

Table 1. ELEMENTS IN RECOMMENDED COST ALLOCATION FORMULA FOR MARTA CONSTRUCTION: PERCENT DISTRIBUTION OF POPULATION, PROPERTY TAX DIGEST, AND EMPLOYMENT, 1965 and 1983

County	Population (1)		Tax Digest (2)		Employment (3)		Proposed Allocation Formula
	Actual	Projected	Actual	Projected	Actual	Projected	
	1965	1983	1965	1983	1965	1983	
Fulton	57.1%	50.5%	63.1%	56.1%	78.8%	72.6%	66.7%
DeKalb	31.1	34.2	28.4	31.7	15.3	19.2	24.1
Clayton	6.7	9.0	5.6	7.8	4.1	5.3	5.9
Gwinnett	5.1	6.3	2.9	4.4	1.8	2.9	3.3
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes: Relative weights used in arriving at formula are shown in parentheses. Both 1965 and 1983 figures are weighted accordingly. The property tax digests were put on a comparable basis for each jurisdiction (100% of market value).

Table 2. POTENTIAL SOURCES OF CAPITAL FUNDS FOR
THE 30-MILE RAPID TRANSIT SYSTEM
(000,000)

	<u>Drawdown</u> ^{1/} <u>(cumul.)</u>	<u>Availability of Funds</u>				
		<u>Federal</u>	<u>State</u>	<u>Local</u> ^{2/}	<u>Total</u>	<u>Cumulative</u>
1969	\$ 25	\$ 25	\$ 4	\$ 25	\$ 54	\$ 54
1970	54	25	4		29	83
1971	102	25	4	35	64	147
1972	158	25	4		29	176
1973	207		4	50	54	230
1974	258		4		4	234
1975	298		4	50	54	288
1976	320		4	30	34	322
1977	332		1	9	10	332
		<u>\$100</u>	<u>\$33</u>	<u>\$199</u>	<u>\$332</u>	

1/ Preliminary schedule of needs for land purchase and construction established by the engineers.

2/ MARTA revenue bonds supported by local government underwriting or general obligation bonds of local governments issued for rapid transit purposes.

It is noted that the above schedule of fund availability, as preliminary set forth, does not directly match the schedule of fund needs. This is simply because both sets of figures are necessarily tentative and preliminary. Both will be altered in the course of time. The development of such a preliminary table is necessary, however, in order to set the general dimensions of the financial impact of MARTA operations upon the local governments. Bond issues are tentatively sized and spaced to meet anticipated conditions in the bond market as well as provide the funds as needed. In practice, there may be more issues of smaller sizes or fewer issues of larger sizes than indicated in this preliminary table.

These points are shown in the following table:

Table 4. ATLANTA COMPARED WITH OTHER METROPOLITAN AREAS ON PROPERTY TAX PAYMENTS, 1964-65

	<u>Metropolitan Atlanta</u> 1/	<u>38 Largest Metropolitan Areas</u> (Median)
Per capita revenues to local governments from property sources	\$95.52	\$129.94
Property revenue as percent of revenue from local sources	59.6%	67.3%
Property revenue as percent of revenue from all sources	43.7%	48.6%

1/ All local governments in Metropolitan Atlanta combined.

Financing rapid transit through the property tax would involve a straightforward set of operations. The local governments would execute contracts with MARTA under which MARTA would agree to perform the functions of operating a rapid transit system and the governments would obligate themselves to underwrite the capital costs of the system under specified conditions and specified ceilings. As already described, one method of financing would be the issuance of general obligation bonds by the local governments with the payment of the proceeds to the authority, such bonds being supported by property tax levies within the constitutional limitations established for such bonds. The alternative method would be the levy of specific millage rates to produce periodic payments to MARTA for the

REVENUE FROM PROPERTY TAXES TO LOCAL GOVERNMENTS,
THIRTY-EIGHT LARGEST METROPOLITAN AREAS, 1964-65 1/

<u>Rank</u>	<u>Metropolitan Area</u>	<u>Per Capita Revenue to Local Governments from Property Sources</u>	<u>Property Revenue as Percent of Revenue from Local Sources</u>	<u>Property Revenue as Percent of Revenue from All Sources</u>
1	Newark	\$202.74	82.0%	68.6%
2	San Francisco	\$199.39	69.8%	46.5%
3	New York	\$180.29	56.1%	41.2%
4	Los Angeles	\$178.30	69.7%	46.8%
5	Milwaukee	\$178.29	80.1%	54.2%
6	Boston	\$176.86	85.6%	60.0%
7	Anaheim	\$176.03	73.6%	47.5%
8	San Bernardino	\$169.67	67.7%	43.4%
9	Paterson	\$168.92	84.6%	74.4%
10	Minneapolis-St. Paul	\$156.14	73.3%	52.1%
11	Buffalo	\$155.90	75.6%	49.0%
12	Cleveland	\$154.08	75.1%	59.1%
13	Denver	\$143.58	71.9%	53.5%
14	Chicago	\$143.24	72.9%	56.7%
15	Portland (Oregon-Wash.)	\$141.90	73.4%	55.5%
16	Detroit	\$140.04	71.2%	49.6%
17	Indianapolis	\$136.89	83.5%	62.1%
18	Rochester	\$132.76	67.7%	40.7%
19	San Diego	\$129.96	66.6%	39.4%
20	Dayton	\$122.79	70.1%	52.3%
21	Miami	\$119.88	56.7%	44.6%
22	Cincinnati	\$117.14	60.1%	46.1%
23	Providence	\$116.19	87.0%	65.8%
24	Houston	\$113.65	71.5%	55.4%
25	Washington, D.C.	\$111.00	49.3%	31.6%
26	Baltimore	\$110.83	71.8%	42.3%
27	Kansas City	\$108.00	61.0%	48.0%
28	Seattle	\$103.49	53.9%	35.8%
29	Philadelphia	\$101.48	58.8%	47.9%
30	St. Louis	\$101.40	62.0%	50.8%
31	Dallas	\$ 97.77	67.9%	53.5%
32	Columbus (Ohio)	\$ 97.06	63.4%	45.2%
33	ATLANTA	\$ 95.52	59.6%	43.7%
34	Pittsburgh	\$ 94.42	59.8%	46.3%
35	Tampa-St. Petersburg	\$ 87.61	49.9%	37.9%
36	Louisville	\$ 70.28	47.2%	36.0%
37	San Antonio	\$ 59.34	66.6%	41.6%
38	New Orleans	\$ 44.75	38.6%	23.3%
	Average	\$129.94	67.3%	48.6%

1/ These are the areas recorded as the most populous SMSA's in the nation by the 1960 Census of Population, when each of them had at least 700,000 inhabitants.

Source: U.S. Bureau of the Census, *Local Government Finances in Selected Metropolitan Areas in 1964-65*, Series G.F. - No.9.

As noted, relatively small payments would be required in the early years of construction of the transit system. MARTA's bond issues could be modest because of the initial availability of sizable Federal funds under the given assumption. Subsequently, however, the impact upon the local governments would be more substantial.

Following is the schedule of millage rates that would need to be levied against the net property digests in each county in order to meet the indicated payments set forth in Table 5, above:

	<u>Fulton</u>	<u>DeKalb</u>
1969	.7	.4
1970	.7	.4
1971	1.6	.9
1972	1.5	.9
1973	2.6	1.5
1974	2.4	1.3
1975	3.3	1.8
1976	3.6	1.9
1977	3.6	1.9
1978	3.2	1.7
1979	3.0	1.6
1980	2.7	1.4
1981	2.5	1.2
1982	2.4	1.1
1983	2.2	1.1

It is possible and it would be desirable to reschedule these levies to provide more substantial payments in the earlier years and lower payments during the peak years between 1975 and 1978. It is recommended that an alternative schedule of taxes might be considered, which would make

possible a ceiling of only three mills in Fulton County in the peak years and a ceiling of 1.6 mills in DeKalb County. This revised schedule would produce more funds in the earlier years than would be needed if the MARTA bond program set forth herein is followed. However, this bond program could be revised to make use of the available funds in the early years and advance purchases of land with these additional funds could well save a substantial amount of money in face of rising land values in the area.

The recommended schedule of county payments and millage rates for MARTA bond financing is set forth below in Table 6. The peak year payments would be substantially reduced under this schedule and the peak impact upon local taxpayers would be correspondingly less.

Table 6. RECOMMENDED COUNTY PAYMENTS AND MILLAGE RATES, MARTA BOND ALTERNATIVES

	Millage Rates		Dollar Amounts (000)	
	<u>Fulton County</u>	<u>DeKalb County</u>	<u>Fulton County</u>	<u>DeKalb County</u>
1969	1.5	1.0	\$2,783	\$1,081
1970	1.5	1.0	2,925	1,158
1971	2.0	1.1	4,098	1,367
1972	2.0	1.1	4,324	1,489
1973	2.5	1.4	5,698	2,054
1974	2.5	1.4	6,015	2,169
1975	3.0	1.6	7,629	2,751
1976	3.0	1.6	8,064	2,907
1977	3.0	1.6	8,526	3,074
1978	3.0	1.6	9,033	3,257
1979	3.0	1.5	9,576	3,453
1980	2.5	1.3	8,459	3,048
1981	2.5	1.2	8,973	3,235
1982	2.3	1.1	8,893	3,206
1983	2.2	1.1	8,893	3,206

(These level annual payments to the complete retirement of bond issues beginning in 1997)

Table 7. RECOMMENDED COUNTY PAYMENTS AND MILLAGE RATES,
GOVERNMENT OBLIGATION BOND ALTERNATIVE

	Millage Rates		Dollar Amounts (000)	
	<u>Fulton</u> <u>County</u>	<u>DeKalb</u> <u>County</u>	<u>Fulton</u> <u>County</u>	<u>DeKalb</u> <u>County</u>
1969	1.5	1.0	\$3,015	\$1,230
1970	1.5	1.0	3,162	1,312
1971	2.0	1.1	4,420	1,545
1972	2.0	1.1	4,654	1,653
1973	2.5	1.4	6,120	2,260
1974	2.5	1.4	6,448	2,416
1975	2.5	1.3	6,800	2,452
1976	2.5	1.3	7,170	2,585
1977	2.5	1.3	7,568	2,729
1978	2.5	1.3	8,000	2,884
1979	2.4	1.2	8,124	2,929
1980	2.3	1.1	8,234	2,968
1981	2.1	1.0	7,959	2,870
1982	2.0	1.0	8,026	2,894
1983	1.9	.9	8,076	2,912

(The level annual payments to the complete retirement of bond issues beginning in 1997)

It is to be noted that the peak millage requirements under GO financing would be substantially lower than in the case of government payments to underwrite MARTA bond issues. This is true because the overall financing cost is lower and the gross rather than the net digest is used as basis for the calculations. The lower interest charges are by all odds the most important factor in this lower impact, the difference between gross and net digest being relatively small. As already mentioned, however, the reduced millage rate does not necessarily produce a lower tax for the residential taxpayer because the homestead exemption is not applicable. Following are representative figures on the tax impact of the maximum millage under GO bond financing, and these figures might be compared with the earlier figures for servicing MARTA revenue bonds:

	<u>Fulton</u>	<u>DeKalb</u>
Maximum millage needed for GO Bond financing	2.5	1.4
Years of maximum	1973-78	1973-74
Annual cost of maximum millage to owner of loan with market value of:		
\$15,000	\$15.00	\$ 8.40
20,000	\$20.00	\$11.20
25,000	\$25.00	\$14.00

The projected gross and net tax digests/used as a basis for all of the foregoing calculations are shown in Chart 2.

Combination of Approaches

There is no reason, of course, why both methods of financing might not be employed by the local governments in meeting their obligations to MARTA for constructing the rapid transit system -- the collection of property taxes to support the issuance of MARTA bonds plus the issuance of general obligation bonds by the governments themselves.

The act establishing MARTA clearly recognized this possibility, as follows:

"A local government may elect any method provided in this section to finance the participation required of it in whole or in part, and the election of one method shall not preclude the election of another method with respect thereto or with respect to any additional or supplementary participation determined to be necessary."

As a purely practical matter, there would be a number of distinct advantages to both Fulton and DeKalb counties in employing both methods. It would make possible the use of available GO bond capacity with the consequent saving in interest charges but it would not demand too much of that capacity in competition with other capital improvement needs. It would give each government greater

The reason for the lower local requirements for the 52-mile system in the 1973-76 period, of course, is the projected availability of \$100,000,000 more in Federal money. This fact, plus the sharing of the local cost by four instead of two governments, would produce an actually lower demand upon Fulton and DeKalb for the larger system in a number of years.

Table 9. COMPARATIVE MILLAGE RATES NEEDED TO SUPPORT 30-MILE AND 52-MILE SYSTEMS

	<u>30-Mile System^{1/}</u>		<u>52-Mile System^{1/}</u>			
	<u>Fulton</u>	<u>DeKalb</u>	<u>Fulton</u>	<u>DeKalb</u>	<u>Clayton</u>	<u>Gwinnett</u>
1969	1.5	1.0	1.5	1.0		
1970	1.5	1.0	1.5	1.0		
1971	2.0	1.1	2.0	1.1		
1972	2.0	1.1	2.0	1.1		
1973	2.5	1.4	2.0	1.1	1.5	1.5
1974	2.5	1.4	2.0	1.1	1.5	1.5
1975	3.0	1.6	2.5	1.4	1.5	1.5
1976	3.0	1.6	2.5	1.4	1.5	1.5
1977	3.0	1.6	3.0	1.6	1.5	1.5
1978	3.0	1.6	3.0	1.6	1.5	1.5
1979	3.0	1.5	2.8	1.4	1.5	1.5
1980	2.5	1.3	2.8	1.4	1.5	1.5
1981	2.5	1.2	2.6	1.3	1.5	1.5
1982	2.3	1.1	2.4	1.2	1.5	1.5
1983	2.2	1.1	2.3	1.1	1.5	1.5

et seq

1/ From Table 6. Assumes \$100,000,000 in Federal and \$33,000,000 in state funds.

2/ Assumes \$200,000,000 in Federal and \$48,000,000 in state funds.

MINUTES OF THE EIGHTEENTH MEETING OF THE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

AUGUST 1, 1967

The Board of Directors of the Metropolitan Atlanta Rapid Transit Authority held its regular meeting on August 1, 1967, at 3:00 P.M. in the Glenn Building Conference Room, Atlanta. Mr. Richard H. Rich, Chairman, presided.

MEMBERS PRESENT:

Robert F. Adamson (City of Atlanta)
Sanford Atwood (DeKalb County)
M. C. Bishop (Fulton County)
Edgar Blalock (Clayton County)
Roy A. Blount (DeKalb County)
Rawson Haverty (City of Atlanta)
K. A. McMillon (Gwinnett County)
Richard H. Rich (City of Atlanta)

MEMBERS ABSENT:

L. D. Milton (City of Atlanta)

OTHERS PRESENT:

Metropolitan Atlanta Rapid Transit Authority

H. L. Stuart, General Manager
Glenn E. Bennett, Secretary
King Elliott, Public Information Director
Earl Nelson, Chief Engineer
H. N. Johnson, Secretary to General Manager
Joan Eschenbrenner, Secretary

MARTA Advisory Committee

H. Boyer Marx, American Society of Landscape Architects
Roy J. Boston, P.E., Georgia Society of Professional
Engineers

Consultants

W. O. Salter, Parsons, Brinckerhoff-Tudor, Bechtel, San Francisco
J. A. Coil, Resident Manager, Parsons, Brinckerhoff-Tudor, Bechtel, Atlanta
Raymond O'Neil, Deputy Resident Manager, Parsons, Brinckerhoff-Tudor, Bechtel, Atlanta
R. W. Gustafson, Supervising Engineer, Parsons, Brinckerhoff-Tudor, Bechtel, Atlanta
Robert P. Barksdale, Project Estimator, Parsons, Brinckerhoff-Tudor, Bechtel, Atlanta
David McBrayer, Traffic Engineer, Parsons, Brinckerhoff-Tudor, Bechtel, Atlanta
Louis Dismukes, Eric Hill Associates, Atlanta
C. B. Cleveland, Eric Hill Associates, Atlanta
Arden Brey, Eric Hill Associates, Atlanta
W. Stell Huie, Huie & Harland, Atlanta
Tom Watson Brown, Huie & Harland, Atlanta

Others

Joseph Errigo, Urban and Community Development Assistant, Department of Housing and Urban Development, Atlanta
P. A. Springer, Atlanta Traffic and Safety Council
Robert W. Roseveare, Traffic Engineer, DeKalb County
J. B. Cooley, Planning and Research Engineer, Bureau of Public Roads
Norman J. Van Ness, Bureau of Public Roads
George B. Pilkington, Bureau of Public Roads
Gerald L. Smith, Bureau of Public Roads
Joseph E. Lay, Robinson-Humphrey Company, Atlanta
William M. G. Fletcher, White, Weld & Co., New York
Dick Hebert, Atlanta Constitution
David Nordan, Atlanta Journal
Art Schultz, WSB Radio
Ken Goodnight, WSB-TV
Abe Gallman, WSB-TV
Harvey Kramer, Intern, Fulton County Comptroller's Office
Al Barr, Intern, Fulton County Comptroller's Office
Bill Hayes, Intern, Fulton County Comptroller's Office
J. D. Wingfield, Jr., Jerry A. Coursey, Mrs. Margaret C. Breland, Miss Claudette Parrish, Tim Urban, Atlanta Region Metropolitan Planning Commission

The meeting was called to order by the Chairman.

Minutes

Upon motion by Mr. Bishop, seconded by Mr. Blount, the reading of the minutes of the July meeting was dispensed with and they were unanimously approved.

Financial Report

The General Manager presented the financial report as of July 31, 1967, which is attached hereto and made a part of these minutes. DeKalb County had sent in its second quarterly payment; Gwinnett County was the only one in arrears.

Progress Reports

General Manager

Mr. Stuart reported on the two-week managerial seminar he attended at Kent State University, Kent, Ohio, sponsored by Kent University and the Department of Housing and Urban Development.

The General Manager said Los Angeles, Seattle and Washington, D.C., were to have referenda during 1968 with regard to rapid transit. He pointed out that insufficiency of federal funds may be less important than the competition from these cities. Mr. Rich mentioned the importance of taking steps to hold a referendum in 1968.

Mr. Stuart reported on meetings with Cousins Properties regarding MARTA's requirements. Cousins Properties were about to incur certain construction expenses in the Air Rights area in their efforts to provide for future rapid transit operations; these were costs that could be charged to MARTA under appropriate agreements. Mr. Stuart requested the Board's approval to continue negotiations with Cousins. Costs involved had not been determined; however, Mr. Stuart estimated them to be between \$70,000 and \$90,000. The Chief Engineer was to meet with representatives from Cousins Properties and reach agreement as to exact costs which would be eventually chargeable to MARTA, when funds were available. MARTA would be responsible for accrued interest as well. It was moved by Mr. Bishop and seconded by Mr. Haverty that the General Manager continue negotiations with Cousins Properties with an indication of intent on the part of the Authority, provided all requirements were met.

Mr. Stuart said the proposed subcontract between Parsons, Brinckerhoff-Tudor, Bechtel and Law Engineering Testing Company for test borings had been reviewed and found to be in order. Upon motion by Mr. Bishop, seconded by Mr. McMillon, approval was given to proceed with the subcontract.

Mr. Rich suggested that in the future the General Manager prepare a brief write-up on each proposed subcontract prior to the Board meeting.

Consultants

Parsons, Brinckerhoff-Tudor, Bechtel

Mr. Coil summarized the report given at the briefing prior to the Board meeting, which included parking layouts, patronage estimates, and parking lot requirements for the 64-mile system; work contemplated in connection with the soils engineer on the central and west lines which Law Engineering Testing Company was to do; as well as the work being done in San Francisco on central line alignments affecting the I-75/I-85 connector on West Peachtree Street.

Hammer, Greene, Siler Associates

In the absence of Mr. Hammer, Mr. Bennett said the report on financial feasibility was completed and that copies would be made available to the Board very soon.

"Rapid Busways" Proposal

As a result of a request from Mayor Ivan Allen, the Board had directed the MARTA staff to review the rapid busways proposal made recently by the Atlanta Transit System. Mr. Stuart read the complete report of this evaluation, the summary of which is attached hereto and made a part of the minutes.

In response to a question from Mr. Blalock, Mr. Stuart said the rights-of-way for rapid busways and rapid transit were not the same.

The Chairman polled each Director for his reaction to the report. Mr. McMillon was emphatic in hoping that nothing would divert the Board from its efforts to bring rail rapid transit to metropolitan Atlanta. Mr. Bishop said he was concerned with the legal entanglements involved in the busways proposal. Mr. Haverty stated he would be interested in the rebuttal from the Atlanta Transit System with regard to the report. Mr. Adamson felt there were too many problems

and that there would be a delay in rapid transit if the busways proposal were accepted.

After discussion, it was moved by Mr. Blount, seconded by Mr. Bishop, and unanimously agreed that the Chairman forward to Mayor Allen MARTA's recommendation that the implementation of the "Rapid Busways" concept not be attempted.

Other Business

The Chairman introduced the following interns from the Fulton County Comptroller's Office: Harvey Kramer, Al Barr and Bill Hayes.

Adjournment

The Chairman adjourned the meeting at 3:50 P.M.

Next Meeting

September 5, 1967.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
BUDGET REPORT
JULY 31, 1967

	<u>BUDGET</u> 1967	<u>ACTUAL</u> JANUARY 1, 1967 TO JULY 31, 1967
Unappropriated Surplus	<u>\$128,281.64</u>	<u>\$128,281.64</u>
<u>INCOME</u>		
Appropriations:		
City of Atlanta	\$ 84,030.00	\$ 63,022.50
Clayton County	23,190.00	17,392.50
DeKalb County	82,770.00	41,385.00
Fulton County	91,800.00	68,850.00
Gwinnett County	18,210.00	9,105.00
Sub-Totals	<u>\$300,000.00</u>	<u>\$199,755.00</u>
Interest Income	<u>\$ 5,520.00</u>	<u>\$ 2,792.27</u>
Federal Funds:		
702 Loan	\$ 95,000.00	\$ 60,000.00
Section 9 Grant	276,000.00	67,686.12
Interest - Federal Funds	0	597.46
Sub-Totals	<u>\$371,000.00</u>	<u>\$128,283.58</u>
TOTAL INCOME	<u>\$676,520.00</u>	<u>\$330,830.85</u>
TOTAL INCOME AND UNAPPROPRIATED SURPLUS	<u>\$804,801.64</u>	<u>\$459,112.49</u>
<u>EXPENSES</u>		
Staff Cost:		
Salaries	\$ 68,950.00	\$ 35,420.51
Expenses	10,500.00	6,361.63
Benefits:		
Social Security	1,109.00	1,002.75
Guaranty Fund	533.00	400.00
Health and Accident Insurance	1,680.00	640.67
Retirement	10,000.00	300.54
Workmen's Compensation	99.00	104.00
Sub-Totals	<u>\$ 92,871.00</u>	<u>\$ 44,230.10</u>
Board Meetings	<u>\$ 3,150.00</u>	<u>\$ 1,900.00</u>
Administrative and Office Overhead:		
Rent	\$ 3,000.00	\$ 1,750.00
Communications and Postage	2,000.00	1,101.21
Furniture and Equipment	2,000.00	411.97
Supplies	3,600.00	1,214.78
Printing	1,000.00	623.56
Auditor	250.00	250.00
Accountant	1,000.00	250.00
Public Information	33,000.00	13,385.12
Advisory	5,000.00	977.35
Insurance:		
Public Liability	72.00	55.00
Depository and Forgery	56.00	56.27
Fidelity Bond	199.00	198.60
Sub-Totals	<u>\$ 51,177.00</u>	<u>\$ 20,273.86</u>
CARRIED FORWARD	<u>\$147,198.00</u>	<u>\$ 66,403.96</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 BUDGET REPORT
 JULY 31, 1967

	<u>BUDGET</u> 1967	<u>ACTUAL</u> JANUARY 1, 1967 TO JULY 31, 1967
TOTAL INCOME AND UNAPPROPRIATED SURPLUS BROUGHT FORWARD	<u>\$804,801.64</u>	<u>\$459,112.49</u>
<u>EXPENSES</u>		
Brought Forward	<u>\$147,198.00</u>	<u>\$ 66,403.96</u>
Counsel	<u>\$ 20,000.00</u>	<u>\$ 7,758.61</u>
Consultants:		
Atlanta Region Metropolitan Planning Commission	\$ 31,250.00	\$ 29,939.00
Urban Design Study:		
Section 9	32,667.00	8,000.00
Matching	16,333.00	9,800.00
Atlanta Transit Study:		
Section 9	3,333.00	0
Matching	1,667.00	1,000.00
Parsons-Brinckerhoff-Tudor-Becktel:	95,000.00	60,000.00
702 Loan		
Section 9:		
Federal	240,000.00	60,000.00
Matching	120,000.00	100,000.00
Retainer Agreement	60,000.00	21,859.05
Research and Technical Services	<u>2,000.00</u>	<u>1,595.84</u>
Sub-Totals	<u>\$602,250.00</u>	<u>\$292,193.89</u>
TOTAL EXPENSES	<u>\$769,448.00</u>	<u>\$366,356.46</u>
SURPLUS	<u>\$ 35,353.64</u>	<u>\$ 92,756.03</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA

STATEMENT OF FINANCIAL CONDITION

JULY 31, 1967

ASSETS

Cash in Banks:		
C & S National Bank	\$ 10,729.07	
First National Bank - Payroll	2,332.07	
Trust Company of Georgia	1,000.00	
Fulton National Bank - Section 9	90,283.58	
Deposit In Transit (DeKalb County Appropriation)	20,692.50	
Investments:		
U. S. Treasury Bills	130,585.50	
U. S. Treasury Bills - Section 9	0	
Petty Cash	25.00	
Accounts Receivable:		
Gwinnett County - 1967	\$9,105.00	
Gwinnett County - 1966	<u>4,552.50</u>	<u>13,657.50</u>
TOTAL ASSETS		\$269,305.22

LIABILITIES

Accounts Payable	\$ 91,857.45	
Payroll Taxes Withheld and Accrued	1,166.97	
Reserves:		
ARMPC:		
Urban Design Study	5,800.00	
Atlanta Transit Study	1,000.00	
Parsons-Brinckerhoff-Tudor-Bechtel:		
Section 9 Matching	70,000.00	
Retainer Agreement:		
Transportation Study	\$ 207.70	
Public Information	696.30	
Surveying	<u>5,820.77</u>	<u>6,724.77</u>
TOTAL LIABILITIES		<u>176,549.19</u>
SURPLUS		<u>\$ 92,756.03</u>

SUMMARY OF MARTA REVIEW OF "RAPID BUSWAYS" PROPOSAL.

As requested by Mayor Ivan Allen, Jr. on June 28, 1967, MARTA and its staff and consultants have reviewed the proposal made by the Atlanta Transit System for "RAPID BUSWAYS" in Atlanta.

The proposal was given serious and objective consideration and study over a period of approximately five weeks. Contact was made with Atlanta Transit System personnel and additional material was obtained from them.

MARTA reports three basic findings:

1. The costs to develop the busways were seriously underestimated. MARTA estimates that the costs would be three to four times the amount noted in the proposal.
2. Time schedules also were seriously underestimated. No busway could be made operational in less than 3½ years, the same time required for the East Line of rapid transit. The interim between completion of busways and completion of rail rapid transit would range from a minimum of one year to a maximum of three years.
3. The amount of busways coinciding with MARTA routes is no more than 50 percent, and quite likely would be no more than one third and require considerable expenditures which would never be recovered by MARTA.

MARTA makes two recommendations:

1. Because of the high cost for very short term relief, implementation of the "Rapid Busways" proposal should not be attempted.
2. If the public interest demands an experimental development of busways, it is recommended that any experimental busway be built first along MARTA's East-West Line.

The attached report provides details for the above findings and recommendations.

CLOSING SUMMARY

Based on MARTA's study and review of the "Rapid Busways" proposal, MARTA concludes that the implementation of the busways proposal as it now stands is not practicable.

- The time required to complete a specific busways and rapid transit line (except where subway is concerned) is virtually the same. The "interim" between operational busways and operational rapid transit would be almost entirely consumed by the laying of tracks for rapid transit.
- The total cost of busways is not \$52 million as described in the proposal, but, according to MARTA engineers, more like \$150 million.
- While \$150 million is indeed much less than the cost of rapid transit, busways so constructed would not do the job of relieving traffic as will be required for a permanent long-range solution for a city of 2 million people.
- Although there is a great differential in costs, it would be much more wasteful to spend \$150 million for an inadequate interim system than to spend \$350 million for permanent and efficient relief.

