census. Mr. Bennett hoped that MARTA would continue to participate in the AATS work. Mr. Wingfield stated the continuing planning process was a Federal requirement and ARMPC was concerned about the State Highway Department of Georgia and MARTA qualifying for Federal funds. Mr. Blount pointed out that our proposed Technical Studies Application to the Department of Transportation does have an item for the continuing planning work and that MARTA does intend to cooperate and participate in future AATS work.

The second item discussed by Mr. Bennett was the purchase of the Atlanta Transit System by MARTA. He stated many people believe MARTA should purchase ATS now as an interim measure to improve transit service in the Atlanta area. This item was also discussed at the ARMPC meeting on July 28.

It was Mr. Huie's opinion that the legal problems could be worked out for this transaction but the big problem was financial

support. It was felt that if MARTA bought the Atlanta Transit System and improved the bus service, it would probably operate at a deficit, and the deficit would require a subsidy from the supporting governments which would probably require a referendum to raise these funds.

Mr. Blount asked about Federal support in such a situation. Mr. Stuart stated that the Authority could receive up to a two-thirds grant for buying the Atlanta Transit System, but there was no Federal provisions at this time for financial assistance towards an operating subsidy.

Mr. Haverty stated that it was MARTA's function now to do planning for a mass transit system and that the purchase of ATS should be part of the implementation when the over-all project has been approved by the public. Mr. Blount pointed out that our proposed application to D.O.T. does have an item for the bus system acquisition investigation and that it was his opinion that purchase of the Transit System should be initiated by the participating local governments rather than by MARTA.

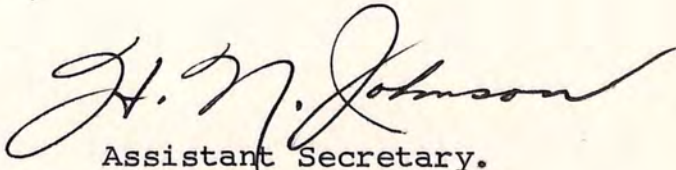
Mr. Bennett asked that a representative from MARTA attend the next ARMPC meeting, which Mr. Blount acknowledged.

ADJOURNMENT

The Vice Chairman adjourned the meeting at 4:25 P.M.

NEXT MEETING

September 2, 1969 - 3:00 P.M.


Assistant Secretary.