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# RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

**"MARTA REPORTS TO THE PEOPLE IT SERVES..."**

JANUARY 1967  
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## STATE BUDGET PROPOSES \$500,000 FOR MARTA IN 1968-69

The state budget for fiscal 1968-1969, now being considered by the General Assembly, includes a request for \$500,000 for the Metropolitan Atlanta Rapid Transit Authority. This amount would be the first state funds granted to MARTA; the grant is possible under the provisions of Constitutional Amendment 14, passed in the November 1966 General Election.

Governor Lester Maddox, in his budget address to the General Assembly, January 13, included the request under a section on "Development Proposals." After outlining his major programs, the Governor stated, "Other major proposals included in the budget I am submitting today include (a proposal to) . . . provide \$250,000 in each of the fiscal years of the biennium to match federal and local funds for Rapid Transit in Atlanta as soon as the Authority qualifies for the assistance."



Gov. Lester Maddox

The request was part of the proposed budget drawn by former Gov. Carl Sanders in conferences with then-Democratic Gubernatorial Candidate Lester Maddox and Republican Gubernatorial Candidate Howard "Bo" Callaway.

Sanders called a news conference Dec. 21 to announce the budget request for rapid transit. After announcing the request for the half-million dollars, Sanders stated, "I earnestly hope that this is just the first installment of State support for the rapid transit system here in Atlanta. The problem of moving people rapidly and effectively is one that faces all of our urban areas, but it is most acute here in our Capital City."

"We cannot stop improving our highways—and I might say that a fourth of Georgia's highway money has gone into the Atlanta area in the past four years—but we cannot depend upon highways alone to solve our problems."

"That is why this initial State grant is so important. We are backing up our legislative support with hard cash, and now the project can really get under way."

Henry L. Stuart, General Manager of MARTA, responded with words of appreciation for the request, and explained, "The appropriation announced today will allow the Authority to proceed with the detailed design of portions of the rapid transit system and with some right-of-way acquisition."

"We expect to apply for federal funds of four times this amount, using the State's appropriation as the local matching funds. This \$500,000 thus will become \$2,500,000 with the approval of federal funds on a four to one basis."

Stuart noted that "The total construction cost of the entire 66-mile system will be about \$437 million. The basic system (North-South and East-West lines) will cost about \$310 million to get into operation. It is our hope that in the next 20 to 30 years the State will be able to provide the maximum amount allowed under the law, which is 10 per cent of the total cost. If this amount is provided, and the maximum amount of federal funds are forthcoming, the amount required from the City of Atlanta and the counties of Fulton, DeKalb, Clayton, and Gwinnett will not be excessive."

Others present at the news conference included Roy A. Blount, MARTA Vice Chairman; Augustus H. Sterne, President of the Atlanta Chamber of Commerce; Alvin Ferst, Chairman of the Chamber's Rapid Transit Committee; Fulton Rep. Jack Etheridge; Curtis Driskell, Director of Metropolitan Affairs of the Chamber; and King Elliott, MARTA Public Information Director.



Gov. Carl Sanders, with MARTA Vice Chairman Roy A. Blount (left) and General Manager Henry L. Stuart (right).



## METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

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"DIRECTED BY THE GEORGIA STATE  
LEGISLATURE TO DEVELOP A RAPID  
TRANSIT SYSTEM FOR THE 5-COUNTY  
METROPOLITAN ATLANTA AREA."

Edited by KING ELLIOTT



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## EDUCATOR NOTES URGENT NEED FOR RAPID TRANSIT

"Hover over Atlanta in a helicopter at five o'clock in the afternoon. Look at the freeways and city streets jammed with thousands of cars inching their way home, and you know Atlanta needs a rapid transit system NOW," says MARTA Board member Dr. Sanford Atwood.

"From the air, downtown Atlanta seems like one vast parking lot, a sea of cars surrounding lines of shiny new office buildings," says Atwood, President of Emory University.

"A rapid transit system won't solve all our transportation problems, but a glance at the city from the air is a graphic lesson. There is a limit to how much land can be devoted to freeways and parking lots. There is a limit to the patience of the commuter and the amount of time and money he is willing to spend to get to downtown Atlanta," Atwood continues.

"A rapid transit system can save valuable land for more productive uses. It can save millions of wasted hours Atlantans now spend getting to and from work or recreation. In the long run, rapid transit can save the citizens of Metropolitan Atlanta and their visitors millions of dollars in time

and expense, not to mention frayed nerves from rush hour traffic."