MARTA therefore:

1. Disapproves of busways as a permanent solution and recommends against its implementation as an interim measure;
2. Concludes that the experimental route proposed by the Atlanta Transit System as an interim solution would be a waste of public money;
3. Recommends that if it is deemed necessary by the Atlanta city officials to develop an experimental section, that the experimental section should utilize MARTA's East-West Lines, and use them exclusively and not attempt to use rights of way which will never be of any value to MARTA.

-END-

2/18

August 7, 1967

Mr. Frank G. Etheridge
Etheridge & Company, Inc.
3100 Maple Drive, N. E.
Atlanta, Georgia 30305

Dear Tobe:

Thank you for your letter of August 3 and your concern about immediate action to eliminate traffic congestion.

Just because MARTA rejected the busways proposal, this does not mean that we are not pursuing other possible solutions.

With best wishes, I am

Sincerely,

Ivan Allen, Jr.
Mayor

IAJr:eo

AFFILIATED COMPANIES:

ETHCO, INC.
RESIDENTIAL
LAND DEVELOPMENT

FRANK ETHERIDGE, INC.
COMMERCIAL & INDUSTRIAL
FINANCING - LEASING



Etheridge & Company, Inc.

Realtors • Mortgages • Insurance • Financing

3100 MAPLE DRIVE, N. E., ATLANTA, GEORGIA 30305 PHONE 404 / 261-1690

August 3, 1967

The Honorable Ivan Allen
Mayor, City of Atlanta
City Hall
Atlanta, Georgia

Dear Ivan:

During the past several days I happen to have been in groups where traffic congestion, rapid transit, the Sommerville proposal, etc., have been topics of considerable conversation.

I listened to the reasons given by MARTA for rejection of the "busways" proposal, and the reasons may seem logical; however, it is my opinion that most of the people feel that something must be done right away, and although the cost of the Sommerville proposal may have been understated, and the timing estimates may have been off, I am of the opinion that we should proceed on the Sommerville proposal immediately, possibly combining both in our future planning.

Best regards.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Frank G. Etheridge".

Frank G. Etheridge

FGE/sr

SPEECH OF RICHARD H. RICH, CHAIRMAN, METROPOLITAN ATLANTA RAPID TRANSIT"
AUTHORITY TO ATLANTA ROTARY CLUB, MONDAY, JULY 10, 1967--DINKLER MOTOR
HOTEL.

INTRODUCTION

"Why don't we already have rapid transit? It's too late now--
it took me 40 minutes on the expressway this morning to get to work--
a 7-mile trip!"

"We've been talking about rapid transit for 10 years--when will
we get it?"

"What's the delay? Why aren't we building rapid transit?"

"WHEN WILL WE GET RAPID TRANSIT?"

These are questions I get every day from people who talk to me
in my capacity as MARTA Chairman. Before I start talking about routes
and other details, I would like to answer some of these questions first.

1. It took us 5 years to get a constitutional amendment and
supporting legislation passed setting up the Authority. This
was completed in 1965, with the Authority actually coming
into being January 3, 1966. The MARTA Board of Directors
is comprised of ten public-spirited citizens--not politicians--
but businessmen who are concerned about the future of this
great area.
2. Since the Authority came into being, the preliminary plan of
1962 has been almost completely updated. The growth of
Atlanta, the population shifts, and the changes they have
brought about have required a complete re-study of the lines
as then planned.
3. Financing is the major obstacle. The BASIC system is about
29 miles, and will cost about 350 million dollars.

The big question: "WHERE IS THE MONEY COMING FROM?"

- A. First, we must plan the system so it is feasible and well-engineered
so it will work. It must contribute to the entire urban develop-
ment, if we are to expect to get major funds from the U. S. Depart-
ment of Housing and Urban Development. Additional studies are
being made to determine the impact of rapid transit on the entire
community.

Congress has passed permissive legislation allowing federal grants of two-thirds the cost, with one-third matching funds from local sources. However, Congress has APPROPRIATED funds only in limited amounts, because of the severe drain on the Federal Government to finance the war in Viet Nam. So we have federal funds for planning, but massive funds required for construction are not yet available.

MARTA has now 960 thousand dollars in contracts, two-thirds of which is federal funds. In addition, the State's first contribution-- 500 thousand dollars--is now coming in. This will enable us to buy some critical right of way and to further refine our engineering.

The general sentiment in Washington is that urban areas MUST be helped. Atlanta stands very high with the federal authorities, and we believe that when massive federal funds are available, we will get our share.

B. But the federal grant is just the beginning of our financial problem. Federal funds will be available only if cities put up their one-third.

Our share for the entire system could run up to 200 million dollars--or more. That's a lot of money even if it is split five ways between the four counties and Atlanta.

Our economic consultants--Hammer, Greene, Siler Associates, Incorporated--are working now to determine a practical, fair and equitable plan for the local financial program. Local share of financing is expected to involve issuance of revenue bonds by MARTA, guaranteed by contracts with the local governments to service the debt.

Since this guarantee by the governments will no doubt require some increase in taxes, the financing must be approved by the people in a referendum in each of the five jurisdictions.

Quite likely, we will be asking for something like 12 or 13 dollars in taxes annually from the taxpayer who lives in a 15 thousand dollar house. We expect details on a financial plan very shortly.

A successful referendum will require much interest and great leadership from such men as yourselves.

We are in the proverbial "chicken or the egg" situation. The Federal Government will not provide funds until the local governments show their serious intent to do their part; and the local governments will likely be reluctant to step out without assurance of federal support.

So you fellows tell me: When will we have rapid transit--next year--5 years--in 10 years?

We can be ready to put this issue to the ultimate test--a referendum--possibly as early as November of 1968 or November 1969.

This sounds a bit negative but it is typical of the problems MARTA faces.

It is a most frustrating task but otherwise a most challenging one. We are not discouraged by the obstacles, and we certainly are not quitting or giving up.

If we do NOT start now, and get rapid transit under way, planned and built, traffic congestion will strangle our city when we get into the 1980's.

Rapid transit is not competing with any other developments designed to alleviate our traffic and transportation problems.

The leadership of our city--many of whom are in this room--must press for speed in the completion of the perimeter expressway, I-485, the Northside Parkway, the widening of the North Expressway, the completion of the Stone Mountain Expressway, as well as improvement of surface streets. These and others must be completed just to "keep even" with our present inadequate thoroughfares, while we continue to develop the long-range thrust for a rapid transit system which will be a "must" if we are to be a healthy city of two million people.

A very interesting proposal for an interim solution to our traffic problems was submitted two weeks ago by Robert Sommerville of the Atlanta Transit System. His idea is to pave the rights of way along the railroads and to allow express busses to use these special lanes.

He presented the concept to Mayor Ivan Allen, Jr., who in turn passed it along to MARTA for our serious consideration. The Board of Directors has instructed the MARTA staff and engineers to study the proposal objectively, to analyze the costs, construction timetables, patronage, and to determine whether the busways would delay the development of rapid transit.

If the "Rapid Busways" proposal proves to be feasible and sources of financing can be discovered, we would endorse its implementation as an interim plan until the completion of the rail rapid transit system.

We would hope to have our studies completed in a few weeks and be in a position to make a recommendation.

But even with a "rapid busways" system operating and with the completion of all the expressways under construction, planned, or projected, we STILL will need rapid transit.

The number of cars will have doubled, and without rapid transit the development of Atlanta will be thwarted, and we will slide into a "second class" status as a city.

(Atlanta is most unique among American cities in its requirement for a strong, highly centralized business district. The role of the city in the area and in the entire region evolves from its character as a transportation hub, distribution center, headquarters for regional offices of most of the county's larger businesses and industries. If it is to continue and to expand in this role, the maintenance of a strong central business district with rapid transit and convenient access is essential.)

We must make our long-range plans as a city the same way we do for our businesses. We must plan for the orderly development and re-development of the entire city, as well as to provide adequate transportation. We must not have a fragmented with with sprawling satellite development but a strong and orderly growth process.

We can't go out and start digging right now but we must continue to plan for the future.

All of this is by way of preliminary, background information. Now I would like to bring you up to date briefly and show you some slides to outline some of our routes, station locations, and typical modern underground, aerial, and grade constructions.

First, I must point out that the engineers are just completing their proposals. Before these routes and station locations are finalized, three steps will be taken:

1. MARTA directors must approve these routes and locations in principle and recommend them to the local governments;
2. The 5 local political bodies must approve them tentatively; and
3. Public hearings must be held prior to the final approval.

(At this point Mr. Rich showed a number of slides. Following is the commentary he made with these slides.)

1. Being part of the Rapid Transit Authority is both frustrating and challenging. It requires considerable time in the field with our engineering consultants and the MARTA staff, checking out what is going developed on paper.
2. Our lines, routes, and stations are being developed under a contract with Parsons Brinckerhoff-Tudor-Bechtel, planners of the San Francisco System. As in the 1962 report, there is a Transit Center under Broad Street and in the gulch, with lines radiating to the east, west, north, and south. The display at the entry to this room, being seen today for the first time, gives you an idea of how Transit Center might be designed. The Central line branches off at Pershing Point into a Northwest stub and a Northeast line.
3. The Central Line, running in subway or tunnel north from Transit Center, has stations planned at Cain Street, North Avenue, Tenth Street and Pershing Point.
4. The Cain Street Station will be located on Peachtree between Davidson's and Peachtree Center.
5. The line follows Peachtree straight out West Peachtree with the next station located at North Avenue, opposite the Life of Georgia Building.
6. The Central Line branches northwest at Pershing Point, with a station at Northside Drive. Further extension of the Northwest Line will depend to a great extent on whether Cobb County becomes a participating member of the Authority.
7. The Northeast Line proceeds generally along Southern Railway rights of way, with stations at Piedmont Road, Lenox Road, Brookhaven, and on to Chamblee, Doraville and Norcross.
8. The Northeast Line leaves its subway just behind White Columns...
9. crosses the northeast expressway on aerial structure...and swings behind the buildings to go along the right of way on the Southern Railway tracks.
10. The line comes behind Lenox Square and crosses Lenox Road to the station.
11. Considerable work is still being done on the South Line, with changes in routing being made to provide a station at the proposed new terminal at the airport, and then on into Forest Park.

12. The South Line is also in subway under Broad Street south of Transit Center.
13. The line comes out of subway at Broad Street at Garnett and then proceeds along railroad rights of way southward.
14. The West Line terminates at Lynhurst Drive. This provides access to the citizens living in that area, and also allows those who drive in on I-20 and I-285 to park close to the expressway and ride rapid transit on into town.
15. The West Line comes out of Transit Center, proceeds through the railroad switching yards and underneath the "Cousins Development" and on out to the west.
16. The line also passes through some portions of the city which are in need of re-development and on which rapid transit can have a beneficial effect.
17. The East Line follows the railroad tracks along Decatur Street and DeKalb Avenue out to Decatur and on to Avondale Estates and I-285 on the east.
18. The East-West Line is on ground level in the "gulch" and proceeds along corridors such as this.
19. A station is planned for the location between Washington Avenue and Piedmont Avenue, and will serve many thousands of riders going to the enlarged Georgia State College, the contemplated Nasher development, the State Capitol complex, Fulton County Courthouse, and Atlanta City Hall.
20. The East Line makes extensive use of rights of way along the railroad where existing tracks are not currently in regular or heavy use.
21. The proposed basic system is the heavy red line on the map and contains approximately 30 miles of routes, 25 stations, and will have cost about 350 million dollars when completed. The extensions in the lighter red would bring the system up to 46 miles; and if the extension to Cobb County, shown in a broken line, is completed, the entire 66-mile system cost would be about 500 million dollars.

WHAT WILL ATLANTA'S RAPID TRANSIT SYSTEM ACTUALLY LOOK LIKE?
It will definitely not look like New York or Chicago subways, since the technology of building cars of greater comfort, beauty and speed has greatly advanced since those systems have been built.

As you are aware, San Francisco has completed a local bond issue of 792 million dollars and has received federal and state funds which will bring their total cost to approximately one billion dollars. The federal funds have been used largely for independent research concerning construction methods, equipment, etc.

Since they have contracted with the same engineers we are using, we will benefit from hundreds of thousands of dollars of their research.

The two outstanding successful systems which have been completed in recent years are those of Toronto and Montreal.

22. Some sections of our system will be in an open cut such as this one in Toronto with well-landscaped rights of way.
23. Stations will be designed to provide convenient access to passengers who would arrive and depart by bus.
24. Outlying stations would have large parking lots for passengers who will drive to the stations and "park-and-ride" the rapid transit on into town.
25. As in Montreal, the stations themselves will be colorful, modern, well-lit and spacious.
26. They will utilize various types of architecture and interior design to eliminate any possibility of monotony.
27. They will handle large numbers of passengers safely and efficiently.
28. Escalators will be provided at Transit Center and at other stations to minimize climbing of steps.
29. The cars themselves will be modern, air-conditioned, light-weight, spacious, rubber-cushioned, fast, and comfortable. San Francisco has designed a car along this line. For those who say the motorist will not leave his car to ride rapid transit, we answer, "he will if he is provided with something better."

We believe that a car designed with the attributes I have just described, capable of speeds up to 70 miles per hour and operating at average speeds of 45 miles per hour, automated for split-second timing, WILL attract many thousands of motorists off our crowded expressways and city streets to ride rapid transit.

It has done this in Toronto and Montreal in both instances attracting many more passengers than predicted.

TO SUM UP AND IN CLOSING....

We have talked rapid transit in theory for about 10 years and people generally approve it as a concept. Now we are fast approaching a time for making decisions and for taking action.

The growth of metropolitan Atlanta demands adequate planning for the future.

The number of cars will have doubled by the mid-1980's.

The population will have reached the 2 million mark in 1983.

The time to begin rapid transit is now, while we can, rather than in 15 or 20 years when we will not be able to do without it but there will be no place to put it.

The plan we are developing is designed to serve the most people in the best manner at the lowest possible cost.

Every year we delay means an increase of cost of 18 to 20 million dollars because of inflation and increased construction and other costs.

We are exploring every possibility for federal and state funds.

We who live in the Metropolitan Area and who will reap the benefits of the system, must now take the initiative.

The plan will be presented to the voters in a series of public hearings, and no increase of ad valorem taxes can be levied for rapid transit unless approved by the voters.

The completion of rapid transit will touch off a boom in this area which will far exceed anything we have seen in the past.

Toronto is a living example of what rapid transit can do for a city. Toronto opened a short rapid transit route in 1949 and the first extension in 1954. This system, built then for 67 million dollars, set off a 10 BILLION dollar development explosion. Between 1959 and 1963, high-rise apartments totalling eight and a half million square feet, were built. TWO-THIRDS of this construction was within five minutes walk of a rapid transit station.

Property values in Metropolitan Toronto have increased from 35 billion to 50 billion dollars in the past ten years, and two-thirds of this 15 billion dollars increase is attributed to rapid transit.

(CORRECTION: Please substitute this page for the concluding page of speech of Richard H. Rich, Chairman, Metropolitan Atlanta Rapid Transit Authority, to Atlanta Rotary Club, Monday, July 10, 1967. New page corrects statistics on Toronto patronage.)

And the people of Toronto ride the system--118 million passengers in 1966 rode the modern and comfortable system and left their cars at home or in the station parking lots.

What has happened in Toronto and what is happening in Montreal, will also happen in Atlanta when we build our rapid transit system.

WHEN WILL WE HAVE RAPID TRANSIT?

The decision will be made by us as individual voters when we go to the ballot box--next year or the following year--and vote "YES" on a program to finance and build the system.

If you--and men like you in the five local governments--will assume the role of leadership in supporting this project, we CAN have rapid transit...

And we WILL have rapid transit...

And the continued growth of this great Metropolitan Area will be assured.

Thank you.

--END--

July 28, 1967

Mr. Joe Taylor
585 Mountain Drive, N. E.
Atlanta, Georgia 30303

Dear Mr. Taylor:

Thank you very much for your letter and support of the Rapid Busways proposal outlined by the Atlanta Transit System.

I note by copy of your letter you have advised the Chairman of the Rapid Transit Authority of your views.

With appreciation for your interest, I am

Sincerely,

Ivan Allen, Jr.
Mayor

IAJr:eo

ack

July 24, 1967

585 Mountain Drive, N. E.
Atlanta, Georgia 30303

Mayor Ivan Allen, Jr.
204 City Hall
Atlanta, Georgia 30303

Dear Mr. Allen:

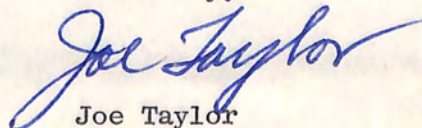
The Mayor and Aldermen must give serious consideration, direction support, and if necessary some financial assistance to Mr. Robert Sommerville's proposal on "Rapid Busways."

The city of Atlanta, its merchants, its industries and commercial employers, will be strangled soon by automobile traffic. The continued growth and very development of our city demands the immediate implementation of the rapid busways system.

This system, as proposed, will be the method for acquiring right of way and thereby will speed up the implementation of the rapid transit system.

Please exercise your influence to see that this system is adopted.

Sincerely,


Joe Taylor

JKT/da

cc: Aldermen
Mr. Richard Rich
Mr. Mills B. Lane

July 24, 1967

585 Mountain Drive, N. E.
Atlanta, Georgia 30303

Mayor Ivan Allen, Jr.
204 City Hall
Atlanta, Georgia 30303

Dear Mr. Allen:

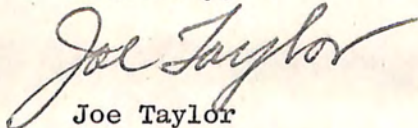
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Joe Taylor

JKT/da

cc: Aldermen
Mr. Richard Rich
Mr. Mills B. Lane

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

OFFICERS:

Richard H. Rich, Chairman

Roy A. Blount, Vice Chairman

Glenn E. Bennett, Secretary

Henry L. Stuart, General Manager

July 25, 1967

Mr. H. W. DiCristina, Jr.
6251 Vernon Woods Drive, N. E.
Atlanta, Georgia 30328

Dear Mr. DiChristina:

Thank you for your letter of July 20 in which you suggest the use of existing railroads for rapid transit. Very early in our study of rapid transit for the Atlanta region the possibility of using diesel electric commuter cars on the existing tracks was very carefully considered. The proposal was never accepted for a number of reasons.

Railroad operating conditions in the city require speed limits as low as 15 miles per hour in many places. This would slow rapid transit trains to the point where they would be no more rapid than the expressway.

Another problem which would have to be overcome would be the necessity to operate rapid transit vehicles on the same tracks with freight trains, passenger trains, and switch engines. This would invariably cause delays to the railroad operation and to the rapid transit operation, neither of which would be tolerable. In the same connection, the problem of maintaining a safe operation would be exceedingly difficult.

Another very difficult problem in using existing railroad tracks is that there would be no way to provide any services to Peachtree Street between Brookwood Station and the five points area. A similar gap exists on the West Line from Chappell Road to downtown.

As for such a service being a source of revenue, Southern Railway has indicated to us that such a service is possible but could not be expected to be a profit-making service and

Mr. H. W. DiCristina, Jr.

July 25, 1967

that MARTA or some agency would have to underwrite the service and make up the operating deficit. Our position is that such a service using old cars on old tracks to inconvenient or inaccessible stations would not be practical.

Henry L. Stuart, General Manager of MARTA, was, prior to assuming his present position, Director of Service Control, Southern Railway System, Atlanta, and was responsible for developing and implementing effective operational control plans for the entire system and is very familiar with the operational procedures and problems.

If you have further questions or comments along this line, please contact Mr. Henry L. Stuart, Metropolitan Atlanta Rapid Transit Authority, 808 Glenn Building, 120 Marietta, N. W., Atlanta, Georgia 30303.

Very truly yours,



Richard H. Rich,
Chairman of the Board

RHR:je

cc: Mayor Ivan Allen ✓
H. L. Stuart

File

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

July 24, 1967

OFFICERS:

Richard H. Rich, Chairman
Roy A. Blount, Vice Chairman
Glenn E. Bennett, Secretary
Henry L. Stuart, General Manager

NOTICE TO: Board of Directors
Metropolitan Atlanta Rapid Transit Authority

FROM: Glenn E. Bennett, Secretary



The next regular meeting of the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority will be held on August 1, at 3:30 P.M., in the Conference Room of the Glenn Building, Atlanta.

The tentative agenda is as follows:

1. Minutes of last meeting.
2. Financial report.
3. Progress reports:
 - (a) General Manager
 - (b) Parsons, Brinckerhoff-Tudor, Bechtel, Engineers
 - (c) Hammer, Greene, Siler Associates, Economic Consultants
 - (d) Eric Hill Associates, Corridor Impact Study
4. Other business.

8/18/67

July 24, 1967

Mr. H. W. DiCristina, Jr.
6251 Vernon Woods Drive, N. E.
Atlanta, Georgia 30328

Dear Mr. DiCristina:

Thank you very much for your letter and your suggestions concerning mass transportation for Atlanta.

I am pleased that you furnished Mr. Rich a copy of your letter and I can assure you that the Rapid Transit Authority will consider all methods in their planning.

Sincerely,

Ivan Allen, Jr.
Mayor

IAJr:fy

July 20, 1967

Honorable Ivan Allen, Jr.
City Hall
Atlanta, Georgia

Dear Mayor Allen:

In the reams of material that has been written about Atlanta's traffic problems, its expressways, and its "proposed" Rapid Transit System, it is ironic that nothing (so far as I have seen) has been mentioned of the city's original natural resource. By this I mean the EXISTING RAILROADS.

A map of the city shows railroads stretching out like the spokes of a wheel. Why not ask the Railroads to help with our problem and establish commuter service? It is incalculable what service, for example, on the Southern with stops at Lenox Square, Chamblee, and Norcross, could do toward alleviating the Northeast Expressway farce.

If experience is any indication, we are planning now for a rapid transit service for 1977 which will probably be out of date by 1972 and completed by 1987, at a cost three times that currently being considered.

A drive on our expressway system is enough to convince anyone that we need help NOW. Rapid transit will help--when it arrives. But can we wait?

In this time of the city's greatest need, it appears strange that we seemingly are ignoring an available resource which could be not only a blessing to us commuters, but a source of revenue to the railroads as well.

Very truly yours,



H. W. DiCristina, Jr.

6251 Vernon Woods Drive N.E.
Atlanta, Ga. 30328

cc: Mr. Richard Rich, Chairman
Metropolitan Atlanta Rapid Transit Authority

July 18, 1967

g 18

Mr. George C. Dillard
2297 Browns Mill Road, S. E.
Atlanta, Georgia 30315

Dear Mr. Dillard:

This will acknowledge receipt of your letter regarding your suggestions about rapid transit.

I am forwarding this information along to the Rapid Transit Authority for their consideration.

Sincerely yours,

Ivan Allen, Jr.
Mayor

IAJr/br

CC: Mr. Glenn Bennett

File

MINUTES OF THE SEVENTEENTH MEETING OF THE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

JULY 7, 1967

The Board of Directors of the Metropolitan Atlanta Rapid Transit Authority held its regular meeting on July 7, 1967, at 3:30 P.M., in the Glenn Building Conference Room, Atlanta. Mr. Richard H. Rich, Chairman, presided.

MEMBERS PRESENT:

Robert F. Adamson (City of Atlanta)
M. C. Bishop (Fulton County)
Roy A. Blount (DeKalb County)
Rawson Haverty (City of Atlanta)
K. A. McMillon (Gwinnett County)
Richard H. Rich (City of Atlanta)

MEMBERS ABSENT:

Sanford Atwood (DeKalb County)
Edgar Blalock (Clayton County)
L. D. Milton (City of Atlanta)

OTHERS PRESENT:

Metropolitan Atlanta Rapid Transit Authority

H. L. Stuart, General Manager
Glenn E. Bennett, Secretary
King Elliott, Public Information Director
Earl Nelson, Chief Engineer
H. N. Johnson, Secretary to General Manager

MARTA Advisory Committee

Howard K. Menhinick, Chairman, Georgia Institute of Technology
H. Boyer Marx, H. Boyer Marx and Associates
Richard L. Aeck, Aeck Associates, Inc.
Richard M. Forbes, Georgia State College
Roy J. Boston, Georgia Department of Public Health

Consultants

Walter Douglas, Parsons, Brinckerhoff, Quade & Douglas,
New York
W. O. Salter, Parsons, Brinckerhoff-Tudor, Bechtel,
San Francisco
J. A. Coil, Resident Manager, Parsons, Brinckerhoff-Tudor,
Bechtel, Atlanta
Raymond O'Neil, Parsons, Brinckerhoff-Tudor, Bechtel,
Atlanta
David McBrayer, Traffic Engineer, Parsons, Brinckerhoff-Tudor,
Bechtel, Atlanta
R. W. Gustafson, Supervising Engineer, Parsons, Brinckerhoff-
Tudor, Bechtel, Atlanta
Robert P. Barksdale, Project Estimator, Parsons, Brinckerhoff-
Tudor, Bechtel, Atlanta
Peter Vandersloot, Manager of Planning and Scheduling,
Parsons, Brinckerhoff-Tudor, Bechtel, San Francisco
Leon Eplan, Eric Hill Associates, Atlanta
Jacques L. Laboureur, Eric Hill Associates, Atlanta
Lynn Howard, Eric Hill Associates, Atlanta
Arden Brey, Eric Hill Associates, Atlanta
W. Stell Huie, Huie & Harland, Atlanta
Tom Watson Brown, Huie & Harland, Atlanta

Others

Hugh L. McDaniell, Cobb County Representative
Robert W. Roseveare, Traffic Engineer, DeKalb County
Joe Lay, Robinson-Humphrey Company, Inc., Atlanta
Maarten Den Hartog, Lord & Den Hartog, New York City
Donald G. Ingram, Central Atlanta Progress, Inc.
P. A. Springer, Atlanta Traffic & Safety Council
Van Redmon, WAIITV
Remer Tyson, Atlanta Constitution

J. D. Wingfield, Jr., Gayle L. Harder, Jerry A. Coursey,
Mrs. Margaret C. Breland, Mrs. Rachel Champagne,
Miss Claudette Parrish, Atlanta Region Metropolitan
Planning Commission

The meeting was called to order by the Chairman.

Minutes

Upon motion by Mr. Bishop, seconded by Mr. McMillon, the reading of the minutes of the June meeting was dispensed with and they were unanimously approved.

Financial Report

The General Manager presented the financial report as of June 30, 1967, which is attached hereto and made a part of these minutes. DeKalb County had not sent payment for the second quarter; however it was understood this would be received soon.

A bill in the amount of \$4,742.09 had been received from Hammer, Greene, Siler Associates for extra work in connection with a report suggested by Washington officials of HUD. The Chairman had authorized the work subject to Board ratification, because of the timing which was important. Upon motion by Mr. Bishop, seconded by Mr. McMillon, approval of this expenditure was unanimously given.

Other Business

The Chairman said a managerial seminar sponsored by HUD, would be conducted at Kent State University, Kent, Ohio, from July 10 - July 21. Two-thirds of salary and tuition would be reimbursed by HUD, and Mr. Rich recommended approval of the General Manager's attendance at this seminar. Upon motion by Mr. Bishop, seconded by Mr. Blount, unanimous approval was given.

Mr. Bishop reported on a recent trip to Montreal and Toronto, and his observations of the two rapid transit systems.

Progress Reports

General Manager

Mr. Stuart reported on the status of all MARTA consultant contracts. This report is attached hereto and made a part of these minutes. There is an unused balance of \$42,000 in the retainer agreement with Parsons, Brinckerhoff-Tudor Bechtel, which is expected to be adequate for whatever additional work might be required.

The General Manager had filled seven speaking engagements during the month of June. He reported briefly on a recent trip to

Washington where he visited HUD officials, and Congressman Fletcher Thompson.

Mr. Stuart said a presentation of MARTA's requirements would be made to the State Properties Control Commission on July 10.

The General Manager introduced Professor Howard K. Menhinick of Georgia Tech, Chairman of the Advisory Committee to MARTA, who introduced the other members of this Committee to the Board.

Consultants

Parsons, Brinckerhoff-Tudor, Bechtel

In response to a request of the Board of Directors, Mr. Walter Douglas of Parsons, Brinckerhoff, Quade & Douglas, presented a time and action calendar for construction of the 30-mile system. This schedule assumed construction could begin in January, 1968, and Mr. Douglas pointed out that it was only a point of reference, based not upon financial capabilities, but upon length of time required from the point of practical design and construction.

Mr. Salter identified the 30-mile system, and Mr. Coil presented charts showing costs involved, based on a 1968 beginning date. He reminded the Board that additional costs would accrue each year construction had to be delayed.

Mr. Rich suggested removing actual dates from the time and action calendar, so that it would show the construction period in number of years. Mr. Douglas said the 4½ year period was feasible and possible, but very optimistic. Mr. Rich commended Mr. Douglas on the presentation.

Hammer, Greene, Siler Associates

Mr. Bennett reported for Hammer, Greene, Siler Associates on the status of the economic study. He said the final report would be submitted within thirty days. The Hammer firm had reviewed methods of financing proposed in the 1962 study, and had investigated all permanent methods, programs, and sources which might realistically be available to finance capital costs. They had examined all other systems in the country and had explored all possible sources of finance - local, state, and federal. A formula believed to be feasible and equitable for allocating costs, using weighted indexes of population, property tax digests, and employment for 1965 and 1985, had been developed, as follows:

City of Atlanta	56.6 %
Fulton County outside the City of Atlanta	12.0 %
DeKalb County	22.1 %
Clayton County	5.9 %
Gwinnett County	3.4 %

It had been recommended by the consultant and accepted by the MARTA Board that Clayton and Gwinnett Counties would not participate in the financing of the system until lines were constructed in those counties, at which time they would begin paying their appropriate share retroactively from the beginning of the construction period.

Mr. Bennett said the consultants had worked with local governments to evaluate financial capabilities in light of long-range capital demands and forecasts of ad valorem tax digests, plus other sources of income. The next step would be meetings with the major governments to explain the report and seek support of it.

Proposed New Impact Study

Mr. Bennett reported on several recent meetings with HUD officials in Washington, attended by the Chairman, himself, and others. The present policy of the federal government is to help build transit facilities; it also includes the study of the economic and social impact on entire areas affected. HUD hopes to use transit as a tool to guide future growth and reshape blighted areas of cities. Washington officials had recently expressed interest in having MARTA study the economic impact, potentials, and issues of the system on Metropolitan Atlanta. Indication had been given that HUD would favorably entertain an application for funds to support such a study.

Mr. Bennett recommended that MARTA be authorized to conduct such a study, and to prepare an application for federal funds, with local matching funds not to exceed \$40,000. The study was expected to take approximately six months. It was suggested that it be coordinated by ARMPC, with Central Atlanta Progress, Inc., and the City of Atlanta Planning Department participating, as well as outside consultants as needed.

A motion was made by Mr. Haverty and seconded by Mr. Bishop that local funds of \$40,000 for the study be approved, and that the General Manager be authorized to make appropriate application to HUD.

Atlanta Transit System - Busways Proposal

The Chairman reviewed briefly the recently proposed rapid busways concept of the Atlanta Transit System. He said Mayor Ivan Allen had asked the Authority to evaluate the proposal and make a recommendation concerning it. The Chairman had instructed the staff to make an objective evaluation of the rapid busways proposal and report back to the Board. After discussion, it was the consensus of the Board that this should be done as soon as possible.

Mr. Bennett announced that Messrs. Rich, Stuart, and Coil had taped a program on transit for viewing Sunday, July 9, at 10:30 P.M. on WAGA-TV. Also, the Chairman would address the Atlanta Rotary Club on transit on Monday, July 10, and Board members were invited to attend as Mr. Bennett's guests.

Adjournment

Upon motion by Mr. Bishop, seconded by Mr. Adamson, the meeting was adjourned at 4:45 P.M.

Next Meeting

August 1, 1967.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
BUDGET REPORT
JUNE 30, 1967

	<u>BUDGET</u> 1967	<u>ACTUAL</u> JANUARY 1, 1967 JUNE 30, 1967
Unappropriated Surplus	<u>\$128,281.64</u>	<u>\$128,281.64</u>
<u>INCOME</u>		
Appropriations:		
City of Atlanta	\$ 84,030.00	\$ 42,015.00
Clayton County	23,190.00	11,595.00
DeKalb County	82,770.00	41,385.00
Fulton County	91,800.00	45,900.00
Gwinnett County	18,210.00	9,105.00
Sub-Totals	<u>\$300,000.00</u>	<u>\$150,000.00</u>
Interest Income	<u>\$ 5,520.00</u>	<u>\$ 2,792.27</u>
Federal Funds:		
702	\$ 95,000.00	\$ 60,000.00
Section 9 Grant	276,000.00	67,686.12
Interest on Federal Funds	0	597.46
Sub-Totals	<u>\$371,000.00</u>	<u>\$128,283.58</u>
TOTAL INCOME	<u>\$676,520.00</u>	<u>\$281,075.85</u>
TOTAL INCOME AND UNAPPROPRIATED SURPLUS	<u>\$804,801.64</u>	<u>\$409,357.49</u>
<u>EXPENSES</u>		
Staff Costs:		
Salaries	\$ 68,950.00	\$ 29,723.75
Expenses	10,500.00	5,615.09
Benefits:		
Social Security	1,109.00	916.61
Guaranty Fund	533.00	400.00
Health and Accident Insurance	1,680.00	483.42
Retirement	10,000.00	300.54
Workmen's Compensation	99.00	0
Sub-Totals	<u>\$ 92,871.00</u>	<u>\$ 37,439.41</u>
Board Meetings	<u>\$ 3,150.00</u>	<u>\$ 1,700.00</u>
Administrative and Office Overhead:		
Rent	\$ 3,000.00	\$ 1,500.00
Communications and Postage	2,000.00	857.64
Furniture and Equipment	2,000.00	411.97
Supplies	3,600.00	1,185.34
Printing	1,000.00	623.56
Auditor	250.00	250.00
Accountant	1,000.00	250.00
Public Information	33,000.00	11,479.92
Special Projects	5,000.00	705.75
Insurance:		
Public Liability	72.00	0
Depository and Forgery	56.00	0
Fidelity Bond	199.00	0
Sub-Totals	<u>\$ 51,177.00</u>	<u>\$ 17,264.18</u>
CARRIED FORWARD	<u>\$147,198.00</u>	<u>\$ 56,403.59</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 BUDGET REPORT
 JUNE 30, 1967

	<u>BUDGET</u> 1967	<u>ACTUAL</u> JANUARY 1, 1967 TO JUNE 30, 1967
TOTAL INCOME AND UNAPPROPRIATED SURPLUS BROUGHT FORWARD	<u>\$804,801.64</u>	<u>\$409,357.49</u>
<u>EXPENSES</u>		
Brought Forward	<u>\$147,198.00</u>	<u>\$ 56,403.59</u>
Counsel	<u>\$ 20,000.00</u>	<u>\$ 6,625.54</u>
Consultants:		
Atlanta Region Metropolitan Planning Commission	\$ 31,250.00	\$ 29,939.00
Urban Design Study:		
Section 9	32,667.00	8,000.00
Matching	16,333.00	9,800.00
Atlanta Transit Study:		
Section 9	3,333.00	0
Matching	1,667.00	1,000.00
Parsons-Brinckerhoff-Tudor-Becktel:		
702 Loan	95,000.00	60,000.00
Section 9:		
Federal	240,000.00	0
Matching	120,000.00	100,000.00
Retainer Agreement	60,000.00	16,182.67
Research and Technical Services	2,000.00	1,595.84
Sub-Totals	<u>\$602,250.00</u>	<u>\$226,517.51</u>
TOTAL EXPENSES	<u>\$769,448.00</u>	<u>\$289,546.64</u>
SURPLUS	<u>\$ 35,353.64</u>	<u>\$119,810.85</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA

STATEMENT OF FINANCIAL CONDITION
JUNE 30, 1967

ASSETS

Cash in Banks:		
C & S National Bank	\$ 38,921.04	
First National Bank - Payroll	443.53	
Trust Company of Georgia	1,000.00	
Fulton National Bank - Section 9	90,283.58	
Investments:		
U. S. Treasury Bills	69,603.14	
U. S. Treasury Bills - Section 9	0	
Petty Cash		25.00
Accounts Receivable:		
DeKalb County - 1967	\$20,692.50	
Gwinnett County - 1967	9,105.00	
Gwinnett County - 1966	<u>4,552.50</u>	<u>34,350.00</u>
TOTAL ASSETS		\$234,626.29

LIABILITIES

Accounts Payable		\$ 1,290.67
Payroll Taxes Withheld and Accrued		0
Reserves:		
ARMPC:		
Urban Design Study		5,800.00
Atlanta Transit Study		1,000.00
Parsons, Brinckerhoff-Tudor-Bechtel:		
Section 9 Matching		100,000.00
Retainer Agreement:		
Transportation Study	\$ 207.70	
Public Information	696.30	
Surveying	<u>5,820.77</u>	<u>6,724.77</u>
TOTAL LIABILITIES		<u>114,815.44</u>
SURPLUS		<u>\$119,810.85</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

June 30, 1967

OFFICERS:

Richard H. Rich, Chairman

Roy A. Blount, Vice Chairman

Glenn E. Bennett, Secretary

Henry L. Stuart, General Manager

GENERAL MANAGER'S QUARTERLY REPORT OF CONTRACT STATUS,

JUNE 30, 1967

Considerable progress has been made under our several contracts and a detailed review is timely. Our contractual obligations total \$962,566 of which \$616,709 (64%) represents the federal portion and \$345,857 represents the local matching funds. The status of work shown is as of May 31, 1967:

- I. The "701" Contracts signed June 28, 1966 total \$183,566 of which the federal portion is \$122,376. The local portion of Transit Authority funds is \$61,189, all of which has been paid to the ARMPC who is administering the work for us. These projects are to update the 1962 report in its entirety. The updated revisions will appear as a technical version and a popular version of a bound report similar in format to the 1962 reports. The work is in three parts.
 - A. Hammer, Greene, Siler Associates has a \$48,000 contract to update the financing aspects which is 90% complete. It covers:
 1. Methods of financing.
 2. Sources of financing.
 3. Derivation of formula for sharing the financial load between the several political jurisdictions.
 4. Assistance to local governments to evaluate their financial ability.
 5. Preparation of a financial plan in line with the above.

- B. PBTB has a \$100,000 contract to update the other parts of the 1962 report which is about 85% complete. It covers:
1. Route and station locations (100% complete).
 2. Patronage, revenues and operating cost predictions (90% complete).
 3. Report preparation (50% complete).
- C. ARMPC will use the remaining \$35,566 for administration and supervision of the HGS and PB-T-B contracts, its own staff's work and auditing and overhead chargeable to the entire updating project.

Each of these units of work provides inputs to the others so they will continue to move ahead on a common front and should be wrapped up this summer. The contractual completion date was May 2, 1967. The work was considerably delayed by the late development of travel statistics by the Highway Department and the completion date will not be met. The necessary statistics are now in hand and the work is moving ahead at a good pace. Our total project will not be damaged by the delay.

- II. The "702" Contract signed June 28, 1966 is for \$125,000 with PB-T-B to carry out preliminary engineering work on the system from Oglethorpe to the Airport. This is an interest-free federal loan that must be repaid when construction begins. No local funds are involved. The preliminary engineering work will be in sufficient detail to enable us to initiate right of way acquisition, to provide us with highly refined estimates of construction costs, and to provide us with a solid point of departure for the development of final, detailed design and the preparation of contract plans and specifications. Funds are requisitioned from HUD in the exact amount required when we are invoiced. Two \$30,000 requisitions and payments have been made. The contract is 62% complete. It

covers:

- A. Establishment of a design basis by developing information on: (74% complete)
 - 1. Utilities.
 - 2. Existing building foundations.
 - 3. Subsurface structures.
 - 4. Street and highway facilities.
 - 5. Railroad structures.
 - 6. Geology.
- B. Preliminary design of typical and of selected special items (65% complete):
 - 1. Structures.
 - 2. Stations.
 - 3. Functional layout of Transit Center.
 - 4. Functional layout of shops and yards.
 - 5. Equipment requirements.
- C. Preliminary engineering plans (53% complete):
 - 1. Base maps.
 - 2. Alignment of tracks.
 - 3. Station sites.
- D. Cost estimates (16% complete)
 - 1. Construction.
 - 2. Right of way.

The contract carries a completion date of June 30, 1967, but we have decided to integrate this work with the work being done under the technical studies grant (below). As a result, all of the preliminary engineering for the 44-mile system - Doraville-Forest Park and west from Hightower Road to I-285 and east from Avondale Estates to I-285 - is being done simultaneously, aimed at a completion date of April 30, 1968.

III. The Technical Studies Grant (Section 9) Contracts are for a total of \$554,000 of which the federal portion is \$369,333, and the local portion is \$184,667. Federal funds are requisitioned quarterly in advance at a rate indicated by progress of the work and the terms of the contracts. \$67,686.12 has been requisitioned and received. One \$12,000 payment has been made to ARMPC for the Impact Study. I expect a bill from PBTB this month.

The work is divided into three parts:

- A. PB-T-B has a contract signed February 2, 1967 for \$500,000 which is 18% complete and covers:
 - 1. System Extension Planning (35% complete):
 - (a) East Line - Avondale Estates to I-285.
 - (b) West Line - Hightower Road to I-285.
 - 2. Preliminary Design of typical and of selected special structures (20% complete):
 - (a) Structures.
 - (b) Stations.
 - (c) Equipment.
 - 3. Preliminary Engineering Plans (30% complete):
 - (a) Base maps.
 - (b) Alignment of tracks.
 - (c) Station sites.
 - 4. Cost Estimates (14% complete):
 - (a) Construction.
 - (b) Right of way.
 - 5. Public Hearings and Reports (not started).
- B. ARMPC has a contract signed March 10, 1967 for \$49,000 to make a Corridor Impact Study. \$9,000 covers the supervision and overhead they will provide to the subcontracts, Eric Hill Associates, who will do most of the work of assessing the im-

pact of our proposed rapid transit system on the community. We will receive recommendations for changes in community plans or rapid transit plans in the event that adverse impact or missed opportunities are discovered. The job is 35% complete.

The work will check on our relationships to:

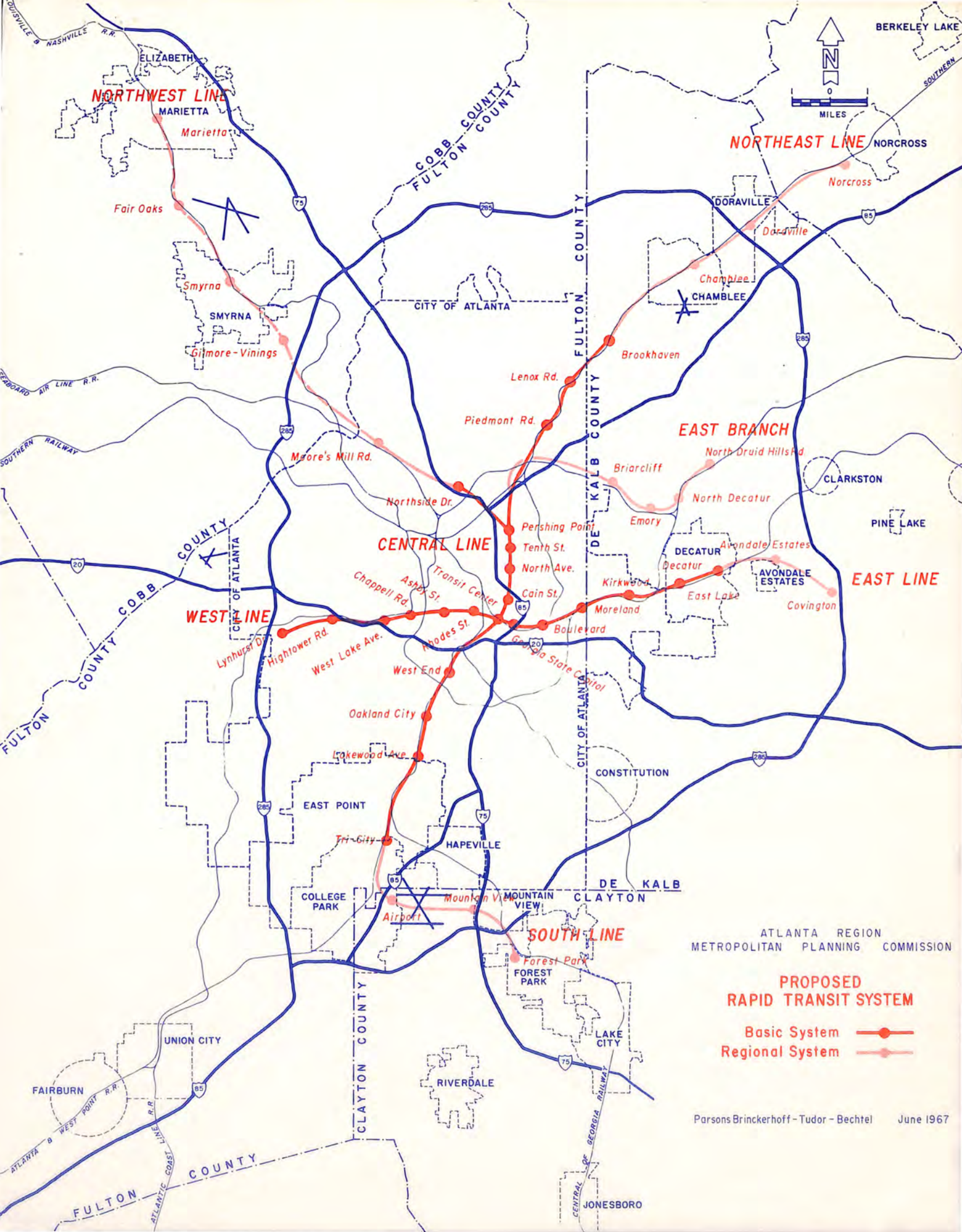
1. Land use and related controls.
2. Public improvements planning.
3. Urban design.
4. Local development plans.
5. Urban renewal projects.
6. Private development plans.
7. Benefit to disadvantaged groups.
8. Other public programs.

C. Our impact on the Atlanta Transit will be substantial and \$5,000 has been reserved to start studies in this field. More money will be sought in future applications. I am in touch with ATS officials to determine the character of necessary study and plans.

IV. The Retainer Agreement is a contract with PB-T-B for planning, consultant, or engineering services not covered by existing contracts. Each item of work is authorized and budgeted by the Board. PB-T-B cannot initiate any work under this contract that will cause total charges under the contract to exceed \$100,000.

Its condition as of June 30, 1967 is as follows:

	<u>Billing 4/1/67- 6/30/67</u>	<u>Reported thru 3/31/67</u>	<u>Total thru 6/30/67</u>
Previously reported as complete pre-contract work; support before State Properties Control Commission; Soils Library Study		\$30,943.10	\$30,943.10
Mobilization (6 out of 8 authorized moves have been made)	\$ 2,192.70	12,697.84	14,890.54
Participation in Atlanta Area Transportation Study (\$1,500 authorized)	93.37	1,198.93	1,292.30
Public Information Support (\$2,000 authorized)	497.33	806.37	1,303.70
Real Estate Consultation (\$1,250 authorized; billing is complete.)	4.00	1,443.12	1,447.12
Detailed Engineering (\$7,000 authorized)	<u>868.59</u>	<u>310.64</u>	<u>1,179.23</u>
	\$ 3,655.99	\$47,400.00	\$ 51,055.99
Unexpended Authorizations			6,724.77
Balance			<u>42,219.24</u>
			\$100,000.00



ATLANTA REGION METROPOLITAN PLANNING COMMISSION

PROPOSED RAPID TRANSIT SYSTEM

- Basic System ———●———
- Regional System ———○———

3/10

MINUTES OF THE SIXTEENTH MEETING OF THE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

JUNE 9, 1967

The Board of Directors of the Metropolitan Atlanta Rapid Transit Authority held its regular meeting on June 9, 1967, at 3:30 P.M. in the Conference Room of the Glenn Building, Atlanta. Mr. Richard H. Rich, Chairman, presided.

MEMBERS PRESENT:

Robert F. Adamson (City of Atlanta)
M. C. Bishop (Fulton County)
Edgar Blalock (Clayton County)
Roy A. Blount (DeKalb County)
Rawson Haverty (City of Atlanta)
K. A. McMillon (Gwinnett County)
L. D. Milton (City of Atlanta)
Richard H. Rich (City of Atlanta)

MEMBERS ABSENT:

Sanford Atwood (DeKalb County)

OTHERS PRESENT:

Metropolitan Atlanta Rapid Transit Authority

H. L. Stuart, General Manager
King Elliott, Public Information Director
Earl W. Nelson, Chief Engineer
H. N. Johnson, Secretary to General Manager

Consultants

Walter Douglas, Parsons, Brinckerhoff, Quade & Douglas,
New York
W. O. Salter, Parsons, Brinckerhoff-Tudor, Bechtel,
San Francisco
J. A. Coil, Resident Manager, Parsons, Brinckerhoff-Tudor,
Bechtel, Atlanta
Raymond O'Neil, Parsons, Brinckerhoff-Tudor, Bechtel,
Atlanta

Consultants (Cont'd.)

R. W. Gustafson, Parsons, Brinckerhoff-Tudor, Bechtel,
Atlanta
David McBrayer, Parsons, Brinckerhoff-Tudor, Bechtel,
Atlanta
Bob Barksdale, Parsons, Brinckerhoff-Tudor, Bechtel,
Atlanta
M. D. Den Hartog, Lord & Den Hartog/Parsons, Brinckerhoff-
Tudor, Bechtel, New York
Philip Hammer, Hammer, Greene, Siler Associates, Washington
Lawrence Greene, Hammer, Greene, Siler Associates, Atlanta
Leon Eplan, Eric Hill Associates, Atlanta
W. Stell Huie, Huie & Harland, Atlanta

Others

Lorraine Bennett, Atlanta Journal
Dick Hebert, Atlanta Constitution
Joseph E. Lay, Robinson-Humphrey
Jere A. Burruss, State Highway Department of Georgia
Joel F. Stone, Jr., State Highway Department of Georgia
Robert W. Roseveare, Traffic Engineer, DeKalb County
Donald G. Ingram, Associate Director, Central Atlanta
Progress, Inc.
Andy Springer, Atlanta Traffic & Safety Council
J. D. Wingfield, Jr., Jerry A. Coursey, A. Y. Brown,
Gayle Harder, Mrs. Rachel Champagne, Miss Claudette
Parrish, Atlanta Region Metropolitan Planning
Commission

The meeting was called to order by the Chairman.

Minutes

The minutes of the meeting of May 2nd had been mailed to members prior to the meeting. Mr. Bishop made a motion, seconded by Mr. Haverty, that the reading of the minutes be dispensed with and that they be unanimously approved.

Mr. Huie called attention to the fact that minutes of March 2, 1966, June 28, 1966, January 3, 1967, and April 4, 1967, meetings had been approved at meetings which did not have a quorum present, and suggested that the Board ratify approval of those documents. Mr. Bishop made a motion that approval of these minutes be ratified, Mr. McMillon seconded the motion, and it was unanimously passed.

Financial Report

The General Manager presented the financial report as of May 31, 1967, which is attached hereto and made a part of these minutes. Mr. Stuart commented that Gwinnett County was the only government in arrears on its commitments to the Authority. Income from interest had been slightly less than anticipated because less money had been invested, due to consultant payments having been made. There were no questions, and the financial report was accepted.

Progress Reports

General Manager

A meeting was held at 2:00 o'clock immediately prior to the regular Board meeting, for the purpose of hearing progress reports from the consultants. Engineers from Parsons, Brinckerhoff-Tudor, Bechtel, Mr. Philip Hammer of Hammer, Greene, Siler Associates, and Mr. Leon Eplan of Eric Hill Associates gave detailed reports on rapid transit consultant contracts in force. This was well attended by some 50 individuals, including local consultants, planners, architects, etc. Mr. Stuart said this would be a regular meeting each month, and it was hoped it would serve as a tool for information and coordination of efforts among the various governments and agencies concerned.

Mr. Stuart said Cousins Properties, Inc., in development of the air rights in the gulch, had allowed 50-foot corridors between columns as well as a "Y" track, to accommodate requirements of the transit system. Liaison continued with Mr. Portman in the development of Peachtree Center. Mr. Stuart had met with airport developers and with principals in the Nasher project, and reported cooperation from both groups.

The General Manager had made nine public addresses during the month.

Mr. Stuart reported on a conference in Washington, D. C., on May 22nd. The meeting was called by HUD, and was on design of urban transportation. An exhibit had been prepared by MARTA with the help of the engineers, and Mr. Stuart showed slides of the exhibit, and taped excerpts of addresses by Mr. Charles Haar and others were presented.

A brief report of the recent national meeting of the Institute for Rapid Transit held in Atlanta was made by the General Manager.

Mr. Stuart said Aldermen Cook and Griggs, Representative Winkles, and others had recently toured the proposed transit lines.

The General Manager announced that the Advisory Committee, discussed at the May meeting, had been formed, and was composed of the following professionals from the principal design disciplines in Atlanta:

Chairman - Professor Howard K. Menhinick
Richard L. Aeck, representing American Institute
of Architects
Richard M. Forbes, representing American
Institute of Planners
H. Boyer Marx, representing American Society
of Landscape Architects
Roy J. Boston, representing American Society of
Professional Engineers

The purpose of this committee would be twofold: (1) to provide professional review of design work and (2) to discuss proper relationships between the several consultants. Mr. Stuart asked for approval of an amendment to the 1967 budget, adding an expenditure item of \$5,000 for fees to this committee. Mr. Haverly made a motion that this amendment to the budget be approved, Mr. Bishop seconded the motion, and it was unanimously passed.

Mr. Stuart and Mr. Huie had visited the State Department of Industry and Trade. Mr. Huie felt contractual arrangements could probably be made with the State for funds on a quarterly basis during the first two years. The State had appropriated \$250,000 for the next two years, limited by the Constitutional provision restricting the State's contribution to ten percent of the cost of any one project.

Consultants

Parsons, Brinckerhoff-Tudor, Bechtel

Mr. John Coil gave examples of photogrammetry and aerial photography and the methods used to show projected plans and profiles of the system. The engineers had examined the gulch area further to determine the best rights-of-way for the transit system. Information was being transmitted to the State Properties Control Commission. Preliminary work had begun on a contract for taking soil samples in the central and east-west lines. Mr. Coil said one company in the joint venture would do preliminary design of special structures in the system. Liaison work on coordinating plans for the airport and transit system continued. Efforts to

coordinate the Highway Department's plans for the Brookwood interchange had been made. Mr. Coil said the firm had reviewed architectural definitives and had four which showed concepts for a transit center.

The Chairman recognized the importance of coordinating plans for the transit lines to the airport, but cautioned the engineers against too detailed plans at this time in view of the realistic time lag on this line.

Hammer, Greene, Siler Associates

Mr. Philip Hammer reported that final figures for financing the system would be completed within a few days. He said there had been some changes in annual requirements which would more advantageously fit into a financial plan and the receipt of federal funds. He mentioned a plan staging the development of the system so that participation on the part of the outlying counties would begin simultaneously with construction in those areas.

Other Business

The Board accepted the resignation of Mr. Robert W. Adamson as Treasurer of MARTA. Mr. Adamson had been appointed as a member to replace Mr. Mills B. Lane, Jr. At Mr. Adamson's suggestion, the Board agreed to ask Mr. Herbert Dickson, Executive Vice President of the C. & S. Bank, to serve as Treasurer of MARTA.

The Chairman reported that Fulton County Commission would soon appoint a replacement for Mr. Pulver.

July Meeting

Because of the July 4th holiday, the next regular meeting was scheduled for Friday, July 7th, at 3:30 P.M.