"We need a rapid transit system," Atwood concludes, "to keep Atlanta on the move."

## HOUSE COMMITTEE ASKS FULL STATE SUPPORT FOR MARTA

The House State and Local Government Study Committee, in its final report, recommends that the state provide the full 10 percent of the total cost of the rapid transit system. The Committee, with Rep. Wayne Snow, Jr., of Chickamauga, as chairman, filed its final report in December.

Henry L. Stuart, MARTA General Manager, and Rep. Jack Etheridge, MARTA Counsel, appeared before the Committee at the State Capitol Dec. 9. The two discussed the impact the system will have on the Metropolitan area and the entire state, as well as the present programs and future plans.

The Committee report summarizes the testimony and makes its recommendation as follows:



Rep. Wayne Snow, Jr.

"The Metropolitan Atlanta Rapid Transit Authority appeared before the Committee and presented the proposed cost of the system for the Atlanta area. With the passage of Constitutional Amendment No. 14 at the General Election in 1966, the state is authorized to participate in the amount of 10% of the total cost of the system. The total cost of building the system over the next fifteen to twenty years will be an estimated \$437 million. The Atlanta Authority is able to utilize the free information from the San Francisco Authority which is some three years advanced on the Atlanta program. Those of us who travel to Atlanta frequently and hold considerable pride for our capital city, its progress, and its contribution to the state and the Southeast are too frequently reminded of the inadequacy of the present system of freeways and the daily drudgery endured by those who must commute at a snail's pace back and forth thereon.

"We are advised that 55% of the real property in the City of Atlanta is now non-income-producing and that the city can ill afford to give up more income-producing property to costly freeways.

"We recommend that the state bear its 10% of the cost of this system as the participating counties and metropolitan Atlanta appropriate their funds."

Members of the House of Representatives serving on the Committee were Wayne Snow, Jr., of the 1st District, Chairman; Lionel E. Drew, Jr., 116th; Devereaux F. McClatchey, 138th; Roscoe Thompson, 111th; Reid W. Harris, 85th; William M. Fleming, Jr., 106th; Roger W. Wilson, 109th; W. M. Williams, 16th; William S. Lee, 79th; Jerry Lee Minge, 13th; Harry Mixon, 81st; and Dr. Albert Sidney Johnson, Sr., 25th.



Dr. Sanford Atwood

## ATLANTA TO HOST TWO TRANSIT CONVENTIONS IN 1967

May 24-26—The Annual Meeting of the **INSTITUTE FOR RAPID TRANSIT** will be held at the **Marriott Motor Hotel**. The IRT is composed of members from all aspects of rapid transit.

Oct. 22-26—The annual meeting of the **AMERICAN TRANSIT ASSOCIATION** will be held at the **Regency-Hyatt House**. The ATA has as members only those operating transit systems (railroads, bus lines, rapid transit, etc.)



## HUD GRANTS MARTA \$369,000

An application by the Metropolitan Atlanta Rapid Transit authority for \$369,333 in federal funds was approved in late December. The announcement of the grant was made Dec. 21 in Washington jointly by Georgia Senators Richard B. Russell, and Herman Talmadge, and by Secretary Robert C. Weaver, U. S. Department of Housing and Urban Development.

The grant was the nation's first Technical Studies Program Grant, authorized by a 1966 amendment to the Urban Mass Transportation Act. The federal funds will be matched by \$184,667 in local funds which are on hand or committed.

Assistant Secretary Charles M. Haar noted that HUD "does not regard a transportation system as something that can be superimposed on a city after all else is planned or built." Haar continued, "It is our firm conviction that transportation systems are a vital component of metropolitan development, and effective metropolitan planning must bring the people operating the system into the planning process at an early stage of deliberation."



Charles M. Haar

As Assistant Secretary for Metropolitan Development, Haar has an overall responsibility for HUD's programs of planning standards and coordination as well as the Urban Mass Transportation Program.

"The basic purpose of the new program", Haar said, "is to bridge the gap between federally-assisted transportation planning of an overall nature, and federally-assisted capital improvements in mass transportation facilities and equipment, by providing funds for preliminary functional studies of basic need, priority, and engineering and economic feasibility."

"The \$554,000 program will finance the following work: completion of preliminary engineering on extensions to the North-South Line; most of the preliminary engineering on the East-West Line, and extensions to I-285 at each end of the Line; a Rapid Transit Corridor Impact Study; and an Impact study of the proposed system on the Atlanta Transit System.