Adjournment

The meeting was adjourned at 4:45 P.M.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA

BUDGET REPORT

MAY 31, 1967

	BUDGET 1967	ACTUAL JANUARY 1, 1967 TO MAY 31, 1967
Unappropriated Surplus	<u>\$128,281.64</u>	<u>\$128,281.64</u>
<u>INCOME</u>		
Appropriations:		
City of Atlanta	\$ 84,030.00	\$ 42,015.00
Clayton County	23,190.00	11,595.00
DeKalb County	82,770.00	20,692.50
Fulton County	91,800.00	45,900.00
Gwinnett County	<u>18,210.00</u>	<u>4,552.50</u>
Sub-Totals	<u>\$300,000.00</u>	<u>\$124,755.00</u>
Interest Income	<u>\$ 5,520.00</u>	<u>\$ 1,780.40</u>
Federal Funds:		
702 Loan	\$ 95,000.00	\$ 60,000.00
Section 9 Grant	276,000.00	67,686.12
Interest on Federal Funds	<u>0</u>	<u>252.05</u>
Sub-Totals	<u>\$371,000.00</u>	<u>\$127,938.17</u>
TOTAL INCOME	<u>\$676,520.00</u>	<u>\$254,473.57</u>
TOTAL INCOME AND UNAPPROPRIATED SURPLUS	<u>\$804,801.64</u>	<u>\$382,755.21</u>
<u>EXPENSES</u>		
Staff Costs:		
Salaries	\$ 68,950.00	\$ 22,270.30
Expenses	10,500.00	4,826.87
Benefits:		
Social Security	1,109.00	750.10
Guaranty Fund	533.00	266.67
Health and Accident Insurance	1,680.00	402.85
Retirement	10,000.00	0
Workmen's Compensation	<u>99.00</u>	<u>0</u>
Sub-Totals	<u>\$ 92,871.00</u>	<u>\$ 28,516.79</u>
Board Meetings	<u>\$ 3,150.00</u>	<u>\$ 1,400.00</u>
CARRIED FORWARD	<u>\$ 96,021.00</u>	<u>\$ 29,916.79</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA

BUDGET REPORT

MAY 31, 1967

	<u>BUDGET</u> 1967	<u>ACTUAL</u> JANUARY 1, 1967 TO MAY 31, 1967
TOTAL INCOME AND UNAPPROPRIATED SURPLUS BROUGHT FORWARD	<u>\$804,801.64</u>	<u>\$382,755.21</u>
<u>EXPENSES</u>		
Brought Forward	<u>\$ 96,021.00</u>	<u>\$ 29,916.79</u>
Administrative and Office Overhead:		
Rent	\$ 3,000.00	\$ 1,250.00
Communications and Postage	2,000.00	743.09
Furniture and Equipment	2,000.00	411.97
Supplies	3,600.00	1,008.23
Printing	1,000.00	623.56
Auditor	250.00	250.00
Accountant	1,000.00	250.00
Public Information	33,000.00	9,436.90
Special Projects	0	34.00
Insurance:		
Public Liability	72.00	0
Depository and Forgery	56.00	0
Fidelity Bond	<u>199.00</u>	<u>0</u>
Sub-Totals	<u>\$ 46,177.00</u>	<u>\$ 14,007.75</u>
Counsel	<u>\$ 20,000.00</u>	<u>\$ 5,451.30</u>
Consultants:		
Atlanta Region Metropolitan Planning Commission:		
701 Matching	\$ 31,250.00	\$ 29,939.00
Urban Design Study:		
Section 9	32,667.00	12,000.00
Matching	16,333.00	0
Atlanta Transit Study:		
Section 9	3,333.00	0
Matching	1,667.00	0
Parsons, Brinckerhoff-Tudor-Bechtel:		
702 Loan	95,000.00	60,000.00
Section 9:		
Federal	240,000.00	0
Matching	120,000.00	110,800.00
Retainer Agreement	60,000.00	14,220.55
Research and Technical Services	<u>2,000.00</u>	<u>1,490.84</u>
Sub-Totals	<u>\$602,250.00</u>	<u>\$228,450.39</u>
TOTAL EXPENSES	<u>\$764,448.00</u>	<u>\$277,826.23</u>
SURPLUS	<u>\$ 40,353.64</u>	<u>\$104,928.98</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA

STATEMENT OF FINANCIAL CONDITION

MAY 31, 1967

ASSETS

Cash in Banks:		
C & S National Bank		\$ 26,536.42
First National Bank - Payroll		3,941.57
Trust Company of Georgia		1,000.00
Fulton National Bank - Section 9		64,144.08
Investments:		
U. S. Treasury Bills		95,979.98
U. S. Treasury Bills - Section 9		25,794.09
Petty Cash		25.00
Accounts Receivable:		
Federal Funds - 702 Loan	\$30,000.00	
Gwinnett County - 1967	4,552.50	
Gwinnett County - 1966	<u>4,552.50</u>	<u>39,105.00</u>
TOTAL ASSETS		\$256,526.14

LIABILITIES

Accounts Payable		\$ 32,708.12
Payroll Taxes Withheld and Accrued		1,545.76
Reserves:		
Parsons, Brinckerhoff-Tudor-Bechtel:		
Section 9 Matching		110,800.00
Retainer Agreement:		
Transportation Study	\$ 25.23	
Public Information	928.16	
Surveying	<u>5,589.89</u>	<u>6,543.28</u>
TOTAL LIABILITIES		<u>151,597.16</u>
SURPLUS		<u>\$104,928.98</u>

g/10

July 3, 1967

Mr. Charles C. Ford
Bank Building Corporation
1326 Fulton National Bank Building
Atlanta, Georgia 30303

Dear Check:

Thank you very much for your kind letter. We were all present at Mr. Sommerville's fine presentation last week.

This matter will be referred to the Rapid Transit Authority for full consideration.

Sincerely,

Ivan Allen, Jr.
Mayor

IAJr:eo

2

BANK BUILDING CORPORATION

1326 FULTON NATIONAL BANK BUILDING ATLANTA, GEORGIA 30303 523-6052

June 30, 1967

The Honorable Mayor Ivan Allen Jr.
City Hall
Atlanta, Georgia

Dear Mayor Allen:

Mr. Bob Sommerville, President of the Atlanta Transit Company, talked to the North side Kiwanis Club this noon. He presented to the membership an interim program for the moving of mass transportation. I am certain that you are familiar with this program so I will not go into the details, but I believe it has a great deal of merit.

It's advantages are costs, time to place in operation, and it's flexibility. The bus as a complete unit gives this method quick mobility on or off the rapid express route.

I believe that if we could give this a good trial that it might result in something revolutionary in the rapid transit program.

I would like to go on record as endorsing this program to you and offering any assistance to initiate it.

Sincerely,


Charles C. Ford

CCF:hs
cc: Mr. Robert L. Sommerville

File

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

OFFICERS:

Richard H. Rich, Chairman

Roy A. Blount, Vice Chairman

Glenn E. Bennett, Secretary

Henry L. Stuart, General Manager

June 29, 1967

NOTICE TO: Board of Directors
Metropolitan Atlanta Rapid Transit Authority

FROM: Glenn E. Bennett, Secretary



The next regular meeting will be held on July 7, 1967, at 3:30 P.M., in the Conference Room of the Glenn Building, Atlanta.

The tentative agenda is as follows:

1. Minutes of last meeting.
2. Financial report.
3. Report of:
 - a) General Manager
 - b) Engineering Consultants
 - c) Economic Consultants
4. Other business.

File

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

June 2, 1967

OFFICERS:

Richard H. Rich, Chairman
Roy A. Blount, Vice Chairman
Glenn E. Bennett, Secretary
Henry L. Stuart, General Manager

NOTICE TO: Board of Directors
Metropolitan Atlanta Rapid Transit Authority

FROM: Glenn E. Bennett, Secretary *geb*

The next regular meeting will be held on June 9, 1967, at 3:30 P.M., in the Conference Room of the Glenn Building, Atlanta.

The tentative agenda is as follows:

1. Minutes of last meeting.
2. Financial report.
3. Report of: a) General Manager
b) Engineering Consultants
c) Economic Consultants
4. Other business.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

OFFICERS:

Richard H. Rich, Chairman
Roy A. Blount, Vice Chairman
Glenn E. Bennett, Secretary
Henry L. Stuart, General Manager

May 18, 1967

Mr. William A. Cunningham
262 East 78th Street
New York, N. Y.

Dear Mr. Cunningham:

Yours of May 8th to Mayor Allen has been referred to me for consideration.

We have under way now rapid transit development in Atlanta that is closing out the planning stage and starting the preliminary engineering. Ahead of us is the heavy-duty political job of selling the project to the public so that public financing can be made available to us in sufficient measure to permit us to get into detail final design. For the immediate future I can offer you little encouragement because we are keeping our staff very small and putting most of our resources into the hands of our consultants. After public financing is received, we will be in a position to consider seriously people of your background because it will be necessary to enlarge the administrative, engineering and public information staffs. I do not foresee public financing at this level during the current year, and only with a smashing success can I even predict it for next year. In the meanwhile, I am very glad to have your resume and will keep it at the top of my file which has been set up to show us the resources that may be available when it is necessary to enlarge our staff. I assure you that when the time comes we will give serious consideration to your application.

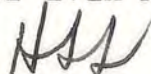
With best wishes.

Sincerely yours,

H. L. Stuart,
General Manager.

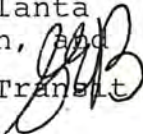
HLS:JJ

BC: Mayor Ivan Allen, Jr.



May 15, 1967

MEMORANDUM TO: Richard H. Rich, Chairman
Metropolitan Atlanta Rapid Transit Authority

FROM: Glenn E. Bennett, Executive Director, Atlanta
Region Metropolitan Planning Commission, and
Secretary, Metropolitan Atlanta Rapid Transit
Authority 

SUBJECT: Some Planning Principles and Non-Engineering
Aspects of Rapid Transit

I would like to set down here some of the basic philosophy which has guided us in transit planning, and also to mention possibilities for the future. Transit in Atlanta will be a tremendous influence; it will be the biggest single factor in guiding growth in many parts of the Metropolitan Area.

The Planning Commission concluded in 1960 that a balanced transportation system with transit would (1) help shape the pattern of development of the region in a desirable and efficient way, and (2) provide the necessary access to central Atlanta so that the orderly growth of employment and business activity could take place there.

The Planning Commission is concerned with serving the economic need and shaping the metropolitan area. MARTA has been created primarily to "build a railroad" in accordance with the generalized plan which has been tested against planning factors. We have come to the engineering stage now. This is a time when cost estimates need to be based on specifics. If the Planning Commission could have built a railroad, we would not have needed MARTA.

As we make decisions on precise locations we are continuing to test and re-test basic assumptions made earlier with respect to population growth, density, economic change, and many social factors. Serving the disadvantaged people, the educational institutions, the new centers of interest, such as the stadium, auditorium, and cultural center, are of great concern to us at this stage. We are

aware of the opportunity we have for relating harmoniously all of the exciting activities in the developmental stages in central Atlanta, and upgrading the City's aesthetics and urban design. These are non-engineering factors which are currently receiving attention from planners.

The present work program of the staff of the ARMPC includes an updating of earlier regional land use plans. In connection with this we have developed statements of regional goals related to transportation. These are policy statements. They set up criteria against which transportation improvements can be measured. For example, one section deals with aesthetic standards as follows:

"New or improved transportation facilities should be located and designed so as to enhance the appearance of the region, with appropriate regard to topography, soils, wooded areas and water bodies, as well as the character of existing and projected man-made development."

The objective of a regional plan is to guide new growth into sensible patterns, and discourage extensively scattered urban development which is wasteful of land and other resources. Transportation systems are the greatest single influence on development. Consequently, planners study the effects of any proposed transportation improvements, such as roads and highways of all categories and transit, on future land uses.

Here are a couple of paragraphs from our policy statement on the preservation of neighborhoods and community values, also on preserving freedom of choice:

"Neighborhoods are considered the basic unit of residential community development. They may be defined in one or more of several ways: by tradition, through identification by the residents, from observed patterns of commonality in age and character of development, by natural or man-made barriers, as the limits of local trade or service areas, and so forth. Where they can be defined, the integrity of sound or renewable neighborhoods should be protected: major transportation arteries should be located and designed so as to bound, not penetrate, such areas."

"Residential development and renewal should be planned and conducted so as to make available in every sector of the region housing of a wide range of types and cost, thus allowing the individual maximum freedom to choose where he wishes to live. To enhance this freedom of choice, all residential areas should have comparable accessibility to areas of employment, recreational and commercial activity. Public transportation

facilities should provide this comparable accessibility for residents least able to depend on private transportation."

All of this ARMPC planning policy relative to transportation is consistent with the objectives of the H.U.D. programs. Federal money has improved and expanded planning all over the country; there's no doubt about it. Atlanta can boast a little over having the oldest publicly supported metropolitan planning agency in the United States. Because of local initiative back in 1947 we have had metropolitan planning long before the feds got into the business. Now, many cities have agencies something like ours, but because we had a foundation of area-wide planning we could do a comprehensive transit plan in 1961, a nature preserve plan in 1962, an airport plan last year, code studies two years ago, and carry on many other activities in the field of economic and social research. HUD knows this. It has a bearing on present transit work; the transit routes are a part of the overall metropolitan plan and not independent and separate.

We are now working on area-wide water and sewer problems, capital improvement programming, preparation for the 1970 census, and other items in addition to MARTA non-engineering work. HUD knows this. Sidelines include metropolitan training schools for police officers and improved communications and records systems for law enforcement agencies, to mention a few.

Let's look at Central Atlanta. This is a concern of ARMPC because it's the heart of the region. It is the subject of much study by the City of Atlanta in the community improvement plan (CIP) which is aimed toward the establishment of priorities for redevelopment of land all over the City. Now that Central Atlanta Progress, Inc. is organized and well staffed, we have the opportunity to better serve the original purpose of rapid transit with respect to downtown interests, both private and public.

Growth and development occurs in Atlanta with or without public planning. Portman's Peachtree Center is far along; Cousins' air rights project is starting with an 8,000-car parking facility; the Nasher Park Place 18-acre air rights project is under study by architects, planners, and economists, and Georgia State College has a big and significant expansion program. Later this year contracts are expected to be let for Georgia Plaza Park, a landscaped open space with underground parking garage. The State, Fulton County, and the City of Atlanta are cooperating on this venture which will result in an attractive government-centered public park which will upgrade the area near the Capitol.

Now we have the opportunity to coordinate all of these activities and others, and create before long a central Atlanta plan with both short-range and long-range goals. Transit is an integral part of any downtown plan, and our present alignments of routes will tie together all the major developments mentioned above.

A corridor impact planning study is now in progress, as you know. It will show the relation of transit to low-income groups and their economic and social needs. Other considerations are the relation of transit to educational institutions, vocational schools, community centers, and renewal projects. The transit corridors, the lines of the system, will be pulsing and throbbing with growth and our efforts to properly direct and control these dynamics must never cease. Planners are now working with both private and public agencies in an attempt to identify the many possibilities which the transit corridors offer us for enhancing community values, serving the largest number of citizens, and guiding development toward most sensible and efficient patterns.

In our discussions with H.U.D. officials and when we talk to our transit visitors who will be in town next week, I think we ought to keep some of these points in mind.

I want to take this opportunity, Dick, to express our gratitude to you for the time and energy you are putting into this task, which is at times extremely difficult and complex. Without your leadership it would be much more so!

File

MINUTES OF THE FIFTEENTH MEETING OF THE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

MAY 2, 1967

The Board of Directors of the Metropolitan Atlanta Rapid Transit Authority held its regular meeting on May 2, 1967, at 3:30 P.M. in the Conference Room of the Glenn Building, Atlanta. Mr. Richard H. Rich, Chairman, presided.

MEMBERS PRESENT:

M. C. Bishop (Fulton County)
Rawson Haverty (City of Atlanta)
K. A. McMillon (Gwinnett County)
W. A. Pulver (Fulton County)
Richard H. Rich (City of Atlanta)

MEMBERS ABSENT:

Robert F. Adamson (City of Atlanta)
Sanford Atwood (DeKalb County)
Edgar Blalock (Clayton County)
Roy A. Blount (DeKalb County)
L. D. Milton (City of Atlanta)

OTHERS PRESENT:

Metropolitan Atlanta Rapid Transit Authority

H. L. Stuart, General Manager
Glenn E. Bennett, Secretary
King Elliott, Public Information Director
Earl W. Nelson, Chief Engineer
H. N. Johnson, Secretary to General Manager

Consultants

J. A. Coil, Resident Manager, Parsons, Brinckerhoff-Tudor-Bechtel, Atlanta
Lawrence Greene and Raul Garcia, Hammer, Greene, Siler Associates, Atlanta
W. Stell Huie, Huie and Harland, Legal Counsel for the Authority

Others

J. D. Wingfield, Jr., Planning Director, Atlanta Region
Metropolitan Planning Commission
Mrs. Rachel Champagne, Assistant to the Executive
Director, Atlanta Region Metropolitan Planning
Commission
Margaret Hurst, Atlanta Constitution, Reporter
Thomas Nooner, General Railway Signal Company, Rochester,
New York
Frank Scott, Resident Representative, General Railway
Signal Company, Atlanta
Otto Hikade, General Railway Signal Company

The meeting was called to order by the Chairman.

Minutes

The minutes of the April meeting were unanimously approved by the members present. Due to lack of a quorum it was agreed that this action would be ratified by the Board at the June meeting.

Financial Report

The General Manager reported that payments from the local governments, with the exception of Gwinnett County, were on schedule. Gwinnett County remains in arrears for the fourth quarter of 1966 and the first quarter of 1967. Staff costs were running according to budget, and a payment of \$29,939.00 had been made to the Atlanta Region Metropolitan Planning Commission in 1967, completing a commitment of \$61,188.00 for 1966 and 1967, as matching funds for 701 Project Ga. P-49. The statement is attached hereto and made a part of these minutes.

Progress Reports

General Manager

Mr. Stuart said studies were continuing on the feasibility of an extension of the West Line to serve Six Flags Over Georgia in Cobb County. It was believed that right-of-way into this area would not be difficult to secure. It had not been determined whether or not the patronage would make this extension economically feasible, in view of the seasonal nature of the recreation facility.

The General Manager said he was selecting a group of five professionals from the fields of architecture, landscape architecture, city planning, and engineering, who would comprise an advisory committee to the Authority for the purpose of reviewing plans as the work moves from preliminary engineering into urban design. Mr. Stuart said the organizational meeting of this committee would be held soon, and he would ask for approval of an amendment to the budget at the next meeting, to cover retainer fees for this committee.

It was announced that Mr. Robert L. Adamson, Treasurer of the Authority, had been appointed a Director to fill the unexpired term of Mr. Mills B. Lane, Jr., a City of Atlanta appointee, who had recently resigned.

The General Manager asked for approval of an expenditure of \$2,000.00 for annual membership dues in the Institute for Rapid Transit. He said the annual workshop was helpful and provided an exchange of information with the eleven member operating or emerging transit authorities in the country. After discussion of the program of the Institute and the benefits of such a membership, it was decided that the \$2,000.00 annual dues could not be justified at this time. The annual meeting of the Institute for Rapid Transit, to be held in Atlanta May 24-26, will provide an opportunity for members of the Board to observe its work.

Mr. Stuart showed slides of operating transit systems in Montreal, Toronto and Philadelphia, having recently returned from a trip to observe these systems. He said each system had gotten started without federal aid. A comparison of the systems pointed out continuing improvements in materials, decor, maintenance, and technology.

The General Manager announced that the Department of Housing and Urban Development was sponsoring a one-day meeting in Washington on May 22, on design in urban transportation. At the request of HUD, the Authority would provide an exhibit at that meeting, showing plans and progress of the Atlanta system, and Messrs. Stuart, Elliott and Nelson would attend. Mr. Rich said this would be an important meeting, and requested all members who could go to do so. Mr. Stuart had also asked the newly formed Advisory Committee to attend.

Public Information Director

Mr. Elliott reported on his recent trip to San Francisco. He had gathered information from the Bay Area Rapid Transit District to assist in the development of the Authority's public

information program. A tentative outline of his findings would be used in the Authority's planning for a bond referendum. He showed slides of the BARTD rapid transit system now under construction in San Francisco.

Parsons, Brinckerhoff-Tudor-Bechtel

Mr. Coil reported on a recent meeting with the Rapid Transit Committee of the Atlanta Chamber of Commerce at which time this Committee was brought up to date on planning and engineering progress. Enlargements of recently acquired aerial photographs were being assembled to support the Authority's display at the Urban Design Conference in Washington on May 22.

Hammer, Greene, Siler Associates

Mr. Greene reported briefly for Hammer, Greene, Siler Associates and stated they were now receiving final cost estimates from Parsons, Brinckerhoff-Tudor-Bechtel covering the entire rapid transit system, broken down into five stages of development. A complete draft copy of HGS's report would soon be presented to the Authority and the Planning Commission for review.

Mr. Bennett stated he had received approval from the Department of Housing and Urban Development to extend the completion date of 701 Project Ga. P-49 to August 2, 1967. The extension of time had been necessitated because of a delay in receipt of information from the State Highway Department. The approval of the extension would permit all work to be completed according to contracts.

The Chairman introduced Mr. Earl W. Nelson, newly employed Chief Engineer for the Transit Authority, and welcomed him on behalf of the Board.

Mr. Rich reminded the Board of the luncheon meeting on Tuesday, May 9, at the Commerce Club, at which time representatives from the supporting governments would be brought up to date on rapid transit progress in the metropolitan area. At this time certain legislation would be discussed which the Authority would seek to have approved in the next session of the General Assembly.

Inquiry was made regarding the recovery of Mr. L. D. Milton from a recent operation, and it was the expressed sentiment of the Board that he would soon be completely recovered and back at his office.

Mr. Rich requested that maps of all areas under discussion be displayed at future meetings of the Board.

Adjournment

The meeting was adjourned at 4:30 P.M.

June Meeting Date

Due to the absence of the Chairman from the City on the next regular meeting date of the Board, June 6, it was suggested that it be postponed until 3:30 P.M., Friday, June 9. Members will be contacted in the interim in order to determine if this date is satisfactory.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA
STATEMENT OF FINANCIAL CONDITION
APRIL 30, 1967

	<u>BUDGET</u> 1967	<u>ACTUAL</u> JANUARY 1, 1967 TO APRIL 30, 1967
Unappropriated Surplus	\$128,281.64	\$128,281.64
<u>INCOME</u>		
Appropriations:		
City of Atlanta	\$ 84,030.00	\$ 42,015.00
Clayton County	23,190.00	11,595.00
DeKalb County	82,770.00	20,692.50
Fulton County	91,800.00	45,900.00
Gwinnett County	18,210.00	4,552.50
Sub-Totals	<u>\$300,000.00</u>	<u>\$124,755.00</u>
Interest Income	<u>\$ 5,520.00</u>	<u>\$ 1,780.40</u>
Federal Funds:		
702 Loan	\$ 95,000.00	\$ 30,000.00
Section 9 Grant	276,000.00	40,000.00
Sub-Totals	<u>\$371,000.00</u>	<u>\$ 70,000.00</u>
TOTAL INCOME	<u>\$676,520.00</u>	<u>\$196,535.40</u>
TOTAL INCOME AND UNAPPROPRIATED SURPLUS	<u>\$804,801.64</u>	<u>\$324,817.04</u>
<u>EXPENSES</u>		
Staff Costs:		
Salaries	\$ 68,950.00	\$ 16,583.15
Expenses	10,500.00	3,172.44
Benefits:		
Social Security	1,109.00	613.20
Guaranty Fund	533.00	266.67
Health and Accident Insurance	1,680.00	322.28
Retirement	10,000.00	0
Workmen's Compensation	99.00	0
Sub-Totals	<u>\$ 92,871.00</u>	<u>\$ 20,957.74</u>
Board Meetings	<u>\$ 3,150.00</u>	<u>\$ 1,200.00</u>
Administrative and Office Overhead:		
Rent	\$ 3,000.00	\$ 1,000.00
Communications and Postage	2,000.00	536.83
Furniture and Equipment	2,000.00	117.81
Supplies	3,600.00	904.02
Printing	1,000.00	623.56
Auditor	250.00	250.00
Accountant	1,000.00	250.00
Public Information	33,000.00	6,742.05
Insurance:		
Public Liability	72.00	0
Depository and Forgery	56.00	0
Fidelity Bond	199.00	0
Sub-Totals	<u>\$ 46,177.00</u>	<u>\$ 10,424.27</u>
CARRIED FORWARD	<u>\$142,198.00</u>	<u>\$ 32,582.01</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA
STATEMENT OF FINANCIAL CONDITION
APRIL 30, 1967

	<u>BUDGET</u> 1967	<u>ACTUAL</u> JANUARY 1, 1967 TO APRIL 30, 1967
TOTAL INCOME AND UNAPPROPRIATED SURPLUS BROUGHT FORWARD	<u>\$804,801.64</u>	<u>\$324,817.04</u>
<u>EXPENSES</u>		
Brought Forward	<u>\$142,198.00</u>	<u>\$ 32,582.01</u>
Counsel	<u>\$ 20,000.00</u>	<u>\$ 4,299.74</u>
Consultants:		
Atlanta Region Metropolitan Planning Commission:		
701 Matching	\$ 31,250.00	\$ 29,939.00
Urban Design Study:		
Section 9	32,667.00	0
Matching	16,333.00	0
Atlanta Transit Study:		
Section 9	3,333.00	0
Matching	1,667.00	0
Parsons, Brinckerhoff-Tudor-Bechtel:		
702 Loan	95,000.00	30,000.00
Section 9:		
Federal	240,000.00	0
Matching	120,000.00	110,800.00
Retainer Agreement	60,000.00	15,048.70
Research and Technical Services	<u>2,000.00</u>	<u>817.58</u>
Sub-Totals	<u>\$602,250.00</u>	<u>\$186,605.28</u>
TOTAL EXPENSES	<u>\$764,448.00</u>	<u>\$223,487.03</u>
SURPLUS	<u>\$ 40,353.64</u>	<u>\$101,330.01</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA
STATEMENT OF FINANCIAL CONDITION
APRIL 30, 1967

ASSETS

Cash in Banks:		
C & S National Bank	\$ 48,456.47	
First National Bank - Payroll	15,342.04	
Trust Company of Georgia	1,000.00	
Fulton National Bank - Section 9	4,457.96	
Investments:		
U. S. Treasury Bills	\$ 90,003.56	
U. S. Treasury Bills - Section 9	55,542.04	
Petty Cash		25.00
Accounts Receivable:		
Gwinnett County - 1967	\$4,552.50	
Gwinnett County - 1966	<u>4,552.50</u>	<u>9,105.00</u>
TOTAL ASSETS		\$223,932.07

LIABILITIES

Accounts Payable		\$ 3,519.96
Payroll Taxes Withheld and Accrued		910.67
Reserves:		
Parsons, Brinckerhoff-Tudor-Bechtel:		
Section 9 Matching		110,800.00
Retainer Agreement:		
Transportation Study	\$ 118.60	
Public Information	1,112.61	
Surveying	<u>6,140.22</u>	<u>7,371.43</u>
TOTAL LIABILITIES		<u>122,602.06</u>
SURPLUS		<u>\$101,330.01</u>

File

MINUTES OF THE FOURTEENTH MEETING OF THE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

APRIL 4, 1967

The Board of Directors of the Metropolitan Atlanta Rapid Transit Authority held its regular meeting on April 4, 1967 at 3:30 P.M. in the Conference Room of the Glenn Building, Atlanta. Mr. Roy A. Blount, Vice-Chairman, presided in the absence of Mr. Bennett, Mr. Huie acted as Secretary.

MEMBERS PRESENT:

Sanford Atwood (DeKalb County)
M. C. Bishop (Fulton County)
Edgar Blalock (Clayton County)
Roy A. Blount (DeKalb County)
Rawson Haverty (City of Atlanta)
K. A. McMillon (Gwinnett County)
W. A. Pulver (Fulton County)
Richard H. Rich (City of Atlanta)

MEMBERS ABSENT:

L. D. Milton (City of Atlanta)
Mills B. Lane, Jr. (City of Atlanta)

OTHERS PRESENT:

Metropolitan Atlanta Rapid Transit Authority

King Elliott, Public Information Director
H. N. Johnson, Secretary to General Manager

Consultants

J. A. Coil, Resident Manager, Parsons Brinckerhoff-Tudor-Bechtel, Atlanta
W. O. Salter, Vice President, Parsons Brinckerhoff, Quade & Douglas, Inc., San Francisco
Raul Garcia, Hammer, Greene, Siler Associates, Atlanta
W. Stell Huie and Harry Morgan, Huie and Harland, Legal Counsel for the Authority

Others

J. D. Wingfield, Jr., Planning Director, Atlanta Region
Metropolitan Planning Commission
Leon Eplan, Eric Hill Associates, Inc., Atlanta

The meeting was called to order by the Vice-Chairman.
. In the absence of Mr. Bennett, Mr. Huie acted as
Secretary.

Minutes

Upon motion by Mr. Blalock, seconded by Mr. McMillon, reading of the minutes of the March 7 meeting was dispensed with and they were unanimously approved. Mr. Huie noted that a correction had been made in the March minutes regarding cost estimates as reflected in the last sentence under the Hammer, Greene, Siler Associates report. A corrigendum had been forwarded to all concerned by the Secretary and was included in the unanimous approval of the March minutes.

Financial Report

The financial report was presented by the Vice-Chairman in the absence of the General Manager who was in Montreal attending the Rail Transit Group Conference of the American Transit Association. The statement reflected that Gwinnett County was in arrears for the 4th quarter of 1966 and 1st quarter of 1967 and Clayton County for the 1st quarter of 1967. Appropriations for the 1st quarter had been received from the City of Atlanta and DeKalb County. DeKalb County's payment was received after preparation of the Financial Statement where it was entered as an accounts receivable item. Second quarterly payment for 1967 from Fulton County had also been received. The financial statement was accepted by the Board and is attached hereto and made a part of these minutes.

Progress Reports

Vice-Chairman

Mr. Blount presented the members with a copy of the General Manager's "Quarterly Report of Contract Status, March 31, 1967" to bring them up to date on the present status of the various contracts with MARTA. After some discussion the report was accepted by the Board and is attached hereto and made a part of these minutes.

Parsons Brinckerhoff-Tudor-Bechtel

Mr. Coil stated the contractor for aerial photography was continuing his work in connection with field measurements in order to provide back-up information for photogrammetry. This work is proceeding on schedule and PBTB expects to receive the first completed work in about 3 or 4 weeks. Patronage studies are being processed in New York utilizing a computer. This data is being incorporated into the patronage study here. Several alternate means for transferring rapid transit cars on the East-West to the North-South Lines has been considered. More study is being given to this before making a recommendation in this area. Mr. Coil said the Technical Coordinating Committee had been briefed concerning the proposed rapid transit system and that Planning Directors of the governments supporting MARTA had been supplied with maps of the proposed system. Initial discussions with the various local governments is scheduled to begin next week. Preparation of text and supporting drawings in connection with the report on the 701 Contract was proceeding and should be completed in approximately 6 weeks. Hammer, Greene, Siler Associates are in the process of preparing certain aspects of this work which will be incorporated in the total plan. He stated that they had met with the City Consultant on plans for construction at the airport and would continue to consult with airport officials from time to time to keep abreast of developments. Mr. Rich inquired as to the possibility of running a spur of the transit line to the airport if the new air terminal is not constructed within a reasonable period of time. Mr. Coil said all possibilities for serving both the airport and the surrounding community would be considered. Mr. Haverty asked that consideration be given to the extension of the West Line from I-285 across the Chattahoochee River into Cobb County to serve the new amusement area, Six Flags Over Georgia, if income derived from such a move would justify it. Mr. Rich asked PBTB to give consideration to such a plan in order to protect future right-of-way through the industrial section in that area. He instructed Mr. Coil to meet with the General Manager and report at the next meeting on the feasibility of a study to extend the West Line to Six Flags Over Georgia. Mr. Blount said the Stone Mountain Authority had asked about the possibility of extending the East Line to Stone Mountain and this should also be considered.

Hammer, Greene, Siler Associates

Mr. Garcia said they were currently assembling two final reports, the first being a segment of the joint 701 report prepared by PBTB and HGS which will summarize their analysis, consider potential sources of financing, and contain a formula

for distributing the local share of MARTA's costs to the five counties and the City of Atlanta, allowing for the inclusion or exclusion of local areas such as Cobb County. The second report is a comprehensive compilation of HGS work materials produced primarily for the benefit of MARTA and ARMPC staffs. HGS's study of possible new sources of funds reveals that a sales tax would produce the required volume of revenue, is easily implemented and is efficient. He stated there had been some discussion of a statewide sales tax distributed back to local governments on a per capita basis. HGS is currently analyzing the potential revenues from such a tax for the metropolitan area and will include these findings in the final report in addition to their estimates of the revenue from a local option sales tax and other possible sources. Further investigations are being made of the availability of potential federal funds. Mr. Garcia stated their representatives would like to meet with members of MARTA prior to putting together their final analysis and report.

MARTA Award

Messrs. Rich and Elliott had returned during the meeting from Jekyll Island where the Chairman had accepted the distinguished meritorious award presented to the Transit Authority by the Association County Commissioners of Georgia at their Annual Convention April 2-4 at the Buccaneer Motel, Jekyll Island, Georgia. Mr. Rich read the text on the Certificate of Appreciation to the Board. It is quoted below:

"Association County Commissioners of Georgia presents to, Metropolitan Atlanta Rapid Transit Authority, Certificate of Appreciation:

For its intergovernmental leadership and for the progress it has made to provide the counties of Clayton, DeKalb, Fulton and Gwinnett, and the City of Atlanta, a fast, economical and comfortable transportation system. As befitting an intergovernmental agency, its leadership is composed of representatives of the involved governments dedicated to the promotion of a common advantage. It is under this kind of leadership, the ultimate goal will be achieved.

Presented April 3, 1967 at 53rd Annual Convention at Jekyll Island.

Signed Bruce Schaefer, President; Hill R. Healan, Executive Director."

Transit Line Tours

Mr. Blount said all members of the Board had not yet toured the various transit lines and urged that they arrange to do so at their earliest convenience.

Mr. Rich said it was important to begin planning now for any legislation MARTA may require at the next session of the General Assembly. Mr. Blount stressed the importance of effective liaison between MARTA, county and city officials, and the legislative delegations. He urged all MARTA Directors to be in close and frequent contact with their respective governmental and legislative leaders, discussing the plans and needs of MARTA. A meeting with county and city officials is planned for May 9, 1967.

Adjournment

The meeting was adjourned at 4:15 P.M.

W. Stell Huie
Counsel and Acting Secretary

NOTE: The next meeting of the Metropolitan Atlanta Rapid Transit Authority is scheduled for Tuesday, May 2, at 3:30 P.M.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA
BUDGET REPORT
MARCH 31, 1967

	<u>BUDGET</u>	ACTUAL JANUARY 1, 1967 TO MARCH 31, 1967
Unappropriated Surplus	<u>\$128,281.64</u>	<u>\$128,281.64</u>
<u>INCOME</u>		
Appropriations:		
City of Atlanta	\$ 84,030.00	\$ 21,007.50
Clayton County	23,190.00	5,797.50
DeKalb County	82,770.00	20,692.50
Fulton County	91,800.00	22,950.00
Gwinnett County	<u>18,210.00</u>	<u>4,552.50</u>
Sub-Totals	<u>\$300,000.00</u>	<u>\$ 75,000.00</u>
Interest Income	<u>\$ 5,520.00</u>	<u>\$ 1,520.90</u>
Federal Funds:		
702 Loan	\$ 95,000.00	\$ 30,000.00
Section 9 Grant	<u>276,000.00</u>	<u>40,000.00</u>
Sub-Totals	<u>\$371,000.00</u>	<u>\$ 70,000.00</u>
TOTAL INCOME	<u>\$676,520.00</u>	<u>\$146,520.90</u>
TOTAL INCOME AND UNAPPROPRIATED SURPLUS	<u>\$804,801.64</u>	<u>\$274,802.54</u>
<u>EXPENSES</u>		
Staff Costs:		
Salaries	\$ 68,950.00	\$ 12,487.65
Expenses	10,500.00	1,792.79
Benefits:		
Social Security	1,109.00	532.71
Guaranty Fund	533.00	133.34
Health and Accident Insurance	1,680.00	241.71
Retirement	10,000.00	0
Workmen's Compansation	<u>99.00</u>	<u>0</u>
Sub-Totals	<u>\$ 92,871.00</u>	<u>\$ 15,188.20</u>
Board Meetings	<u>\$ 3,150.00</u>	<u>\$ 900.00</u>
Administrative and Office Overhead:		
Rent	\$ 3,000.00	\$ 750.00
Communications and Postage	2,000.00	363.03
Furniture and Equipment	2,000.00	0
Supplies	3,600.00	628.15
Printing	1,000.00	623.56
Auditor	250.00	250.00
Accountant	1,000.00	0
Public Information	33,000.00	5,058.91
Insurance:		
Public Liability	72.00	0
Depository and Forgery	56.00	0
Fidelity Bond	<u>199.00</u>	<u>0</u>
Sub-Totals	<u>\$ 46,177.00</u>	<u>\$ 7,673.65</u>
CARRIED FORWARD	<u>\$142,198.00</u>	<u>\$ 23,761.85</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 ATLANTA, GEORGIA
 BUDGET REPORT
 MARCH 31, 1967

	<u>1967</u>	ACTUAL JANUARY 1, 1967 TO <u>MARCH 31, 1967</u>
TOTAL INCOME AND UNAPPROPRIATED SURPLUS BROUGHT FORWARD	<u>\$804,801.64</u>	<u>\$274,802.54</u>
<u>EXPENSES</u>		
Brought Forward	<u>\$142,198.00</u>	<u>\$ 23,761.85</u>
Counsel	<u>\$ 20,000.00</u>	<u>\$ 3,092.74</u>
Consultants:		
Atlanta Region Metropolitan Planning Commission:		
701 Matching	\$ 31,250.00	\$ 29,939.00
Urban Design Study:		
Section 9	32,667.00	0
Matching	16,333.00	0
Atlanta Transit Study:		
Section 9	3,333.00	0
Matching	1,667.00	0
Parsons, Brinckerhoff-Tudor-Bechtel:		
702 Loan	95,000.00	0
Section 9:		
Federal	240,000.00	0
Matching	120,000.00	92,333.00
Retainer Agreement	60,000.00	13,985.97
Research and Technical Services	<u>2,000.00</u>	<u>597.58</u>
Sub-Totals	<u>\$602,250.00</u>	<u>\$136,855.55</u>
TOTAL EXPENSES	<u>\$764,448.00</u>	<u>\$163,710.14</u>
SURPLUS	<u>\$ 40,353.64</u>	<u>\$111,092.40</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 ATLANTA, GEORGIA
 STATEMENT OF FINANCIAL CONDITION
 MARCH 31, 1967

ASSETS

Cash in Banks:			
C & S National Bank		\$30,354.81	
First National Bank - Payroll		6,543.55	
Trust Company of Georgia		1,000.00	
Fulton National Bank - Section 9		5,313.88	
Investments:			
U. S. Treasury Bills		70,261.29	
U. S. Treasury Bills - Section 9		34,686.12	
Petty Cash		25.00	
Accounts Receivable:			
Clayton County	\$ 5,797.50		
DeKalb County	20,692.50		
Gwinnett County - 1967	4,552.50		
Gwinnett County - 1966	<u>4,552.50</u>	<u>35,595.00</u>	
TOTAL ASSETS			\$183,779.65

LIABILITIES

Accounts Payable		\$ 124.18	
Payroll Taxes Withheld and Accrued		2,046.01	
Reserves:			
Parsons, Brinckerhoff-Tudor-Bechtel:			
Section 9 Matching		62,333.00	
Retained Agreement:			
Transportation Study	\$ 301.07		
Public Information	1,193.63		
Right-of-Way Procedure Study	0		
Surveying	<u>6,689.36</u>	<u>8,184.06</u>	
TOTAL LIABILITIES			<u>72,687.25</u>
SURPLUS			<u>\$111,092.40</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

OFFICERS:

Richard H. Rich, Chairman
Roy A. Blount, Vice Chairman
Glenn E. Bennett, Secretary
Henry L. Stuart, General Manager

March 29, 1967

GENERAL MANAGER'S QUARTERLY REPORT OF CONTRACT STATUS,
MARCH 31, 1967.

Considerable progress has been made under our several contracts and a detailed review is timely. Our contractual obligations total \$962,566 of which \$616,709 (64%) represents the federal portion and \$345,857 represents the local matching funds. The status of work shown is as of February 28, 1967:

- I. The "701" Contracts signed June 28, 1966 total \$183,566 of which the federal portion is \$122,376. The local portion of Transit Authority funds is \$61,189, all of which has been paid to the ARMPC who is administering the work for us. These projects are to update the 1962 report in its entirety. The updated revisions will appear as a technical version and a popular version of a bound report similar in format to the 1962 reports. The work is in three parts.
- A. Hammer, Greene, Siler Associates has a \$48,000 contract to update the financing aspects which is about 70% complete. It covers:
1. Methods of financing.
 2. Sources of financing.
 3. Derivation of formula for sharing the financial

- load between the several political jurisdictions.
4. Assistance to local governments to evaluate their financial ability.
 5. Preparation of a financial plan in line with the above.
- B. PBTB has a \$100,000 contract to update the other parts of the 1962 report which is about 70% complete. It covers:
1. Route and station locations (90% complete).
 2. Patronage, revenues and operating cost predictions (75% complete).
 3. Report preparation (20% complete).
- C. ARMPC will use the remaining \$35,566 for administration and supervision of the HGS and PB-T-B contracts, its own staff's work and auditing and overhead chargeable to the entire updating project.

Each of these units of work provides inputs to the others so they will continue to move ahead on a common front and should be wrapped up this summer. The contractual completion date is May 2, 1967. The work was considerably delayed by the late development of travel statistics by the Highway Department and the completion date will not be met. The necessary statistics are now in hand and the work is moving ahead at a good pace. Our total project will not be damaged by the delay.

- II. The "702" Contract signed June 28, 1966 is for \$125,000 with PB-T-B to carry out preliminary engineering work on the

system from Oglethorpe to the Airport. This is an interest-free federal loan that must be repaid when construction begins. No local funds are involved. The preliminary engineering work will be in sufficient detail to enable us to initiate right of way acquisition, to provide us with highly refined estimates of construction costs, and to provide us with a solid point of departure for the development of final, detailed design and the preparation of contract plans and specifications. Funds are requisitioned from HUD in the exact amount required when we are invoiced. One \$30,000 requisition and payment has been made. The contract is 44% complete. It covers:

- A. Establishment of design basis by developing information on: (65% complete)
 - 1. Utilities.
 - 2. Existing building foundations.
 - 3. Subsurface structures.
 - 4. Street and highway facilities.
 - 5. Railroad structures.
 - 6. Geology.
- B. Preliminary design of typical and of selected special items (49% complete):
 - 1. Structures.
 - 2. Stations.
 - 3. Functional layout of Transit Center.
 - 4. Functional layout of shops and yards.

5. Equipment requirements.
- C. Preliminary engineering plans (45% complete):
1. Base maps.
 2. Alignment of tracks.
 3. Station sites.
- D. Cost estimates (not started):
1. Construction.
 2. Right of way.

The contract carries a completion date of June 30, 1967, but we have decided to integrate this work with the work being done under the technical studies grant (below). As a result, all of the preliminary engineering for the 44-mile system - Doraville-Forest Park and west from Hightower Road to I-285 and east from Avondale Estates to I-285 - is being done simultaneously, aimed at a completion date of December 31, 1968.

III. The Technical Studies Grant (Section 9) Contracts are for a total of \$554,000 of which the federal portion is \$369,333, and the local portion is \$184,667. Federal funds are requisitioned quarterly in advance at a rate indicated by progress of the work and the terms of the contracts. \$40,000 has been requisitioned and received. \$20,000 of local funds must be deposited to this account out of our next receipts. I anticipate that we will be invoiced for parts of this work in May, 1967.

The work is divided into three parts and contracts have just been signed and work is just getting under way.

A. PB-T-B has a contract signed February 2, 1967 for \$500,000

covering:

1. Preliminary Engineering:
 - (a) East Line to I-285.
 - (b) West Line to I-285.
 - (c) Northeast Line - Oglethorpe to Doraville.
 - (d) South Line Airport to Forest Park.
 2. Support at public hearings on whole system.
 3. Formal Technical Report on all preliminary engineering (702 and Section 9).
- B. ARMPC has a contract signed March 10, 1967 for \$49,000 to make a Corridor Impact Study. \$9,000 covers the supervision and overhead they will provide to the sub-contracts, Eric Hill Associates, who will do most of the work of assessing the impact of our proposed rapid transit system on the community. We will receive recommendations for changes in community plans or rapid transit plans in the event that adverse impact or missed opportunities are discovered.

The sub-contracts will check up on our relationship to:

1. Land use and related controls.
2. Public improvements planning.
3. Urban design.
4. Local development plans.
5. Urban renewal projects.
6. Private development plans.
7. Benefit to disadvantaged groups.
8. Other public programs.

C. Our impact on the Atlanta Transit will be substantial and \$5,000 has been reserved to start studies in this field. More money will be sought in future applications. I am in touch with ATS officials to determine the character of necessary study and plans.

IV. The Retainer Agreement is a contract with PB-T-B for planning, Consultant, or engineering services not covered by existing contracts. Each item of work is authorized and budgeted by the Board. PB-T-B cannot initiate any work under this contract that will cause total charges under the contract to exceed \$100,000. Its condition as of March 31, 1967 is as follows:

	<u>Billing</u> 1/1/67- 3/31/67	<u>Reported</u> 12/31/66	<u>Total</u> Thru 3/31/67
Pre-contract work (Billing is complete)	\$ 964.61	\$27,436.00	\$28,400.61
Mobilization & Relocation (6 out of 8 authorized moves have been made.)	2,249.45	10,448.39	12,697.84
Participation in Atlanta Area Transportation Study (\$1500 authorized)	387.38	811.55	1,198.93
Support before State Properties Control Commission (\$1,000 authorized)	Complete	1,073.99	1,073.99
Soils Library Study (\$1400 authorized)	Complete	1,468.50	1,468.50
Public Relations Support (\$2,000 authorized)	446.71	359.66	806.37
Real Estate Consultation (\$1250 authorized) (Billing is complete)	1,443.12	-	1,443.12
Detailed Engineering (\$2,000 authorized 1/3/67) (\$5,000 authorized 3/7/67)	310.64	-	310.64
Total Expenditures	\$5,801.91	\$41,598.09	\$47,400.00
Unexpended Authorizations			\$ 8,184.06
Balance			\$44,415.94

The road ahead:

We have had one round of discussions with the U. S. Department of Housing and Urban Development about the next application we should file. Matching funds for this grant will be those appropriated by the 1967 General Assembly. The application will cover:

1. Title searches of selected right-of-way parcels.
2. Early acquisition of critical right-of-way parcels.
3. A plan for relocation of uprooted persons.
4. Employment of Urban Planning (architectural) consultants.
5. Continued work on Atlanta Transit System impact and coordination plan.
6. First steps in detailed design of Transit Center.
7. Financial operations plan and organization.
8. Preservation of historical sites and structures.

Target date for this application is July 1, 1967. Further conferences with HUD people will carefully refine the particulars of the above. Item 2 has top priority.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

File

OFFICERS:

Richard H. Rich, Chairman
Roy A. Blount, Vice Chairman
Glenn E. Bennett, Secretary
Henry L. Stuart, General Manager

April 5, 1967


Honorable Ivan Allen, Jr., Mayor
City of Atlanta
City Hall
Atlanta, Ga. 30303.

Dear Mayor Allen:

I am enclosing financial statements of the Metropolitan Atlanta Rapid Transit Authority as of March 31, 1967, as required under Section 16(b) of the 1965 MARTA Act No. 78.

With kindest regards.

Sincerely,


H. L. Stuart,
General Manager.

HLS:JJ

Enclosure.

cc: Mr. Charles L. Davis, City Comptroller
City of Atlanta
501 City Hall
Atlanta, Ga. 30303.

Copy of financial statement attached.

H.L.S.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA
BUDGET REPORT
MARCH 31, 1967

	<u>BUDGET</u>	ACTUAL JANUARY 1, 1967 TO MARCH 31, 1967
Unappropriated Surplus	<u>\$128,281.64</u>	<u>\$128,281.64</u>
<u>INCOME</u>		
Appropriations:		
City of Atlanta	\$ 84,030.00	\$ 21,007.50
Clayton County	23,190.00	5,797.50
DeKalb County	82,770.00	20,692.50
Fulton County	91,800.00	22,950.00
Gwinnett County	<u>18,210.00</u>	<u>4,552.50</u>
Sub-Totals	<u>\$300,000.00</u>	<u>\$ 75,000.00</u>
Interest Income	<u>\$ 5,520.00</u>	<u>\$ 1,520.90</u>
Federal Funds:		
702 Loan	\$ 95,000.00	\$ 30,000.00
Section 9 Grant	<u>276,000.00</u>	<u>40,000.00</u>
Sub-Totals	<u>\$371,000.00</u>	<u>\$ 70,000.00</u>
TOTAL INCOME	<u>\$676,520.00</u>	<u>\$146,520.90</u>
TOTAL INCOME AND UNAPPROPRIATED SURPLUS	<u>\$804,801.64</u>	<u>\$274,802.54</u>
<u>EXPENSES</u>		
Staff Costs:		
Salaries	\$ 68,950.00	\$ 12,487.65
Expenses	10,500.00	1,792.79
Benefits:		
Social Security	1,109.00	532.71
Guaranty Fund	533.00	133.34
Health and Accident Insurance	1,680.00	241.71
Retirement	10,000.00	0
Workmen's Compensation	<u>99.00</u>	<u>0</u>
Sub-Totals	<u>\$ 92,871.00</u>	<u>\$ 15,188.20</u>
Board Meetings	<u>\$ 3,150.00</u>	<u>\$ 900.00</u>
Administrative and Office Overhead:		
Rent	\$ 3,000.00	\$ 750.00
Communications and Postage	2,000.00	363.03
Furniture and Equipment	2,000.00	0
Supplies	3,600.00	628.15
Printing	1,000.00	623.56
Auditor	250.00	250.00
Accountant	1,000.00	0
Public Information	33,000.00	5,058.91
Insurance:		
Public Liability	72.00	0
Depository and Forgery	56.00	0
Fidelity Bond	<u>199.00</u>	<u>0</u>
Sub-Totals	<u>\$ 46,177.00</u>	<u>\$ 7,673.65</u>
CARRIED FORWARD	<u>\$142,198.00</u>	<u>\$ 23,761.85</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 ATLANTA, GEORGIA
 BUDGET REPORT
 MARCH 31, 1967

	<u>1967</u>	ACTUAL JANUARY 1, 1967 TO MARCH 31, 1967
TOTAL INCOME AND UNAPPROPRIATED SURPLUS BROUGHT FORWARD	<u>\$804,801.64</u>	<u>\$274,802.54</u>
<u>EXPENSES</u>		
Brought Forward	<u>\$142,198.00</u>	<u>\$ 23,761.85</u>
Counsel	<u>\$ 20,000.00</u>	<u>\$ 3,092.74</u>
Consultants:		
Atlanta Region Metropolitan Planning Commission:		
701 Matching	\$ 31,250.00	\$ 29,939.00
Urban Design Study:		
Section 9	32,667.00	0
Matching	16,333.00	0
Atlanta Transit Study:		
Section 9	3,333.00	0
Matching	1,667.00	0
Parsons, Brinckerhoff-Tudor-Bechtel:		
702 Loan	95,000.00	0
Section 9:		
Federal	240,000.00	0
Matching	120,000.00	92,333.00
Retainer Agreement	60,000.00	13,985.97
Research and Technical Services	<u>2,000.00</u>	<u>597.58</u>
Sub-Totals	<u>\$602,250.00</u>	<u>\$136,855.55</u>
TOTAL EXPENSES	<u>\$764,448.00</u>	<u>\$163,710.14</u>
SURPLUS	<u>\$ 40,353.64</u>	<u>\$111,092.40</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 ATLANTA, GEORGIA
 STATEMENT OF FINANCIAL CONDITION
 MARCH 31, 1967

ASSETS

Cash in Banks:			
C & S National Bank		\$30,354.81	
First National Bank - Payroll		6,543.55	
Trust Company of Georgia		1,000.00	
Fulton National Bank - Section 9		5,313.88	
Investments:			
U. S. Treasury Bills		70,261.29	
U. S. Treasury Bills - Section 9		34,686.12	
Petty Cash			25.00
Accounts Receivable:			
Clayton County	\$ 5,797.50		
DeKalb County	20,692.50		
Gwinnett County - 1967	4,552.50		
Gwinnett County - 1966	<u>4,552.50</u>	<u>35,595.00</u>	
TOTAL ASSETS			\$183,779.65

LIABILITIES

Accounts Payable		\$ 124.18	
Payroll Taxes Withheld and Accrued			2,046.01
Reserves:			
Parsons, Brinckerhoff-Tudor-Bechtel:			
Section 9 Matching			62,333.00
Retained Agreement:			
Transportation Study	\$ 301.07		
Public Information	1,193.63		
Right-of-Way Procedure Study	0		
Surveying	<u>6,689.36</u>	<u>8,184.06</u>	
TOTAL LIABILITIES			<u>72,687.25</u>
SURPLUS			<u>\$111,092.40</u>

File

MINUTES OF THE THIRTEENTH MEETING OF THE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

MARCH 7, 1967

The Board of Directors of the Metropolitan Atlanta Rapid Transit Authority held its regular meeting on March 7, 1967, at 3:30 P.M. in the Conference Room of the Glenn Building, Atlanta. Mr. Richard H. Rich, Chairman, presided.

MEMBERS PRESENT:

Sanford Atwood (DeKalb County)
M. C. Bishop (Fulton County)
Roy A. Blount (DeKalb County)
Rawson Haverty (City of Atlanta)
K. A. McMillon (Gwinnett County)
L. D. Milton (City of Atlanta)
W. A. Pulver (Fulton County)
Richard H. Rich (City of Atlanta)

MEMBERS ABSENT:

Edgar Blalock (Clayton County)
Mills B. Lane, Jr. (City of Atlanta)

OTHERS PRESENT:

Metropolitan Atlanta Rapid Transit Authority:

H. L. Stuart, General Manager
Glenn E. Bennett, Secretary
Robert F. Adamson, Treasurer
King Elliott, Public Information Director
H. N. Johnson, Secretary to General Manager

Consultants:

J. A. Coil, Resident Manager, Parsons, Brinckerhoff-Tudor, Bechtel, Atlanta
Lawrence Greene, Hammer, Greene, Siler Associates, Atlanta
Raul Garcia, Hammer, Greene, Siler Associates, Atlanta
Tom Watson Brown and Harry Morgan, Huie and Harland, Legal Counsel for the Authority

Others:

Charles Haar, Assistant Secretary for Metropolitan Development, Department of Housing & Urban Development, Washington

Vincent Hearing, Administrative Assistant, Department of Housing & Urban Development, Washington

Art Davis, Deputy Director of Land and Facilities Development, Department of Housing & Urban Development, Washington

Charlie Sonnebron, Public Relations Director, Department of Housing & Urban Development, Washington

Edward H. Baxter, Regional Administrator, Department of Housing & Urban Development, Atlanta

A. Frederick Smith, Acting Assistant Regional Administrator for Program Coordination and Services, Department of Housing & Urban Development, Atlanta

Thomas J. Armstrong, Acting Assistant Regional Administrator for Metropolitan Development, Department of Housing & Urban Development, Atlanta

Henry Fillmer, Department of Housing & Urban Development, Atlanta

Jack Ingram, Department of Housing & Urban Development, Atlanta

Otis Brumby, Cobb County Observer

J. D. Wingfield, Jr., Planning Director, ARMPC

Rachel Champagne, Assistant to the Executive Director, ARMPC

Junie Hamilton, Atlanta Journal

Alex Coffin, Atlanta Constitution

Earl W. Nelson, Deputy Division Director, State Highway Department of Ohio

The meeting was called to order by the Chairman.

Minutes:

Upon motion by Mr. Blount, seconded by Mr. Bishop, the reading of the minutes of the February meeting was dispensed with and they were unanimously approved.

Financial Report:

The financial report was presented by the General Manager. The statement reflected the fact that the counties of Clayton, DeKalb and Gwinnett were in arrears for their 1967 appropriations. The General Manager said he had been in contact with

these governments and expected payments soon. After a brief discussion of the format of the statement, it was accepted by the Board.

The financial statement is attached hereto and made a part of these minutes.

Progress Reports:

1. General Manager:

Mr. Stuart reported on a recent trip to Washington, and mentioned visits with Congressmen Fletcher Thompson and Ben Blackburn. He said he had sent information about MARTA to each of the Congressmen to inform them of the plans for the area and to solicit their help in Congress.

Mr. Stuart had toured the proposed southern line of the system and mentioned possible alternates. The Chairman and others discussed the need for the southern line to serve the stadium if possible.

An application to the State of Georgia for transit funds was being prepared, and Mr. Stuart said it would be submitted at the appropriate time.

2. Parsons, Brinckerhoff-Tudor, Bechtel:

Mr. John Coil, Resident Manager of Parsons, Brinckerhoff-Tudor, Bechtel, reported that his firm had studied alternate southern lines and had developed an alternate which would generally follow the south expressway. In answer to questions by members of the Board, he said access of this proposed alternate southern line to the airport terminal should depend upon plans of the local governments to build a new air terminal. Mr. Coil said coordinated timing of construction of the two proposed facilities would be extremely important. The engineers felt that in the absence of firm plans for relocating the terminal, the proposed transit line should not be designed to serve that particular location.