## BOARD MEMBERS MAKE FIELD SURVEY

Members of the MARTA Board of Directors were shown some of the various routes under consideration for the Central, Northeast, East, and West Lines on two field trips in January. The directors were escorted on the tours by members of the engineering consultant firm, Parsons-Brinckerhoff Tudor and Bechtel.

The directors plan to tour the routes being studied for the South Line as soon as preliminary engineering reaches the stage which would make a tour meaningful.

The present development schedule calls for completion of preliminary engineering by the end of 1967. At the proper time, tours will be arranged for city and county officials associated in MARTA, as well as for members of the news media. Also, as provided in the MARTA Act, public hearings will be conducted to acquaint citizens with the plans and route locations before final decisions are made.



In the pictures above and below, engineers are explaining how portions of the rapid transit system could follow existing railroad lines. The location is Southern Railway at Piedmont Road.



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## RAPID TRANSIT BRIEFS— 1966 ROUND-UP

**MONTREAL** The newest rapid transit system in the western hemisphere began operations October 14, 1966. The Montreal METRO, patterned after the Paris METRO, has 16 miles of underground railway, with 26 stations, each station designed by a different architect. The METRO was built by the city thru its Public Works Department, without financial help from superior governments, at a cost of \$213,700,000. The trains travel on rubber tires, running on concrete tracks, and they are powered by electricity. There are 41 nine-car trains, the usual train used during rush hours; each car will seat 40 persons, with standing room for 120 more passengers. Another line, to be opened this Spring, will take passengers to "Expo 67", the international exhibition which begins April 28.

**SAN FRANCISCO** Contracts for more than \$250 million in construction work had been awarded by the end of 1966, to build 34 miles of the 75 mile Bay Area Rapid Transit system. Contracts totalling \$300 million will be let in 1967 for another 24 miles of the system. Construction under way includes subway, aerial, and ground level sections; the four-mile underwater Trans-Bay Tube, and a three-mile-long twin-bore transit tunnel through the Berkeley Hills east of Oakland. BART passenger service is scheduled to begin on some East Bay lines in mid-1969; San Francisco and Trans-Bay service will commence in early 1970.

**BALTIMORE** The Metropolitan Transit Authority has recommended an initial \$225 million phase of rapid transit construction for Metropolitan Baltimore. The initial phase is for two radial lines plus portions of a downtown inner city rail transit loop; the full system under study calls for six radial rapid lines, an inner city downtown loop, plus express and feeder buses. The MTA recommendation went to the Metropolitan Area Council for approval in early January.

**LOS ANGELES** The Southern California Rapid Transit District has approved \$2,625,000 in contracts for preliminary planning and engineering for the first phase of a rapid transit system.

## MARTA ACTION

In its January meeting, the MARTA Board of Directors approved amendments to the contract with engineering consultants (Parsons-Brinckerhoff-Tudor-Bechtel) to cover work to be performed under the new HUD Section 9 grant of \$369,333. The General Manager was authorized to execute appropriate contract with HUD for the funds, subject to review by the Board.

The Board changed the date of the February meeting because several members will be absent from the city. The next meeting will be Wednesday, February 15, at 3:30 p.m., in Room 619, the Glenn Building, instead of February 7.

**NEW YORK** The New York City Transit Authority has ordered 400 new subway cars, and is asking for \$220 million in additional funds for improvements and extensions in the 1967-68 fiscal year. Plans are being made for a new subway tunnel under the East River between Queens and Manhattan.

**BOSTON** The Massachusetts Bay Transportation Authority's Advisory Board approved a \$346 million "Master Plan" for improvements and expansion.

**WASHINGTON, D.C.** An interstate rapid transit compact was signed in November, creating the Washington Metropolitan Area Transit Authority. WMATA will replace the National Capital Transportation Agency in September. Congress has authorized construction of a 25-mile subway and rail rapid transit system to cost \$431 million. Plans call for the system to be in operation by 1972.

**EGYPT** Experts are currently studying the city of Cairo, seeking routes for what will be Africa's first subway transportation system. The first line will run north to south along the east bank of the Nile River; a second line is planned to go under the Nile.

**TORONTO** 14.5 miles of route is being added to the Toronto subway system at a cost of \$284 million. The new 8.5 mile Bloor-Danforth subway opened in February.



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