Detailed design of proposed construction in the gulch area had been reviewed with contractors, who had cooperated in the design and placement of supporting columns of buildings so as not to interfere with the transit system's proposed turn-around in the area.

Mr. Coil said the contractor for aerial photography, MAPCO, Inc., had been given authority to complete photogrammetry on the east, west, and central lines, in that order of priority.

Preliminary cost estimates for the 63.5 mile system had been completed and the engineers were ready to work with the economic consultants toward further refinement of those estimates.

Parsons, Brinckerhoff-Tudor, Bechtel had submitted a plan and profile of the proposed Atlanta system to their San Francisco office. Through the use of computers there, a program could be developed showing most economical speeds and timing between stations.

3. Hammer, Greene, Siler Associates:

Mr. Lawrence Greene of Hammer, Greene, Siler Associates reported that a new set of tentative cost estimates by six breakdowns had been submitted to them by the engineers. More information was to be submitted on estimated patronage and a cost schedule by years.

The Hammer firm was developing final figures on required participation by the local governments. Analyses of costs being developed would include the total system, including the Cobb County portion.

In response to questions of Board members, it was explained further by Mr. Greene and Mr. Coil that cost estimates would be prepared for (1) the initial system; (2) the intermediate system (about 36 miles, with extensions) and (3) the total system of approximately 63.5 miles. These cost estimates would not include any capital improvements other than rolling stock.

Contracts for Corridor Impact Study:

The General Manager asked for authorization to execute a contract between the Metropolitan Atlanta Rapid Transit Authority and the Atlanta Region Metropolitan Planning Commission, for \$49,000.00 to cover the cost of the corridor impact study, discussed at the February meeting.

Mr. Bishop made a motion that the General Manager be empowered to execute the contract between the Metropolitan Atlanta Rapid Transit Authority and the Atlanta Region Metropolitan Planning

Commission for \$49,000.00 for the corridor impact study. Mr. Blount seconded the motion, and it was unanimously passed.

Mr. Bennett said the Planning Commission had, at its February 27 meeting, passed a similar resolution authorizing the execution of this contract.

Authorization under Retainer Agreement:

The General Manager reviewed an earlier authorization by the Board for an expenditure of \$2,000.00 for study of relocation of tracks in the gulch area to cooperate with proposed construction in the area and also provide for transit lines. This had been used successfully, and Mr. Stuart said he anticipated the Nasher Corporation would soon require similar studies for the area near the State Capitol if MARTA's interests in that area were to be protected. He requested authorization to contract with the engineers for an additional \$5,000.00 if required, for similar studies in the Capitol area.

Mr. Bishop made a motion that the General Manager be empowered to negotiate a contract under the retainer agreement for whatever work was required for studies in the Capitol area gulch in connection with proposed construction in that area, with a limitation on the contract of \$5,000.00, making a total authorization for the studies of the two areas limited to \$7,000.00. Mr. McMillon seconded the motion, and it was unanimously passed.

Authorization for Opening of a New Bank Account:

Mr. Stuart said a new bank account was needed for funds of the new project recently approved, and after discussion, it was agreed that these funds would be deposited in the Fulton National Bank. It was further agreed that authorization for signing of checks be the same as the account of the 702 project, namely: either the Chairman, Vice Chairman or Secretary, and either the General Manager or Chief Engineer.

Mr. Haverty made a motion that the General Manager be empowered to open a new bank account in the Fulton National Bank, for the deposit of funds of the newly approved project, and that signature authorization for that account be the same as the 702 account. The motion was duly seconded and unanimously passed.

Statements by Officials from HUD:

Mr. Charles Haar, Assistant Secretary for Metropolitan Development, Department of Housing and Urban Development, Washington, had met with elected officials and professional staff of the local governments at a luncheon meeting earlier, and had presented a check for \$40,000.00 to Mr. Rich. This represented the first installment of the newly approved project to the Transit Authority. Mr. Haar commended the Authority for its work and expressed the willingness of officials in the Department to cooperate with local governments whose plans were coordinated for development of needed capital improvements. Mr. Baxter of the Regional Office also expressed confidence in MARTA, and offered the full resources of his office to assure that an appropriate share of federal funds would continue to be made available to metropolitan areas in the Southeast.

The Chairman expressed the need for better communication with the public and said full understanding by the community was necessary to the success of the project.

Adjournment:

The meeting was adjourned at 4:45 P.M.

NOTE: The next meeting of the Metropolitan Atlanta Rapid Transit Authority is scheduled for Tuesday, April 4.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA

STATEMENT OF FINANCIAL CONDITION

FEBRUARY 28, 1967

ASSETS

Cash in Banks:		
C & S National Bank	\$41,925.22	
First National Bank - Payroll	10,968.94	
Trust Company of Georgia	31,000.00	
Investments - U. S. Treasury Bills	99,626.96	
Petty Cash	25.00	
Accounts Receivable - Gwinnett County (1966)	<u>4,552.50</u>	
TOTAL		\$188,098.62

LIABILITIES

Accounts Payable		\$32,812.12
Payroll Taxes Withheld and Accrued		1,600.06
Reserves:		
Parsons, Brinckerhoff-Tudor-Bechtel:		
Section 9 - Matching		92,333.00
Retainer Agreement:		
Transportation Study	\$ 663.70	
Public Information	1,509.57	
Right-of-Way Procedure Study	1,250.00	
Surveying	<u>2,000.00</u>	<u>5,423.27</u>
TOTAL		<u>132,168.45</u>
SURPLUS		<u>\$ 55,930.17</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA
BUDGET REPORT
FEBRUARY 28, 1967

	BUDGET 1967	ACTUAL JANUARY 1, 1967 TO FEBRUARY 28, 1967
Unappropriated Surplus	<u>\$128,281.64</u>	<u>\$128,281.64</u>
	<u>INCOME</u>	
Appropriations:		
City of Atlanta	\$ 84,030.00	\$ 21,007.50
Clayton County	23,190.00	0
DeKalb County	82,770.00	0
Fulton County	91,800.00	22,950.00
Gwinnett County	18,210.00	0
Sub-Totals	<u>\$300,000.00</u>	<u>\$ 43,957.50</u>
Interest Income	<u>\$ 5,520.00</u>	<u>\$ 886.57</u>
Federal Funds:		
702 Loan	\$ 95,000.00	\$ 30,000.00
Section 9 Grant	276,000.00	0
Sub-Totals	<u>\$371,000.00</u>	<u>\$ 30,000.00</u>
TOTAL INCOME	<u>\$676,520.00</u>	<u>\$ 74,844.07</u>
TOTAL INCOME AND UNAPPROPRIATED SURPLUS	<u>\$804,801.64</u>	<u>\$203,125.71</u>
	<u>EXPENSES</u>	
Staff Costs:		
Salaries	\$ 68,950.00	\$ 8,311.06
Expenses	10,500.00	1,248.75
Benefits:		
Social Security	1,109.00	369.01
Guaranty Fund	533.00	133.34
Health and Accident Insurance	1,680.00	161.14
Retirement	10,000.00	0
Workmen's Compensation	99.00	0
Sub-Totals	<u>\$ 92,871.00</u>	<u>\$ 10,223.30</u>
Board Meetings	<u>\$ 3,150.00</u>	<u>\$ 500.00</u>
Administrative and Office Overhead:		
Rent	\$ 3,000.00	\$ 500.00
Communications and Postage	2,000.00	281.43
Furniture and Equipment	2,000.00	0
Supplies	3,600.00	401.89
Printing	1,000.00	0
Auditor	250.00	0
Accountant	1,000.00	0
Public Information	33,000.00	3,356.65
Insurance:		
Public Liability	72.00	0
Depository and Forgery	56.00	0
Fidelity Bond	199.00	0
Sub-Totals	<u>\$ 46,177.00</u>	<u>\$ 4,539.97</u>
CARRIED FORWARD	<u>\$142,198.00</u>	<u>\$ 15,263.27</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 ATLANTA, GEORGIA
 BUDGET REPORT
 FEBRUARY 28, 1967

	<u>BUDGET</u> 1967	<u>ACTUAL</u> JANUARY 1, 1967 TO FEBRUARY 28, 1967
TOTAL INCOME AND UNAPPROPRIATED SURPLUS BROUGHT FORWARD	<u>\$804,801.64</u>	<u>\$203,125.71</u>
<u>EXPENSES</u>		
BROUGHT FORWARD	<u>\$142,198.00</u>	<u>\$ 15,263.27</u>
Counsel	<u>\$ 20,000.00</u>	<u>\$ 1,818.70</u>
Consultants:		
Atlanta Region Metropolitan Planning Commission:		
701 Matching	\$ 31,250.00	\$ 29,939.00
Urban Design Study:		
Section 9	32,667.00	0
Matching	16,333.00	0
Atlanta Transit Study:		
Section 9	3,333.00	0
Matching	1,667.00	0
Parson, Brinckerhoff-Tudor-Bechtel:		
702 Loan	95,000.00	0
Section 9:		
Federal	240,000.00	0
Matching	120,000.00	92,333.00
Retainer Agreement	60,000.00	7,243.99
Research and Technical Services	<u>2,000.00</u>	<u>597.58</u>
Sub-Totals	<u>\$602,250.00</u>	<u>\$130,113.57</u>
TOTAL EXPENSES	<u>\$764,448.00</u>	<u>\$147,195.54</u>
SURPLUS	<u>\$ 40,353.64</u>	<u>\$ 55,930.17</u>

File

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

March 17, 1967

OFFICERS:

Richard H. Rich, Chairman

Roy A. Blount, Vice Chairman

Glenn E. Bennett, Secretary

Henry L. Stuart, General Manager

MEMORANDUM TO ALL HOLDERS OF MARTA MINUTES OF
MEETING OF MARCH 7, 1967:

FROM: GLENN E. BENNETT, SECRETARY

Glenn E. Bennett

CORRIGENDUM

On Page 4, sixth paragraph, of the minutes of the meeting of March 7, 1967, there is an inaccurate statement which should be deleted. The statement reads, "These cost estimates would not include any capital improvements other than rolling stock." The cost estimates prepared by the engineers, not by the economists, do in fact include all capital improvements other than rolling stock.

Please attach this note to your copy of the minutes.

March 14, 1967

g/ 18

Mr. Roy Christian Kendel
644 Memorial Drive, S. E.
Atlanta, Georgia 30312

Dear Mr. Kendel:

This will acknowledge receipt of your letter expressing your concern about rail transportation in Atlanta.

I am forwarding your letter to the Rapid Transit Authority in order that they may have the benefit of your views.

Sincerely yours,

Ivan Allen, Jr.
Mayor

IAJ/br

(do not forward)

*Y. S. Parker
gms*

ROY CHRISTIAN KENDEL
644 Memorial Drive, SE
Atlanta 12, Georgia-U.S.A.
30312

March 7th, 1967-Tuesday-P

Mayor IVAN ALLEN
CITY HALL of
ATLANTA, GEORGIA

Dear Mayor Allen:

...And Good Morning!

While the Yankees get the faster (150 to 183 m.p.h.) trains, and get into the jet-age of rail road passenger trains, we here in the south have to settle for a depleting policy of passenger railroad trains as the malnutriciously anemic skeleton services catering to the Georgians and the Atlantans.

In one decade we have had a remarkable doubling and more of our population here in Atlanta, but, in retrospective viewing, we see the shameful fact that the rail services serving a population multiplying city as ours, has lost the majority of its passenger trains. In the last three and half years alone, we have lost Pullman Service to St. Louis, Cincinnati, Mobile, New Orleans, Jacksonville, and to Brunswick, Memphis, Kansas City, Portsmouth, Norfolk, and to Birmingham (departed, once, late, and set out early); and, there is the now-dead service to Charleston and Wilmington.

Let's whip the North in something -- how about a new railroad station, for a starter, then over-nite Sleeper trains to Jacksonville, and the other city destinations mentioned above.

Sure, we need air service, but we also need railroad long-haul and medium =haul rail service.

Mayor, what can you do to improve our image in front of the other 49 States and the thousands of other cities in the United States? After all, we are a large, important city -- in a very important State".

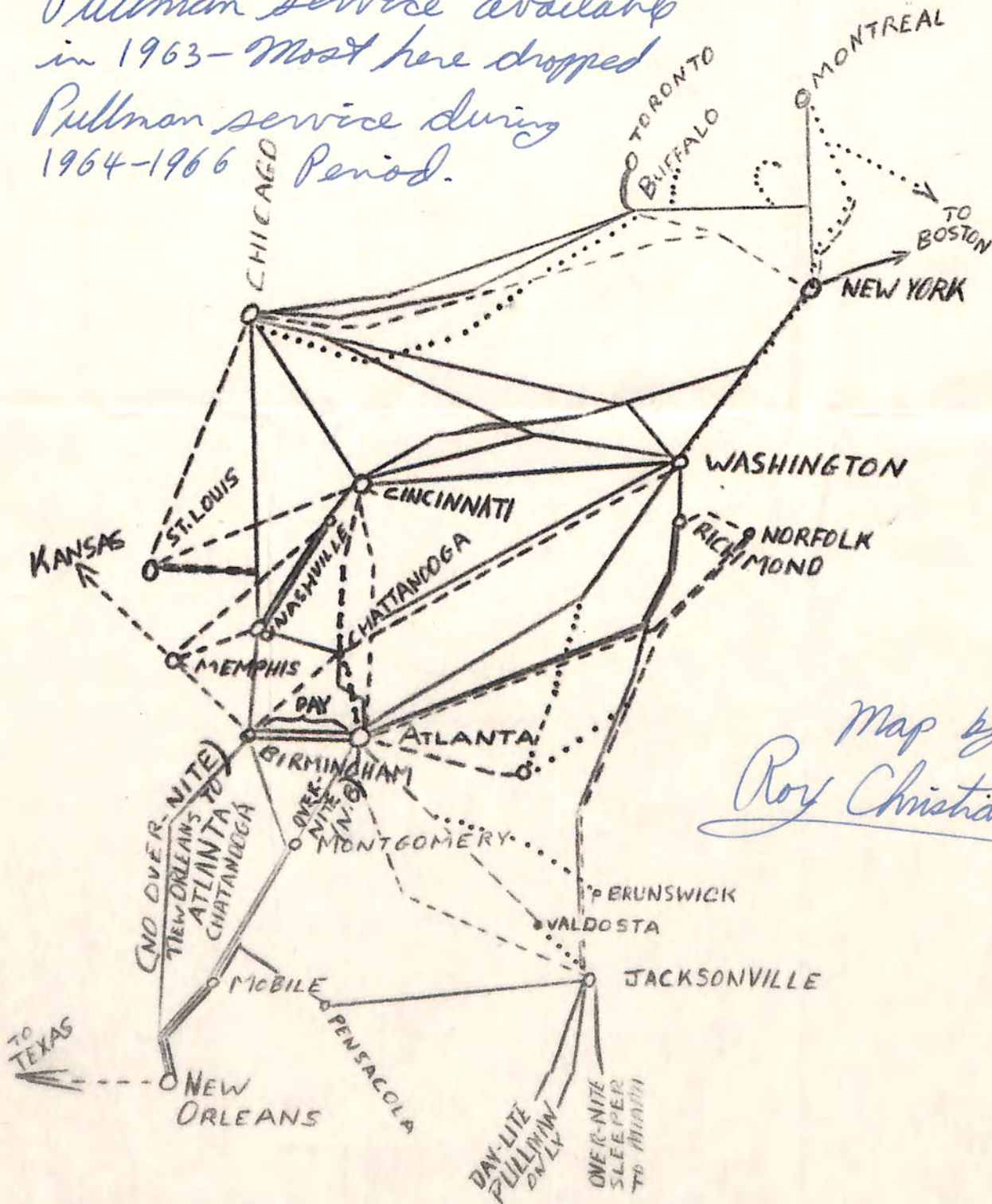
Roy Christian Kendel

Roy Christian Kendel

March 7, 1967
 Tues.

..... means no coach or Pullman Service
 - - - - - " " only coach Service
 ——— " " Pullman & Coach Service

All lines here shown had Pullman service available in 1963 - Most here dropped Pullman service during 1964-1966 Period.



Map by:
 Roy Christian Kendall

File

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

OFFICERS:

- Richard H. Rich, Chairman**
- Roy A. Blount, Vice Chairman**
- Glenn E. Bennett, Secretary**
- Henry L. Stuart, General Manager**

February 27, 1967

MEMORANDUM TO: BOARD OF DIRECTORS
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

FROM: GLENN E. BENNETT, SECRETARY *GEB*

The Board of Directors of the Metropolitan Atlanta Rapid Transit Authority will hold its March meeting on March 7, at 3:30 o'clock P. M., in the Sixth Floor Conference Room of the Glenn Building, Atlanta.

The agenda is attached.

A highlight of the meeting will be the presence of Mr. Charles Haar, Assistant Secretary for Metropolitan Development, of the Department of Housing and Urban Development. Mr. Haar is the official in Washington with direct responsibility for the administration of a great amount of federal aid to metropolitan areas.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
800 GLENN BUILDING
ATLANTA, GEORGIA 30303

REGULAR MEETING - MARCH 7, 1967

A G E N D A

1. Introduction of Guests.
2. Minutes of February 15, 1967, Meeting.
3. Financial Report.
4. Remarks - Mr. Charles M. Haar
Assistant Secretary for Metropolitan
Development, Department of Housing
and Urban Development
5. Brief Reports:
General Manager
Engineers
Economists
ARMPC
6. Finalizing Agreement between MARTA and ARMPC for
"Corridor Impact Study."
7. Other Business.

Next Meeting - April 4

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

OFFICERS:

Richard H. Rich, Chairman

Roy A. Blount, Vice Chairman

Glenn E. Bennett, Secretary

Henry L. Stuart, General Manager

February 6, 1967

Honorable Ivan Allen, Jr., Mayor
City of Atlanta
City Hall
Atlanta, Ga. 30303.

Dear Mayor Allen:

I am enclosing financial statements of the Metropolitan Atlanta Rapid Transit Authority as of December 31, 1966, as required under Section 16(b) of the 1965 MARTA Act No. 78.

With kindest regards.

Sincerely yours,



H. L. Stuart,
General Manager.

HLS:JJ

Enclosures

cc: Mr. Charles L. Davis, City Comptroller
City of Atlanta
501 City Hall
Atlanta, Ga. 30303.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA
BUDGET REPORT
DECEMBER 31, 1966

	<u>BUDGET</u> 1966	<u>ACTUAL</u> 1-1-66 TO 12-31-66
<u>INCOME</u>		
APPROPRIATIONS:		
City of Atlanta	\$ 84,030.00	\$ 84,030.00
Clayton County	23,190.00	23,190.00
DeKalb County	82,770.00	82,770.00
Fulton County	91,800.00	91,800.00
Gwinnett County (Includes \$9,105.00 Receivable)	<u>18,210.00</u>	<u>18,210.00</u>
SUB-TOTAL	\$300,000.00	\$300,000.00
INTEREST	0	429.48
702 LOAN	<u>60,000.00</u>	<u>0</u>
TOTAL INCOME	<u>\$360,000.00</u>	<u>\$300,429.48</u>
<u>EXPENSE</u>		
STAFF COSTS:		
Salaries	\$ 36,591.69	\$ 26,316.73
Expense Allowance	1,458.31	2,189.08
Reimbursed Travel	1,000.00	1,646.22
Benefits:		
Social Security	997.50	705.32
Guaranty Fund	400.02	266.68
Health Insurance	400.00	337.31
Retirement	10,000.00	9,294.78
Workmen's Compensation	<u>50.00</u>	<u>99.28</u>
SUB-TOTAL	<u>\$ 50,897.52</u>	<u>\$ 40,855.40</u>
ADMINISTRATIVE AND OFFICE OVERHEAD:		
Rent	\$ 2,750.00	\$ 2,750.00
Communication and Postage	800.00	1,049.68
Furniture and Equipment	2,500.00	3,094.14
Supplies	500.00	2,090.93
Printing	1,000.00	243.85
Insurance:		
Personal Property	15.00	25.00
Public Liability	60.00	72.00
Depository and Forgery	72.00	93.79
Fidelity Bond	285.00	331.00
Auditor	500.00	500.00
Public Information	<u>19,000.00</u>	<u>14,992.56</u>
SUB-TOTAL	<u>\$ 27,482.00</u>	<u>\$ 25,242.95</u>
A.R.M.P.C.:		
Administrative Services	\$ 5,000.00	\$ 5,000.00
701 Matching Funds	30,594.00	31,250.00
COUNSEL	18,478.55	22,706.21
CONSULTANTS:		
Hammer, Greene & Siler	1,560.00	1,560.00
P.B.-T.B.: 702 Funds	60,000.00	0
Cost Plus	50,000.00	41,598.09
Research and Technical Services	0	1,335.19
BOARD MEETINGS	<u>3,600.00</u>	<u>2,600.00</u>
TOTAL EXPENSE	<u>\$247,612.07</u>	<u>\$172,147.84</u>
EXCESS INCOME OVER EXPENSE	<u>\$112,387.93</u>	<u>\$128,281.64</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA

STATEMENT OF FINANCIAL CONDITION

DECEMBER 31, 1966

ASSETS

Cash in Banks:		
C & S National Bank	\$ 7,611.03	
First National Bank - Payroll	21,037.40	
Investments - U. S. Treasury Bills	93,730.89	
Petty Cash	25.00	
Accounts Receivable - Gwinnett County	<u>9,105.00</u>	
TOTAL		\$131,509.32

LIABILITIES

Accounts Payable	\$ 1,662.46	
Payroll Taxes Withheld and Accrued	<u>1,565.22</u>	
TOTAL		<u>3,227.68</u>

SURPLUS

EXCESS INCOME OVER EXPENSE		<u>\$128,281.64</u>
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ATLANTA LIFE INSURANCE COMPANY

POST OFFICE BOX 897

ATLANTA, GEORGIA 30301

January 18, 1967

JESSE HILL, JR.
ACTUARY

Mr. Richard H. Rich, Chairman
Metropolitan Atlanta Rapid Transit Authority
808 Glenn Building
120 Marietta Street, N. W.
Atlanta, Georgia 30303

Dear Mr. Rich:

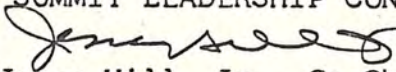
Thank you very much for your letter of January 13, 1967. We are especially encouraged and appreciative of your assurance that when and if the System is built and during its construction that employment will be on a non-discriminatory basis, and your offer of a meeting to bring the Summit up to date on tentative plans.

Please authorize Mr. H. L. Stuart, General Manager, to respond to the following to the best of his knowledge and available projection based on information obtained from planning engineers, planning consultants and experience of other cities with operative systems:

If our Atlanta system progresses as scheduled will the present skeleton staff remain the same throughout 1967, 1968, 1973. What staff additions will be needed for 1967, 1968 and 1973, first projected operative year, respectively? (Give classification, duties, qualifications and estimated salary)

Thank you very much for your cooperation and for your usual fine public spirit and outstanding progressive leadership you have given our city over the years in business and civic programs.

Very truly yours,
ATLANTA SUMMIT LEADERSHIP CONFERENCE


Jesse Hill, Jr., Co-Chairman
Rev. S. W. Williams, Co-Chairman

cc: Mayor Ivan Allen, Jr.
Alderman Q. V. Williamson
Mr. H. L. Stuart

The Citizens and Southern National Bank

Atlanta 2, Georgia

January 16, 1967

MILLS B. LANE, JR.
PRESIDENT

Dear Ivan:

Here's a copy of my letter to Dick Rich at the end of the year. Rapid Transit just isn't my cup of tea, so seriously let's replace me.

It seems awfully silly to me that the Transit Authority and others interested in downtown traffic flow seem to want to avoid Robert Sommerville of the Transit Company. He really ought to be participating at every turn of the road in everything connected with transportation here in Atlanta.

Sincerely,



Mills B. Lane, Jr.

The Honorable Ivan Allen, Jr.
Mayor
City of Atlanta
City Hall
Atlanta, Georgia

December 29, 1966

Dear Dick:

I've been a poor attendant at Transit Authority meetings this past year. Accordingly, have contributed very little.

Looking at the year ahead, with the increasing travel that will be required around the state and the time that I will be away from Atlanta, attendance will probably be poorer.

For this reason, I should like to be dropped as a member of the Authority and have a more active participant appointed in my place.

Sincerely,

Mills B. Lane, Jr.

Mr. Richard H. Rich
Rich's, Inc.
Atlanta, Georgia

ATLANTA LIFE INSURANCE COMPANY

POST OFFICE BOX 897

ATLANTA, GEORGIA 30301

January 11, 1967

JESSE HILL, JR.

ACTUARY

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED


Mr. Richard H. Rich, Chairman
Metropolitan Atlanta Rapid Transit Authority
Glenn Building
Atlanta, Georgia 30303

Dear Mr. Rich:

We have enclosed herewith a copy of a letter received from Mr. H. L. Stuart, referring to our letter addressed to you as Chairman of the Metropolitan Atlanta Rapid Transit Authority. We are requesting a reply to our letter to you. We do not consider the letter by Mr. Elliott referred to in Mr. Stuart's letter as a proper response.

We again request the information which we will be happy to receive from Mr. Stuart, if you so designate, but we request the information in writing. On receipt of the written information we will cooperate in arranging a subsequent conference with Mr. Stuart for explanations at a convenient community site as he is doing for other groups in the city.

Very truly yours,
THE ATLANTA SUMMIT LEADERSHIP
CONFERENCE


Jesse Hill, Jr., Co-Chairman
Rev. S. W. Williams, Co-Chairman

cc: Mayor Ivan Allen, Jr.
Alderman Q. V. Williamson
Mr. Richard H. Rich
(extra copy to private business address)
Mr. Roy A. Blount
Senator Leroy Johnson
Mr. L. D. Milton
Mr. King Elliott

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

January 10, 1967.

OFFICERS:

Richard H. Rich, Chairman
Roy A. Blount, Vice Chairman
Glenn E. Bennett, Secretary
Henry L. Stuart, General Manager

Mr. Jesse Hill, Jr.
Atlanta Life Insurance Company
P. O. Box 897
Atlanta, Ga. 30301.

Dear Mr. Hill:

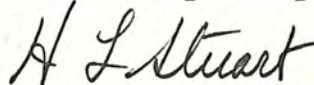
Yours of January 4th to Mr. Rich expressing interest of the Atlanta Summit Leadership Conference in the growth and development of rapid transit has been referred to me for reply.

It is very important that all citizens of Atlanta understand that the development of a rapid transit system for our city is a complex, long-range undertaking. It cannot be reduced to a half dozen questions and answers.

With reference to Item 3 of your letter, you already have Mr. Elliott's letter of January 4th, and I confirm its contents to you.

Stop by the office anytime and we will go into the items in your letter and into all of the other complexities involved.

Yours very truly,



H. L. Stuart,
General Manager.

HLS:JJ

cc: Mayor Ivan Allen, Jr.
Mr. Richard H. Rich
Mr. Roy A. Blount
Senator Leroy Johnson
Mr. L. D. Milton
Rev. Samuel W. Williams
Mr. King Elliott

MINUTES OF THE ELEVENTH MEETING OF THE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

JANUARY 3, 1967

The Board of Directors of the Metropolitan Atlanta Rapid Transit Authority held its regular meeting on January 3, 1967, at 3:30 P.M. in the Conference Room of the Glenn Building, Atlanta. Mr. Richard H. Rich, Chairman, presided.

MEMBERS PRESENT:

Sanford Atwood (DeKalb County)
Roy A. Blount (DeKalb County)
Rawson Haverty (City of Atlanta)
K. A. McMillon (Gwinnett County)
W. A. Pulver (Fulton County)
Richard H. Rich (City of Atlanta)

MEMBERS ABSENT:

M. C. Bishop (Fulton County)
Edgar Blalock (Clayton County)
Mills B. Lane, Jr. (City of Atlanta)
L. D. Milton (City of Atlanta)

OTHERS PRESENT:

Metropolitan Atlanta Rapid Transit Authority:

H. L. Stuart, General Manager
Glenn E. Bennett, Secretary
King Elliott, Public Information Director
H. N. Johnson, Secretary to General Manager

Consultants:

J. A. Coil, Resident Manager, Parsons, Brinckerhoff-Tudor,
Bechtel, Atlanta
Raoul Garcia, Hammer, Greene, Siler Associates, Atlanta
W. Stell Huie and Tom Watson Brown, Huie and Harland,
Legal Counsel for the Authority

Others:

J. D. Wingfield, Jr., Planning Director, Atlanta Region
Metropolitan Planning Commission

Others (Cont'd.):

Mrs. Rachel Champagne, Assistant to the Executive Director,
Atlanta Region Metropolitan Planning Commission
Jerry Coursey, Transportation Planner, Atlanta Region
Metropolitan Planning Commission
W. Roy Newsome, Regional Planner, Atlanta Region Metro-
politan Planning Commission

The meeting was called to order by the Chairman.

Minutes:

Minutes of the December 5, 1966, meeting, which had been mailed, were unanimously approved, upon a motion by Dr. Atwood, seconded by Mr. Pulver. The Secretary called the attention of the Board members to a letter of explanation from the economic consultant, regarding one item in the minutes of the December 5, 1966, meeting. This related to a statement that financial officers of the governments had tentatively approved the bases for a formula for cost-sharing of rapid transit capital expenditures among the governments. The Secretary suggested that this letter be made a part of the minutes as a matter of explanation. ✓

In an effort to keep the participating governments fully informed of the progress being made by the Authority, the Secretary was directed to make certain that all participating governments receive a complete set of all minutes.

Financial Report:

The financial report for December, 1966, and the balance sheet as of December 31, 1966, together with a financial statement showing total itemized expenditures under the open-ended retainer agreement with Parsons, Brinckerhoff-Tudor, Bechtel, were unanimously accepted upon motion by Dr. Atwood, seconded by Mr. Blount.

Mr. Bennett presented an accounting of Committee of 100 funds for which he had been custodian. An advance of \$10,000.00 had been made by Forward Atlanta to assist in public information work relative to Amendment No. 14 which was approved in the November, 1966, general election. Funds expended totaled \$3,489.43, and the balance of \$6,510.57 was to be returned to Forward Atlanta. This was accepted by the Board, and Mr. Rich requested the General Manager to write a letter of appreciation to Forward Atlanta on behalf of the Board.

All financial reports are attached hereto and made a part of these minutes.

Progress Reports:

1. General Manager. The General Manager reported on his appearance before the Committee on the Study of State and Local Governments of the Georgia House of Representatives. The Committee recommended that the State provide 10% of the total cost of the rapid transit system. He referred to negotiations which he had carried on with representatives of developers in the gulch area and the L. & N. Railroad, relative to rapid transit plans in the gulch. It appeared that all plans for development of the gulch had taken into account the needs of the rapid transit system.

After some discussion on the subject of handling the Authority's public information, particularly that part of it relating to financial considerations affecting local governments, it was agreed that all press releases prepared by the Authority's staff would be cleared with at least one member of the Board, preferably the Chairman or the Vice Chairman.

2. Parsons, Brinckerhoff-Tudor, Bechtel. Mr. Coil reported on work which Parsons, Brinckerhoff-Tudor, Bechtel had been carrying out during the past month. He said that the study of the north, northeast and east lines had been almost completed. Right-of-way maps had been prepared for the estimator, who was working in San Francisco on preliminary cost estimates. The firm was negotiating with several companies for aerial photography of the system, and expected to acquire this photography at an early date.

In the discussion which followed Mr. Coil's report, it was agreed that at the earliest possible time, members of the Board should inspect routes, alignments and station locations recommended by the engineers, and that the highest governing authorities of the City of Atlanta - that is, the Mayor and the Board of Aldermen - should be apprised of the recommendations of the engineers and the decisions on specific route locations by the Authority. In order to acquire the necessary property within the city limits, it was essential that the Board of Aldermen and the Authority be in agreement prior to public hearings which are required by law.

3. Hammer, Greene, Siler Associates. Mr. Garcia reported that his firm had assembled data for Cobb County comparable to that which had been secured earlier for the other governments. Meetings had been held with finance officers of DeKalb County, and similar meetings were planned with Fulton

County and the City of Atlanta, to discuss recommendations in the reports which had been submitted to the Authority. The firm was assembling material explaining their research, and drafting the final report.

Reappointment of Committees:

The Board had established two committees in 1966. One was the Finance Committee, composed of Mr. Lane, Mr. Blount and Mr. Rich. A second was called the Financial Advisory Committee. This was the professional finance officers of the local governments.

The reappointment of these committees was postponed. A vacancy appeared to exist on the Board since the Chairman had received a letter from Mr. Lane in which he stated that he was being forced to resign because of pressure of other work.

Reappointment of Auditor:

In accordance with provisions of the Rapid Transit Authority Act it was necessary to appoint an auditor annually. The Arthur Andersen Company was unanimously reappointed for 1967, at a fee of \$300.

Authorization to Execute Contracts:

The General Manager requested authorization to execute a contract between the Authority and the Department of Housing and Urban Development to provide for the use of a grant of \$396,333.00 under Section 9 of the Mass Transit Act of 1966. The grant had been approved but the contract documents had not been received.

He further requested authorization to execute a contract between the Authority and Parsons, Brinckerhoff-Tudor, Bechtel for engineering work to be performed in accordance with the grant. Copies of this agreement had been circulated to members of the Board.

Upon a motion by Mr. Haverty, seconded by Dr. Atwood, Mr. Stuart was authorized to execute both contracts at the appropriate times.

The General Manager asked for authority to authorize, if necessary, the expenditure of \$1,250.00 by Parsons, Brinckerhoff-Tudor, Bechtel for a right-of-way expert, Mr. Charles H. Shaw of San Francisco, to assist him in matters relating to right-of-way acquisition procedures.

The General Manager also asked authorization to expend under the open-ended retainer agreement, an amount up to \$2,000.00 for

surveying work, if required, to stake out certain alignments in the vicinity of the Union Station and Terminal Station area, to coordinate rapid transit plans with air right development plans.

Authority's Funds:

At Mr. Haverty's suggestion it was decided that the question of distribution of the Authority's funds among local banks be left as a matter for the Finance Committee to work out with the General Manager.

Amendment to the Retainer Agreement:

In view of the fact that a new contract was being made with Parsons, Brinckerhoff-Tudor, Bechtel, it was considered to be in the best interest of the Authority that an amendment be made to the retainer agreement, consistent with its treatment of the other two contracts in effect with Parsons, Brinckerhoff-Tudor, Bechtel, that is, the 701 and 702 contracts. It was unanimously agreed that the following resolution be adopted:

RESOLUTION

WHEREAS, Section 6 of the Retainer Agreement of June 28, 1966, between the Metropolitan Atlanta Rapid Transit Authority and Parsons, Brinckerhoff-Tudor, Bechtel provides that the existence of other contracts between the Authority and Parsons, Brinckerhoff-Tudor, Bechtel and between the Atlanta Region Metropolitan Planning Commission and Parsons, Brinckerhoff-Tudor, Bechtel will not cause the total compensation to Parsons, Brinckerhoff-Tudor, Bechtel under the three contracts to be more than the cost that would prevail if all the work was performed under the terms of the said Retainer Agreement; and

WHEREAS, a new contract will be executed between this Authority and Parsons, Brinckerhoff-Tudor, Bechtel covering essentially the same work program but in a different geographical area than the other contracts;

NOW THEREFORE, BE IT RESOLVED, that Section 6 of said Retainer Agreement be amended to place this new contract in the same perspective as the aforementioned contracts.

Proposed Amendments to Rapid Transit Act:

Mr. Huie stated that in an effort to further perfect the Act under which the Authority was constituted, certain amendments had been suggested for presentation to the forthcoming Legislature. These related to:

1. Giving to the Authority the power of eminent domain.
2. Broadening the definition of "professional services."
3. Clarifying the question of spending funds of the Authority for public information and public education.
4. Giving the Authority the right to invest surplus funds.
5. Changing the requirements for expenditures which require competitive bidding.

During the discussion of methods of communication between the Board of Directors and the delegations to the General Assembly, it was suggested by Mr. Rich that the Board, if possible, meet with the local delegations. Mr. Huie would make an effort to arrange appropriate meetings.

February Meeting Date:

It was agreed that because some members would be absent from the city on February 7, 1967, the next scheduled meeting date, the February meeting would be held on February 14, 1967, at 3:30 P.M. and appropriate notices would be sent.

Adjournment:

The meeting was adjourned at 4:45 P.M.



HAMMER GREENE SILER ASSOCIATES
ECONOMIC CONSULTANTS WASHINGTON • ATLANTA

230 Peachtree Street, N.E.
Atlanta, Georgia 30303
Area Code 404/524-6441

December 15, 1966

Mr. Glenn E. Bennett, Executive Director
Atlanta Region Metropolitan Planning Commission
900 Glenn Building
Atlanta, Georgia 30303

Mr. Henry L. Stuart, General Manager
Metropolitan Atlanta Rapid Transit Authority
808 Glenn Building
Atlanta, Georgia 30303

Gentlemen:

The minutes of the December 5, 1966 meeting of the Metropolitan Atlanta Rapid Transit Authority contain an excerpt from a verbal progress report made to the Authority on the financial considerations analysis which should be clarified. With reference to the tentative formula for allocating the estimated share of local costs of a minimum operational system among participating governments, the statement on page 4 says: "All local finance officers had given tentative approval to these proposals." ✓

This statement could be misintepreted. We did not mean to imply that the finance officers had agreed to the formula; rather, that there was general agreement among them that the economic indices and the analysis procedure used in arriving at a tentative formula seemed to be reasonable. We recognize that any agreements on this subject must come out of negotiations between the heads of local governments and the Authority.

Philip Hammer and Raul Garcia of this firm met with James Carroll, Charles Davis and John Still, the finance officers of DeKalb County, City of Atlanta and Fulton County respectively, on Friday, November 18, 1966. At these meetings they reviewed our research into tax digests, our estimates for planning purposes as to the pace and degree of financial support that might come from Federal

Mr. Glenn E. Bennett
Mr. Henry L. Stuart
December 15, 1966
Page 2

and State sources, the estimated local share of capital costs for the minimum operational system, and our research into economic indices that appeared to be reasonable in arriving at an equitable distribution of the local share of capital costs among the participating governments. Our understanding was that all of the financial officers were in agreement that the data fairly represented population and economic trends and projections for their jurisdictions and that the research procedures were realistic. We did not ask and did not expect these finance officers to agree to any allocation formula on behalf of their respective governments.

I believe we all recognize that the materials presented to MARTA and ARMPC represent a research model which will make possible the development of a recommended allocation formula by this firm when final capital requirements are obtained from the engineers now updating the 1962 study.

Moreover, it is not at all clear at this time whether a fixed or sliding-scale formula would be desirable. We will make available all materials necessary to help the Authority and local participating governments make a determination on this question.

It is my understanding that Mr. James Carroll, Internal Auditor, and Mr. Marvin Beadle, Planning Director of DeKalb County have asked MARTA and ARMPC for copies of the preliminary data we presented at the December 12 meeting of ARMPC. Enclosed are three copies of that tabular material as well as three copies of our tax digest estimates and allocation formula indices contained in our staff memorandum of December 2, 1966. We wish to advise that the tax digest data discussed with the finance officers was presented in constant 1965 dollars while the data attached has been converted to current dollars to reflect anticipated inflation.

We stand ready to provide any financial data and personnel you may require in talks with the finance officers and heads of local participating governments. It is understood that these conferences are now being scheduled. We believe such talks would be very fruitful in preparation for subsequent meetings planned for early 1967, at which time the new capital cost data will be available to develop up-to-date information on indicated local government financial support requirements.

Sincerely,



Alan E. Welty
Principal

cc: Philip Hammer

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA
BUDGET REPORT
DECEMBER 31, 1966

	<u>BUDGET</u> 1966	<u>ACTUAL</u> 1-1-66 TO 12-31-66
<u>INCOME</u>		
APPROPRIATIONS:		
City of Atlanta	\$ 84,030.00	\$ 84,030.00
Clayton County	23,190.00	23,190.00
DeKalb County	82,770.00	82,770.00
Fulton County	91,800.00	91,800.00
Gwinnett County (Includes \$9,105.00 Receivable)	<u>18,210.00</u>	<u>18,210.00</u>
SUB-TOTAL	\$300,000.00	\$300,000.00
INTEREST	0	429.48
702 LOAN	<u>60,000.00</u>	0
TOTAL INCOME	<u>\$360,000.00</u>	<u>\$300,429.48</u>
<u>EXPENSE</u>		
STAFF COSTS:		
Salaries	\$ 36,591.69	\$ 26,316.73
Expense Allowance	1,458.31	2,189.08
Reimbursed Travel	1,000.00	1,646.22
Benefits:		
Social Security	997.50	705.32
Guaranty Fund	400.02	266.68
Health Insurance	400.00	337.31
Retirement	10,000.00	9,294.78
Workmen's Compensation	50.00	99.28
SUB-TOTAL	<u>\$ 50,897.52</u>	<u>\$ 40,855.40</u>
ADMINISTRATIVE AND OFFICE OVERHEAD:		
Rent	\$ 2,750.00	\$ 2,750.00
Communication and Postage	800.00	1,049.68
Furniture and Equipment	2,500.00	3,094.14
Supplies	500.00	2,090.93
Printing	1,000.00	243.85
Insurance:		
Personal Property	15.00	25.00
Public Liability	60.00	72.00
Depository and Forgery	72.00	93.79
Fidelity Bond	285.00	331.00
Auditor	500.00	500.00
Public Information	<u>19,000.00</u>	<u>14,992.56</u>
SUB-TOTAL	<u>\$ 27,482.00</u>	<u>\$ 25,242.95</u>
A.R.M.P.C.:		
Administrative Services	\$ 5,000.00	\$ 5,000.00
701 Matching Funds	30,594.00	31,250.00
COUNSEL	18,478.55	22,706.21
CONSULTANTS:		
Hammer, Greene & Siler	1,560.00	1,560.00
P.B.-T.B.: 702 Funds	60,000.00	0
Cost Plus	50,000.00	41,598.09
Research and Technical Services	0	1,335.19
SUB-TOTAL	<u>3,600.00</u>	<u>2,600.00</u>
BOARD MEETINGS		
TOTAL EXPENSE	<u>\$247,612.07</u>	<u>\$172,147.84</u>
EXCESS INCOME OVER EXPENSE	<u>\$112,387.93</u>	<u>\$128,281.64</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA

STATEMENT OF FINANCIAL CONDITION

DECEMBER 31, 1966

ASSETS

Cash in Banks:		
C & S National Bank	\$ 7,611.03	
First National Bank - Payroll	21,037.40	
Investments - U. S. Treasury Bills	93,730.89	
Petty Cash	25.00	
Accounts Receivable - Gwinnett County	<u>9,105.00</u>	
TOTAL		\$131,509.32

LIABILITIES

Accounts Payable	\$ 1,662.46	
Payroll Taxes Withheld and Accrued	<u>1,565.22</u>	
TOTAL		<u>3,227.68</u>

SURPLUS

EXCESS INCOME OVER EXPENSE		<u>\$128,281.64</u>
----------------------------	--	---------------------

COMMITTEE OF 100
Final Report on Finances
December 28, 1966

Expenses for meetings, including meals	\$ 1,588.97
Secretarial services	925.00
Printing	77.91
Postage/Petty Cash	73.00
Equipment Rental	72.10
Telephone	102.45
Robert Sibley and Associates (Public Relations)	650.00
<hr/>	
TOTAL	\$ 3,489.43
Amount Received	\$10,000.00
Total Cost of Public Information Effort	3,489.43
<hr/>	
AMOUNT RETURNED	\$ 6,510.57

All expenditures listed above were made from funds provided through the FORWARD ATLANTA COMMITTEE. In addition, a number of individuals and firms defrayed other expenses incurred.

ATLANTA LIFE INSURANCE COMPANY

POST OFFICE BOX 897

ATLANTA, GEORGIA 30301

4 January 1967

*Full
Rapid Transit*

JESSE HILL, JR.
ACTUARY

Honorable Richard H. Rich, Chairman
Metropolitan Atlanta Rapid Transit Authority
808 Glenn Building
120 Marietta Street, N. W.
Atlanta, Georgia 30303

Dear Sir:

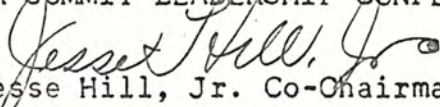
The Atlanta Summit Leadership Conference is keenly interested in the growth and development of our great city. As a collective leadership group of the Atlanta Negro Community we seek as a matter of public policy and practice, that our Negro citizens share without discrimination on account of race or color in all opportunities, service and programs of our dynamic booming city. Specifically, as regards to MARTA, our requests and concerns are as follows:

1. We request a clear understanding and firm commitment of non-discrimination in employment at all levels including administration, transit center, sub-stations and train operators.
2. In order to insure a completely desegregated operational staff, we request an estimate of personnel needs including job descriptions, job qualifications and projected expected salaries for various jobs; by the following years 1967, 1968 and 1973. (It is our desire to begin now to alert training institutions and Negro citizens of these coming employment opportunities. We also feel that there are experienced Negro citizens in New York, Philadelphia, Chicago and other cities with operational rapid transit who would be interested in opportunities in our great city.)

Honorable Richard H. Rich
Page 2
January 4, 1967

3. We desire a conference at an early date with appropriate MARTA representatives and MARTA General Manager H. L. Stuart with the Summit Conference, for purposes of discussing methods of route and sub-station selections.
4. We hope to have 100,000 Negroes eligible to vote at the time of the proposed 1969 Bond Issue. The Negro record of voting for progress in Atlanta is unexcelled by no sizeable part of our electorate.
5. We note under current plans that of the 36 miles of transit system to be opened by 1975 only 4.3 miles have been earmarked to serve the large Negro westside population; and this short transit leg stopping at Hightower Road is totally unacceptable, inadequate and unrealistic as a westward limit.
6. We note that the present MARTA employee staff is all-white. As setforth in #2 above please inform us presently of current staff needs.

Very truly yours,
ATLANTA SUMMIT LEADERSHIP CONFERENCE


Jesse Hill, Jr. Co-Chairman

Rev. Samuel W. Williams, Co-Chairman

cc:

Mayor Ivan Allen, Jr
Senator Leroy Johnson
H. L. Stuart
L. D. Milton
Alderman Q. V. Williamson

XERO

XERO

XERO COPY XERO COPY XERO COPY XERO COPY

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

GLENN BUILDING / ATLANTA, GEORGIA 30303 / AREA CODE 404 524-5711

OFFICERS:

Richard H. Rich, Chairman
Roy A. Blount, Vice Chairman
Glenn E. Bennett, Secretary
Henry L. Stuart, General Manager

Full
January 10, 1967.

Mr. Jesse Hill, Jr.
Atlanta Life Insurance Company
P. O. Box 897
Atlanta, Ga. 30301.

Dear Mr. Hill:

Yours of January 4th to Mr. Rich expressing interest of the Atlanta Summit Leadership Conference in the growth and development of rapid transit has been referred to me for reply.

It is very important that all citizens of Atlanta understand that the development of a rapid transit system for our city is a complex, long-range undertaking. It cannot be reduced to a half dozen questions and answers.

With reference to Item 3 of your letter, you already have Mr. Elliott's letter of January 4th, and I confirm its contents to you.

Stop by the office anytime and we will go into the items in your letter and into all of the other complexities involved.

Yours very truly,

H. L. Stuart

H. L. Stuart,
General Manager.

HLS:JJ

cc: ✓ Mayor Ivan Allen, Jr.
Mr. Richard H. Rich
Mr. Roy A. Blount
Senator Leroy Johnson
Mr. L. D. Milton
Rev. Samuel W. Williams
Mr. King Elliott

January 4, 1967

Mr. L. D. Milton, President
Citizens Trust Company
212 Auburn Avenue, N. E.
Atlanta, Georgia.

Dear Mr. Milton:

Enclosed are copies of letters to Dr. Samuel Williams and Mr. Jesse Hill, Co-Chairmen of the Atlanta Summit Leadership Conference.

Several stories have appeared in The Atlanta Journal and Constitution relating to statements made by leaders of the Summit Conference, which apparently are not based on the most recent plans developed for rapid transit. It is my feeling that a meeting should be arranged with members of the Summit Conference at which Mr. Stuart could explain fully our present plans and answer any questions raised.

If such a meeting is arranged, perhaps you could attend in your capacity as a member of the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority.

I would appreciate any comments or suggestions you might have about this situation.

Sincerely,

King Elliott,
Public Information Director.

KE:JJ

Enclosures.

January 4, 1967

Dr. Samuel Williams
Friendship Baptist Church
437 Mitchell Street, S. W.
Atlanta, Georgia.

Dear Dr. Williams:

As we agreed in our recent telephone conversation, it would be helpful for the Atlanta Summit Leadership Conference and other leaders of the Negro Community to have the benefit of hearing the most recent changes in the rapid transit plan for Metropolitan Atlanta.

If a meeting of leading Negro citizens can be set up, Mr. Henry L. Stuart, MARTA General Manager, could explain the original plan for rapid transit and could outline changes and proposed changes now being considered by the engineering consultants. He would use slides and other visual aids in discussing this plan and its effect on the people and governments involved. If you will let me know when you might like to have such a meeting, I will work it into Mr. Stuart's schedule.

Also, I would like to invite you and Mr. Jesse Hill, as Co-Chairmen of the Summit Conference, to visit our offices before such a meeting in order that you might meet Mr. Stuart. He can brief you on the details of the rapid transit plans, and you can outline to him some of the specific topics you would like to have discussed at the meeting.

If you will give me a call, we can discuss the details involved in the two meetings referred to above.

Sincerely yours,

King Elliott,
Public Information Director.

cc:
Mr. Jesse Hill

Blind Copy: Mr. L. D. Milton

January 4, 1967

Mr. Jesse Hill
Atlanta Life Insurance Co.
148 Auburn Avenue, N. E.
Atlanta, Ga.

Dear Mr. Hill:

Enclosed is a copy of a letter I have sent to Dr. Samuel Williams. The letter grew out of a conversation I had with Dr. Williams after publication of a news story in The Atlanta Journal-Constitution, Sunday, December 11, 1966. It was my impression that members of the Atlanta Summit Leadership Conference had not had access to the most recent plans of the Metropolitan Atlanta Rapid Transit Authority and that a meeting might be arranged for presentation of these plans. Dr. Williams agreed that a meeting, with a presentation by Mr. Henry L. Stuart, MARTA General Manager, would be beneficial. He suggested that we try to set up such a meeting after the holidays, and this is the purpose of my letter to him and to you. If you feel such a meeting and presentation would be helpful, I will be happy to work with you in setting up the arrangements.

Also, I would like to invite you and Dr. Williams to visit our offices to meet Mr. Stuart. He can brief you on our plans before the meeting, and you could outline to him some of the specific questions you would like to have discussed. Mr. Ben Perry, News Director of Radio Station WACK, talked with Mr. Stuart last week about some questions you had raised about employment practices, job requirements, etc. in a recent speech. These questions deserve answers, and we will be happy to discuss them with you.

Our offices are located at 808 Glenn Building, 120 Marietta Street, N. W. If you will give me a call, we can discuss details of the two meetings referred to above.

Sincerely yours,

King Elliott,
Public Information Director.

cc:
Dr. Samuel Williams

Blind Copy: Mr. L. D. Milton

9/1/67

January 11, 1967

Mr. Armand May
P. O. Box 4056
Atlanta, Georgia 30302

Dear Armand:

Thank you so much for your letter and the information from the City of Montreal about their transportation system.

I am forwarding this to the Transit Authority as I am sure it will be of great interest to them.

Sincerely yours,

Ivan Allen, Jr.
Mayor

IAJr/br

CC: Mr. H. L. Stewart



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

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

SEPTEMBER 1967
VOL. 2 . NO. 9

FINANCIAL PLAN OFFERED

PROPOSES "HAMBURGER-A-WEEK" COST TO LOCAL CITIZEN

Rapid transit can be built at a maximum cost to the taxpayer of 3 mills in Fulton County and 1.6 mills in DeKalb County, according to economic consultants of the Metropolitan Atlanta Rapid Transit Authority. The figures are contained in the final draft of a report by Hammer, Greene, Siler Associates prepared as part of the revision of the 1962 plan for rapid transit for Metropolitan Atlanta. The 1967 revision of the plan is expected to be completed in the next few weeks.

The report shows that the basic 30-mile system, which will cost about \$332 million, can be built with local funds of \$199 million, state funds of \$33 million, and federal funds of \$100 million. The Fulton County share would be \$146,265,000 (73.5%) and the DeKalb County share \$52,735,000 (26.5%). Clayton and Gwinnett Counties would not contribute to the capital construction costs until work is begun on the extensions to complete the 52-mile system when additional federal funds are expected to become available. The Clayton and Gwinnett financial support would include a pro rata share of the costs of the basic system.

"This report shows that the maximum cost of rapid transit in Fulton County to the owner of a \$15,000 house would be \$12.00; the same person in DeKalb County would pay about \$6.40 maximum," MARTA General Manager said. "In Fulton County, this amounts to the price of a hamburger a week, or two or three cups of coffee a week," he told the MARTA Board of Directors at their regular meeting today. "And these amounts would be paid only for about 5 years; the rest of the time the costs would be even lower," he continued.

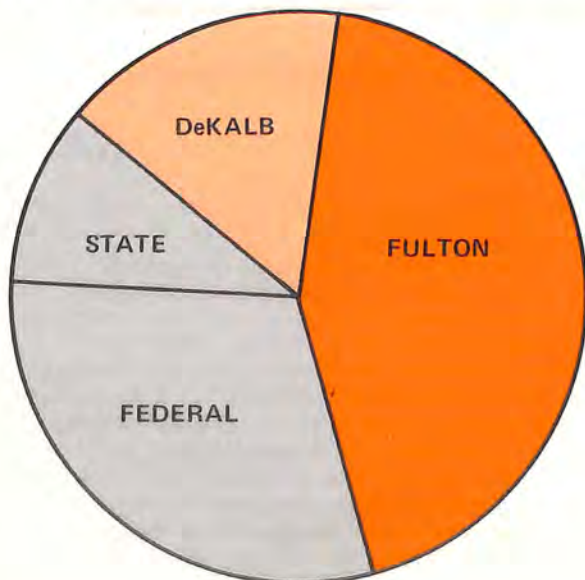
"When Clayton and Gwinnett counties assume their share of the costs, their rate would be a maximum of 1.5 mills, or about \$6.00 a year to the owner of a \$15,000 house," Stuart explained.

"The report of our financial consultants proposes what appears to be a practical and feasible approach to financing construction of the rapid transit system," he said. "Our final plans are taking shape and preliminary engineering is developing well. If a successful referendum can be held in November 1968, we would begin construction in Spring of 1969. If this program develops in this manner," he stated, "we would have the first line operating about the end of 1973 and the basic 30-mile system in service in 1975. The entire 52-mile system could well be in operation before 1980, or in about the same length of time it is taking to complete the perimeter expressway.

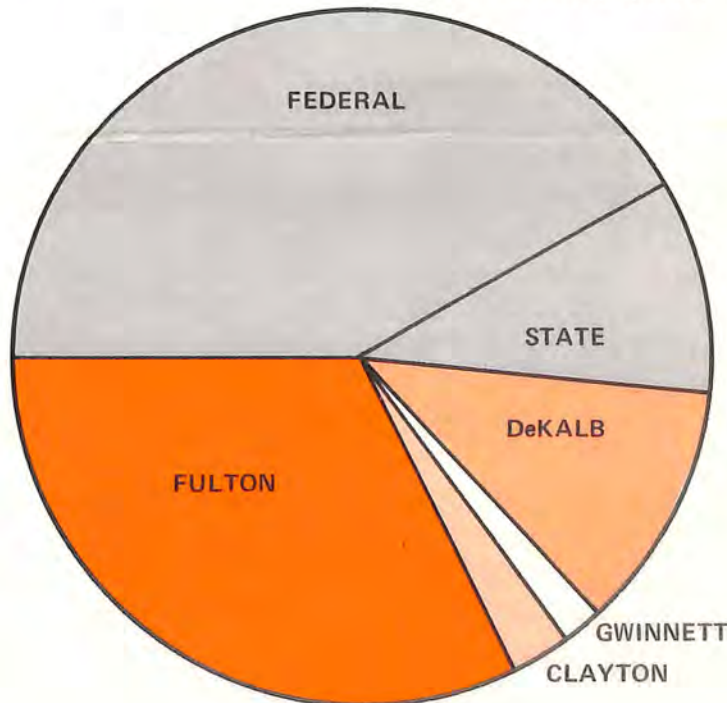
"We need to begin construction as early as possible," he concluded, "since every year's delay costs us \$18 to \$20 million thru inflation and increased construction costs.

The basic 30-mile system would have 24 stations and would run from Brookhaven to College Park and from Decatur to Lynhurst Drive near I-285 on the west, with a northwest stub to Northside Drive. The electrically-driven, air-conditioned cars would operate at maximum speeds of 70 miles per hour, averag-

(Continued on Page 2, Col. 1)



\$332 MILLION
(30 Miles)



\$479 MILLION
(52 Miles)

THIS MANY CARS PARKED HERE...



(Continued from Page 1)

... COULD REMOVE MANY CARS FROM HERE

ing about 40 miles per hour including station stops. Trains would run as often as every 90 seconds during rush hours. The commuter will ride to Transit Center, just a block from Five Points, in about 13 minutes from Brookhaven, 9 minutes from Decatur, and about 13 minutes from College Park.

American Transit Association Convention—October 22-26, 1967, Regency-Hyatt House, Atlanta. The ATA has as members only those operating transit systems (railroads, bus lines, rapid transit, etc.)



An important factor in attracting commuters from their cars to rapid transit is the "Park-N-Ride Principle," according to a noted transportation expert.

George L. DeMent, Chairman of the Board of the Chicago Transit Authority, recently discussed the importance of parking facilities in connection with rapid transit stations. Referring to the new Skokie Swift extension to the Chicago rapid transit system, he said, "The 522 Park-N-Ride spaces provided at the outer Dempster Street terminal has proved to be a major factor in the success of Skokie Swift. This Park-N-Ride is used to 100 per cent capacity every weekday. It is obvious to the Chicago Transit Authority that the patronage of the highly successful Skokie Swift operation would be increased automatically if additional parking spaces could be provided at the Dempster Terminal. Similar examples could be cited for the Park-N-Ride lots along other Chicago lines."

DeMent noted that "the Cleveland Transit System has given emphasis to Park-N-Ride. Seven 'Rapid' stations have been provided with 5,218 free parking spaces...Additional parking spaces soon will be provided along the airport rapid transit extension now under construction." He quoted a survey which "indicated that parking spaces are being used at a rate of 1.3 cars per day, and that each car carries an average of 1.2 passengers.

He says further that "the Toronto Transit Commission will provide parking spaces for 3,000 cars at three stations along the Bloor Street subway extension now under construction, with

(Continued on Page 3, Col. 1)

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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CITY PLANNING AND RAPID TRANSIT

The American Institute of Planners has a strong interest in the development of a rapid transit system for the Atlanta Metropolitan Area. The specific interest in MARTA and its proposed system is related to the "balance" and relationship of the transit network to the rest of the metropolitan area and to the total transportation system of the metropolitan area—as it exists and is planned.

The planner is concerned with the relationships that will be an outgrowth of the system. What impact will MARTA lines have on public and private property? Which areas will be likely to develop because of a MARTA installation—a station, for instance? Will the system be sensitively related to neighborhoods and business areas, or industrial areas? How? Will the system put stations in places where other planning and development activities provide an opportunity to "multiply" the effect of the investment in transit by an investment in urban renewal, or a college, or a new business area, or a special school? Can better relationships be established between elements of the transit system and the environment?

The planning profession is interested in the general and the comprehensive dimensions of the city and the metropolitan area. Therefore, the planning interest in the transit system will extend beyond the tracks and the stations, into a concern for nearby property—and, more important, property that is not so near. The planning concern for all of the Atlanta area is oriented to maximizing the livability of our "place," and deals equally with the areas impacted and not impacted. In the areas being served (giving the word "impact" a positive tone) the planner is likely to seek to make the favorable impact more favorable, more utilitarian, more significant to the area in terms of its present and future role in the city, whether this role is related to change, redevelopment, more intensive development, new uses or no change.



Richard M. Forbes

The planning attitude about any public or private investment is based on what the facility will mean to people in their environment. What will it mean to citizens as they travel to and from work, to recreation, to shopping? This is one level of concern. What it will mean to people at home, if they live near the transit line, is another concern. For example, will it cause an unpleasant industry to develop nearby?

The planning concern reduces itself to a concern for our city, our place, our environment. The planner wishes to make Greater Atlanta the best possible place in which to live and work. He consequently sees transit as a marvelous opportunity to use a large public investment as one of the elements that will help to do that. However, transit will make a positive contribution only if it is very carefully related to each part of the area and to other projects and plans so that the system is balanced. This relationship to the whole is of prime importance.

Richard M. Forbes, Assistant Professor of Real Estate and Urban Affairs at Georgia State College, is a member of the MARTA Advisory Committee, representing the planning profession. He is a member of the American Institute of Planners, and other professional groups.

(Continued from Page 2, Col. 2)

additional spaces planned for the Yonge Street Subway Extension just authorized. The new 10-mile extension in South Jersey will provide nearly 5,000 parking spaces at six locations with provision for future expansion. Over 16,000 parking spaces at 23 stations will be provided along the 75-mile rapid transit system being built in San Francisco.

Quoting DeMent, "There is no longer a question of the need for such facilities. It is only a question of how much parking should be provided for any given rapid transit installation."

The system being designed for the Atlanta area will include adequate parking facilities at suburban stations.

MARTA TALKS...AND LISTENS

The story of rapid transit plans for Metropolitan Atlanta is finding interested audiences throughout this area. Between the first of June and mid-September, the MARTA directors and staff talked to some 1700 members or more than 30 civic and other groups, illustrating the MARTA story with slides or motion picture films. In addition, many other discussions were held with city and county officials, planning departments, state legislators, and citizen groups such as Chambers of Commerce and Central Atlanta Progress. After the formal presentations, the meetings were generally opened for questions. In the picture below, Henry L. Stuart, MARTA General Manager, is listening to a question being asked by a member of the Atlanta Civitan Club.



A MARTA display depicting progress in the development of rapid transit was part of the fifth Annual Fall Sale at Jamestown Shopping Center in College Park recently. The event was sponsored by the College Park Jaycees in cooperation with merchants at the shopping center.

The MARTA display shows the location of Transit Center in downtown Atlanta, and the various lines considered for rapid transit routes.

The display back of College Park Jaycee President Paul Green shows in the upper left corner a cutaway view of how Transit Center might be designed, with escalators connecting the two levels of trains with the sidewalks above.

The lower left corner contains typical site development plans for the four levels of Transit Center while in the lower right corner is a map locating Transit Center in relation to downtown streets.

The map in the upper right corner shows the areas in which the routes and stations will be located. Routes as planned in 1961, 1962, and 1966-7 are variously indicated.

The display back of Joan Eschenbrenner, MARTA secretary, features a large aerial photo of downtown Atlanta and pictures of various major building developments now under way near rapid transit stations.

The MARTA exhibit aroused many enthusiastic comments from those who viewed it.



MARTAanswers

QUESTION: Why is MARTA planning to use the old-type steel-wheel and steel-rail system instead of something new, like monorail?

ANSWER: In the first place, monorail is not new or modern. As shown in the picture below, monorail has been around a long time—70 years or so. A short monorail line has been operating across a river in Germany since 1906.

The major reason for not using monorail, however, is simply that no monorail system has ever been a commercially successful operation in moving numbers of commuters.

In recent years, short, relatively simple monorail systems have been built in Paris and Tokyo, and others have been used in World's Fairs in Seattle and New York, and at Disneyland. These small operations, however, do not meet MARTA's design requirements to transport commuters at 70 miles per hour in capacities approaching 30,000 passengers per hour.

There are other problems relating to cost, engineering, construction, and route location:

Both the top-supported (suspended) and bottom-supported monorail systems are more expensive to construct system-wide than the conventional steel-wheel steel rail system. The top-supported monorail requires the support structure throughout the system, whereas MARTA's plans call for only 3½ miles of aerial structure. The top-supported monorail requires a much larger tunnel for subway where subway is essential. Trying to eliminate the monorail subway brings us back to the problem MARTA faced all along—where to put the routes through downtown Atlanta without using subway. There is no feasible surface route for either system.

MARTA ACTION

The Board of Directors at its September 5 meeting heard a report on a financial study by Hammer, Greene, Siler Associates, Inc. No action was taken on the report.

No official action was taken by the Board since a quorum was not present.

The next meeting of the MARTA Board of Directors will be Tuesday, October 3, 1967, 3:30 p.m., Room 619, Glenn Building, 120 Marietta St., N.W.

The bottom-supported system would be somewhat more expensive for grade and aerial structure than the steel-wheel steel rail system, and considerably more expensive for subway because of the larger tunnel required.

If expense were not the major factor it is, the question then arises, "what would monorail give you that the conventional system would not provide?" The answer is "nothing." The monorail is slower, has higher operational costs, and does not provide as comfortable ride. During the past 70 years, engineering problems relating to monorail have not been satisfactorily resolved. These include switching, high speeds (70 to 80 MPH), sway, and other technical problems.

These and other disadvantages may eventually be resolved, but no solution is in sight. By contrast, the dual rail system solved these and many other engineering and operational problems years ago. The dual-rail system will definitely provide what is needed in this area: 70 MPH speeds, safety, comfort, and convenience at less cost than any type monorail. Using a known and proven technology means MARTA will be able to bring the system into operation at the earliest possible time. This is our goal.—Henry L. Stuart, MARTA General Manager



MEIGS COLLECTION, Yale University Library — MONORAIL, 1887 VERSION — Joe Vincent Meigs (second row, sixth from right) patented this early "monorail" in 1873. The running wheels were tilted at 45 degree angles; horizontally-mounted steam-driven wheels running on an up-

per set of rails provided propulsion. The Philadelphia City Council visited the 1,114-foot long test track in East Cambridge, Mass., in 1887. The revolutionary Meigs railway did not gain acceptance, however; and the company failed a few years later.



RAPID TRANSIT PROGRESS

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SEPTEMBER 1967 · VOL. 2, NO. 9

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RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

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

DECEMBER 1967
VOLUME 2, No.12

ENGINEERS SUBMIT REVISED RAPID TRANSIT PLAN

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has officially received from the engineers, Parsons Brinckerhoff-Tudor-Bechtel, an updated report covering a rapid transit system for Metropolitan Atlanta. The report was publicly released December 3.

Richard H. Rich, MARTA Chairman, stated, "The report brings up to date a similar one prepared in 1962 for the Atlanta Transit Study Commission, a predecessor group to MARTA. As submitted to the Authority, the new report includes a financial feasibility study made by the economic consulting firm of Hammer, Greene, Siler Associates."

"It should be clearly understood that this is not MARTA's report," Rich continued. "Rather, it is a report of the engineers and the economic consultants to MARTA."

"The engineers have been working on their updating for well over a year," he said. "Their report reflects changes that have occurred in population, employment, economy, land use, physical characteristics, travel demand, transit vehicle design and costs in the last five years. It proposes certain changes in previously proposed rapid transit routes and station locations to meet the changes in Atlanta itself."

"The Authority and its staff have been working with the engineers and have studied the report. Generally, we think it looks

good, and it would become the skeleton of a balanced transportation system for Metropolitan Atlanta."

"MARTA expects to make a more comprehensive report to the people of Georgia, especially those living in the Metropolitan Atlanta Area, sometime in 1968," he said. "We anticipate that report will cover an overall, balanced mass transit system for Atlanta. Coordinated with existing transit and transportation facilities, rapid transit will thus be a part of a total balanced transportation system which will meet immediate travel demands, as well as those anticipated in the future."

"MARTA is beginning now a series of additional studies, consultations and, eventually, public hearings aimed at developing a plan for such a balanced transportation system. In this process we recognize that coordination with the Atlanta Transit System and the State Highway Department and the full cooperation and approval of Metropolitan Atlanta Area governments will be required. Toward this end, copies of the Engineers' report have been given in advance to these agencies," he concluded.

While distribution of the full report is necessarily limited, the 16-page "Special Summary Report" is available to the public. Copies can be picked up at no cost at the MARTA offices, 808 Glenn Building, 120 Marietta Street.

Additional stories on Pages 2, 3 and 4.



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GUEST EDITORIAL

(The following editorial and cartoon on next page appeared in the ATLANTA JOURNAL-CONSTITUTION, Sunday, December 3, 1967, and are reprinted with permission.)

1983-RAPID TRANSIT OR DOUBLE TRAFFIC

There is nothing more maddening for a man than to have 300 horses under his hood and nothing but a half-mile of good road and 300,000 cars between him and where he wants to go.

When Andrew Jackson was President it took him a month to get from the Hermitage in Nashville to his office in Washington. Almost a century and a half of progress later, Atlantans on their way to work make just about that kind of time. And Rhett and Scarlett thought THEY had trouble getting out of town.

The traffic situation in Atlanta, in short, is intolerable, and the number of cars in town is supposed to double by 1983.

The only thing that can save us from devoting half our days to getting back and forth slowly is a new transportation system. The system that can move the most people fastest, and get them in each other's way least, is rapid rail transit.

* * *

A new plan for such a system has been presented by engineers to the Metropolitan Atlanta Rapid Transit Authority, which has been working since 1965 to carry out the mandate by which Metropolitan Atlanta approved rapid transit in 1964.

The plan specifies exactly where the full 65-mile system eventually will go.

The plan includes specifications and aerial photos showing what the new system will be like. It also tells us about how much it will cost—\$479 million, at least, for the first 54 miles. This includes everything that is planned except the line that will go into Cobb County when and if that county's citizenry realizes its value. (Only Cobb, of all the metropolitan counties, elected not to join MARTA.)

* * *

Considerable impetus for the implementation of these plans (as for the travels of Scarlett and Rhett) is expected from the federal government. Some money is also expected from the State of Georgia. But more than half of it will probably have to come from the people of the Metropolitan area.

Sometime next year the people of Fulton and DeKalb Counties, in which the first 21 miles will be laid, will vote on a bond issue to finance that first line, on which travel could begin by 1975.

We not only hope but pray they will approve the issue. Every year construction of the system is delayed means it will cost more. It will be a big job, and won't be finished until 1985.

* * *

It is either do this job, so that we can get to the central station under Broad Street from Brookhaven in 14 minutes, or from Forest Park in 17 minutes, or from Emory in 12—or else learn to tolerate that 1985 traffic, which is going to consist, you remember, of twice as many cars.

"THE SUBWAY IS THE BACKBONE of our transit system. It has given our downtown core the assurance of stability and permanence. Without doubt it has been and will continue to be the catalyst for a whale of a lot of new development and the redevelopment of older, uneconomic areas in our city."

Ralph C. Day, *Toronto Transit Commission Chairman*

"THE DEPARTMENT OF TRANSPORTATION looks at the transit industry as the best means immediately at hand for solving the problem of peak hour commuting and downtown congestion."

—Alan S. Boyd, *Secretary of Transportation*

ROLE OF BUS TO BE STUDIED

"The study of the role of buses in connection with rapid transit is entirely consistent with the philosophy and current programs of the Metropolitan Atlanta Rapid Transit Authority, and we will cooperate fully with the Atlanta Region Metropolitan Planning Commission in the pursuance of such a study," says Henry L. Stuart, MARTA General Manager.

The Atlanta Region Metropolitan Planning Commission on December 11 approved a resolution to "undertake a study to determine the proper and feasible role which surface buses can logically play in an interim, permanent, or combined rail-bus, mass transit system for Metropolitan Atlanta." Such a study had been recommended by the Atlanta Board of Aldermen on December 4.

"As I understand it," Stuart continued, "the study will be 'of sufficient depth' to determine the proper role of the bus in a mass transit system to serve Metropolitan Atlanta. I hope such a study will address itself to all possible uses of the bus in connection with rapid transit and will examine proposals for reserved lanes for buses in expressways; reserved lanes on surface streets; paved lanes on railroad rights-of-way; 'Hy-Rail' buses which can operate on streets and also run on flanged steel wheels on railroad tracks; 'Heli-buses', which can be picked up by large helicopters and flown from one location to another; electric buses on elevated concrete roadways; 'Hover-Craft' air-cushion vehicles; 'Mini-Buses'; and any other applications of buses now in use or under experimentation."

"The results of such a study can be of considerable assistance to MARTA in the determination of a final proposal for a balanced transportation system," Stuart concluded.

Yet to be decided are the cost and scope of the study and who is to perform it.

"UNLESS WE MOVE TO MEET TRANSPORTATION needs on a balanced and comprehensive basis, we will continue to be confronted with such ironies as new aircraft, already in production, capable of flying from New York to Seattle in about the same time it takes a Manhattan taxicab to go crosstown."

—Dr. William J. Ronan, *Chairman, Metropolitan Commuter Transportation Authority (New York).*



ANYONE FOR RAPID TRANSIT ?

RAPID TRANSIT BRIEFS

MARTA DIRECTOR Sanford Atwood has been reappointed by the DeKalb County Commission to a new, four-year term which will begin January 1, 1968. The term of Roy A. Blount, the other director from DeKalb County will expire December 31, 1969.

DEKALB COUNTY COMMISSION at its December 12 meeting adopted a resolution commending "MARTA for its approach to the problems and carrying out the wishes of the people" in the development of a rapid transit proposal. The motion was made by Commissioner Tom Callaway and was adopted unanimously.

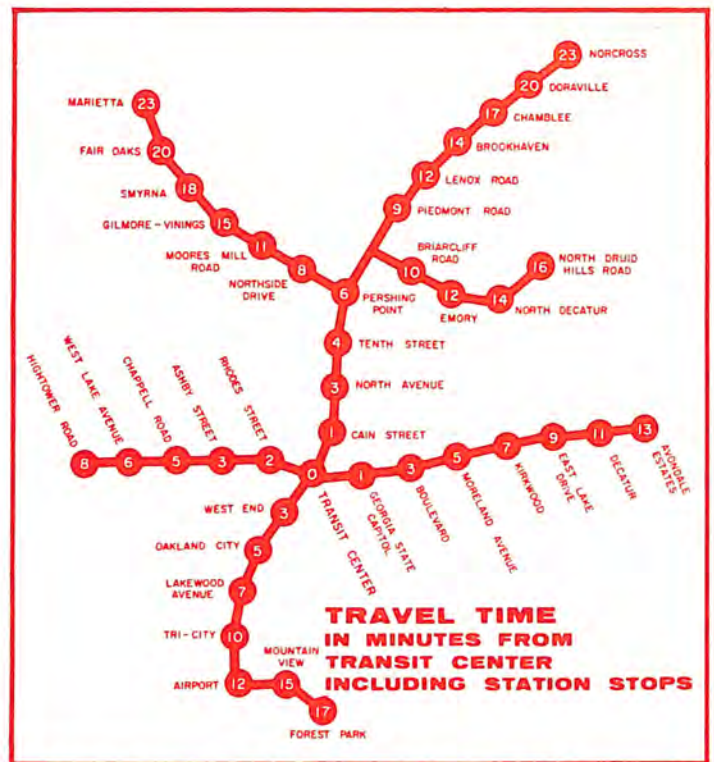
NEW YORK STATE voters overwhelmingly approved a \$2.5 billion transportation bond issue November 7. The vote was 2,743,431 to 1,965,558, or about 3 to 2. As one observer put it, "Governor Nelson Rockefeller has shown that mass transportation is good politics."

A ROME MAN has ordered the first ticket for a rapid transit ride. Following a speech to the Rome Kiwanis Club, MARTA General Manager Henry L. Stuart received a letter from Mr. Dean Covington, a Rome lawyer, asking for the first ticket and enclosing a check for 25 cents. At this point, Stuart hasn't decided whether to deposit the check and open up a new account, or simply to frame the check and hang it on the office wall.

MARTA CHIEF ENGINEER, Earl Nelson, was one of 500 transit experts who attended a one-day Washington conference on "New Approaches to Urban Transportation" on November 29. The conference was sponsored by the U.S. Department of Housing and Urban Development.

A RAPID TRANSIT EXTENSION to O'Hare International Airport was suggested in a consultant's report on needs for virtually doubling the airport's facilities pending the development of a third major airport for the Chicago area. The need for a rapid transit extension to the O'Hare airport was based on anticipations that highway routes would be "saturated" with traffic to that busy location by 1975. The report estimated that additional terminal facilities at O'Hare would cost \$280 million and the rapid transit extension \$60 million.

GENERAL MANAGER STUART was a guest on an opening day of WRNG Radio Atlanta when the Station began its broadcasting operations Monday, December 4. Stuart discussed rapid transit with host, Art Bradley, and answered questions phoned in by the listening audience.



HOW FAST TO DOWNTOWN ?

The map above shows the travel times from the various proposed rapid transit stations to Transit Center near Five Points. This is one of many maps, charts, and tables contained in "A Special Summary Report," a layman's version of the 1967 engineering report released December 3rd. Copies may be picked up at the MARTA offices, 808 Glenn Building.

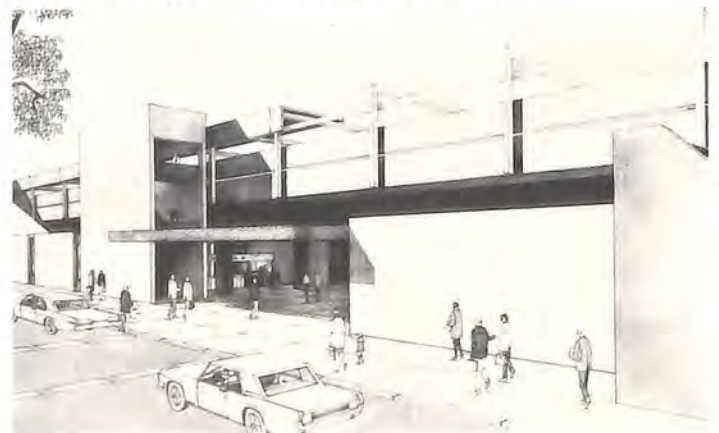
Several architectural sketches show how stations might be constructed in various situations. The picture below is of an embankment station.

The report contains a proposal for a financing plan which would use funds from local, state, and federal sources. The 30-mile basic system could be built, under this plan, for about \$332 million. The proposed plan suggests a combination of \$199 million local funds; \$33 million from the State of Georgia, and \$100 million from federal sources for the basic system.

Assuming the local share would be paid from ad valorem taxes, this would amount to a maximum of 3 mills in Fulton County and 1.6 mills in DeKalb County.

The 52-mile regional system would cost about \$479 million, and would be based on an additional \$100 million or more federal funds, and about 1.5 mills from Clayton and Gwinnett Counties.

The report concludes. "The owner of a \$20,000 home, for example, in 1978 would pay \$18.00 more if his home was in Fulton County and \$9.60 if his property was in DeKalb County. Such costs—no more than 35 cents per week and less in non-peak years—make rapid transit a good investment."



MARTAnswers

QUESTION: How does the 1967 report differ from the 1962 report?

ANSWER: Many significant changes in population, employment, housing and traffic have occurred in the Metropolitan Atlanta area since the 1962 rapid transit report was completed. Comparison of the new planning report with that published in 1962 reveals how the amended rapid transit plan directly reflects changes in the Atlanta region which have occurred in the same period of time. The revisions in the rapid transit plan include:

Rearrangement of lines to make Pershing Point the northern terminus of the central distribution line, providing a Central Line station adjoining Atlanta's new Memorial Center.

Relocation of Transit Center Station to the south side of the "gulch" opposite the new First National Bank Building to better allow for planned utilization of railroad air rights.

Addition of a new station on the East Line to serve the State Capitol area and the mushrooming campus of Georgia State College.

Extension of subway along the entire Central Line from Broad Street at Garnett Street on the south to Interstate 85 north of Pershing Point.

Relocation of the South Line between East Point and Mountain View to provide direct service to the proposed new airport terminal complex.

Introduction of numerous changes to improve station access, to assure a harmonious relationship between stations and the surrounding areas, and to impose higher standards of operation and comfort.

QUESTION: Is the 1967 plan the official plan of how the system will actually be built?

ANSWER: No. The 1967 report simply brings up to date the system proposed in 1962. It does not include, for example, extensions on the East and West lines to I-285; these extensions are part of a preliminary engineering work now under way under a separate contract. The new 1967 plan will be modified considerably before a plan is developed to present to the public. Then, a series of public meetings and formal public hearings will be held, at which the public will be able to express their opinions of the plans and to submit their ideas. After these meetings and hearings are concluded, the ideas and comments will be evaluated, and the Board of Directors will then make final decisions and develop a final plan and program. This final plan and program will then be submitted to the voters who will ultimately decide whether rapid transit will be built.

QUESTION: When will the referendum be held?

ANSWER: No final decision has been made, but MARTA planning at this point is looking toward a referendum in November 1968.

Given a successful referendum in 1968, first rapid transit service could begin in 1974, with the entire 30-mile basic system in operation in 1975 or 1976.

—Henry L. Stuart, MARTA General Manager

MARTACTION

At its December meeting the MARTA Board of Directors approved a budget and work program of \$1.5 million for 1968. A more detailed explanation and breakdown of the \$750,000 element for the preliminary design of the transit center was requested, and the budget was adopted subject to a satisfactory review of this item.

In other action the Board of Directors authorized the General Manager to sign the contracts between MARTA and the State Department of Industry and Trade concerning the use of the state's appropriation of \$500,000 for rapid transit; and reappointed Arthur Andersen Company as auditor for 1968.

The Directors tentatively set the date for the next meeting for January 5 subject to confirmation by letter. The Board meeting will be held in Room 619, Glenn Building, 120 Marietta Street, N.W., Atlanta.

ELSEWHERE...

BILLION DOLLAR PLANS for a rapid transit system are being developed for Seattle, Los Angeles, and Washington, D.C. A Seattle study calls for a 45-mile system at an eventual cost of \$1.5 billion to build. Los Angeles has a preliminary report calling for a 62-mile system priced at \$1.5 billion. And Washington, D.C. is now building a 25-mile system, proposing that it eventually be 95.3 miles with an eventual cost for the total system of \$2.3 billion. In addition, the \$1.2 billion San Francisco system is now under construction.

MEXICO CITY is well under way in construction of its new subway system. Plans call for all 22 miles of its 3 lines to be in operation by 1970.

A NEW TYPE RAIL-BUS was demonstrated by Red Arrow Lines on the Philadelphia and Western Railway between Bryn Mawr and Bridgeport. The 49-seat diesel-powered bus has been equipped with retractable steel wheels for travel on railways as well as highways. Merritt H. Taylor, Jr., President of the Philadelphia Suburban Transportation Company, the parent firm of Red Arrow, said that if the bus tests out as expected, they will be used to replace the company's 50 trolleys and trains operating in Delaware and Montgomery counties.



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

808 GLENN BLDG. · 120 MARIETTA ST., N.W. · ATLANTA, GEORGIA 30303
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DECEMBER 1967, VOLUME 2, NO. 12

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Rapid Transit*

CITY OF ATLANTA

OFFICE OF COMPTROLLER
CITY HALL

Atlanta, Georgia 30303

December 5, 1967

CHARLES L. DAVIS
COMPTROLLER

EDGAR A. VAUGHN, JR.
DEPUTY COMPTROLLER

MEMORANDUM

TO: Mr. R. Earl Landers

FROM: Charles L. Davis *CLD*

I am enclosing a copy of a draft report made by Mr. Phil Hammer for Rapid Transit under date of July 19, 1967, as well as a copy of a revised report made under date of July 31, 1967.

I have had several conferences with Mr. Hammer; and in his original report, he was proposing to charge the citizens of Atlanta 2 mills at the very outset for Rapid Transit and increasing to 3 mills by 1971. By a like token, he also proposed to charge DeKalb County 2 mills in 1969 and increasing to a high of 2.8 mills in 1971, then descending for the remainder of the life of the bonds. In the case of Fulton County, he was proposing to charge 1 mill at the very outset and increasing to a high of 1.9 mills in 1971, then decreasing for the remaining life of the bonds. Mr. Hammer stated that this allocation would take into consideration such things as the ability of a government to pay the increase in tax digest of an area as the result of Rapid Transit and other factors.

In our discussion, I pointed out that this was not a true yardstick, and I felt the millage should apply county-wide; and in the future if this could be accomplished, this would not be a hindrance to us and others in annexing other areas.

In his revised report, Mr. Hammer is proposing a county-wide levy, which can be found on Page 43, of 1 mill for DeKalb County and 1.5 mills for Fulton County. These will increase in 1975 to 3 mills in Fulton County and 1.6 mills in DeKalb County.

I have also noticed in the paper recently that Rapid Transit is proposing to amend the Transit Act by some eighteen points. Some of these points I am in full agreement with; such as, clarification between the maximum amount of dollars approved in the referendum and the millage rate that will be needed to raise the necessary funds. There are other points I think should be further pursued, particularly those relating to the investment of Rapid Transit funds and perhaps the right of eminent domain. It seems as if this has been a very hot point ever since the Rapid Transit Act was enacted.