



# RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

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

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## HOUSE APPROVES FIRST STATE MONEY FOR MARTA

The first state financial aid for rapid transit was approved by the House of Representatives Monday, Feb. 20, as the House passed and sent to the Senate the Appropriations bill for 1968-69. The Appropriations Bill allocates to MARTA \$250,000 during each year of the biennium (Fiscal 1968, 69), or a total of \$500,000. The state grant, when finally approved, will be used as "matching funds" for \$2 million in federal funds. The two grants will enable MARTA to begin some detail design and acquisition of some right-of-way necessary to preserve the route alignments.

The state funds were included in the budget prepared by then-Governor Carl Sanders, and in the official budget submitted by Gov. Lester Maddox. A Constitutional amendment approved in the 1968 General Election allows the state to pay up to "10 percent of the total cost" of the rapid transit system.

The House Appropriations Committee, with Rep. James H. "Sloppy" Floyd as chairman, conducted hearings for three weeks on the budget requests, with MARTA representatives appearing Feb. 8. Representing the Metropolitan Atlanta Rapid Transit Authority were Henry L. Stuart, General Manager; John Coil, Resident Manager, Parsons Brinckerhoff-Tudor-Bechtel; Stell Huie, MARTA Counsel; Glenn

Bennett, Secretary of the MARTA Board and Executive Director, Atlanta Region Metropolitan Planning Commission; and King Elliott, MARTA Public Information Director.

Stuart discussed the creation of MARTA, the early and current work done on rapid transit, and the revision of the 1962 plan which is now under way. Stuart noted that local financial support has been excellent, and that all requests made for federal funds thus far have been approved. "Through 1967 we will have spent or committed \$1.5 million to the project," he added, "and with federal funds committed, state aid for the first time, and the federal funds we anticipate getting, the total funded project will be about \$5 million." "This will bring us right up to the detail design stage, and to a time of decision on the proper methods of financing the construction of the system," Stuart said.

John Coil, PBTB, outlined current work under way in preliminary engineering, soil-tests, revision of the 1962 plan, and in other areas of work.

Following the presentations of Stuart and Coil, members of the committee asked a number of questions; the more pertinent questions and the MARTA answers are found on page 2 and 3.



Rep. James H. "Sloppy" Floyd, Chairman, presides over meeting of House Appropriations Committee (center back), with Vice Chairman Colquitt H. Odom at his left, and Secretary William J. Wiggins;



man in foreground is Rep. Jones Lane, a member of the committee. Legislators listen carefully as answers are given to questions put to those appearing before the House Appropriations Committee.

## 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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## "RAPID TRANSIT MUST HAVE TOP PRIORITY!"

"The development of a rapid transit system is an absolute 'must,' and it must have a top priority if we are to solve, effectively and permanently, our transportation problems," said Mitchell C. Bishop, College Park businessman and Fulton County member of the MARTA Board. Bishop, a former Director of the Division of Traffic and Safety of the State Highway Department, stated that "while we have made valiant efforts to solve our traffic problems, so far we have only been nibbling at the edges and making piecemeal attacks on our dilemma!"



Mitchell C. Bishop

"Looking at the situation from an engineering standpoint," he continued, "a completed and operating rapid transit system is the framework around which we can build all other solutions to the problem of efficient and safe transportation inside this great Metropolitan Atlanta area. With rapid transit transporting 250,000 to 300,000 persons, mostly commuters, every working day, our streets, highways, and expressways will be able to accommodate vehicular traffic and to move that traffic more efficiently."

"Another interesting effect rapid transit will have and indeed is already having," said Bishop, "is a unifying effect on all the people of the state. All across the state people now refer to Atlanta as the home of 'our Braves' and 'our Falcons'; and they take great pride in the fact that these teams belong to all Georgians. In a similar way, rapid transit will serve not only the people in its immediate area, but will benefit all Georgia because of the improvement in ease of transportation and speed and economy of travel into and out of our capital city."

"I believe rapid transit will have a tremendous effect on all of Georgia as well as this area," Bishop concluded.

## IRT CONVENTION PLANS

Plans for the upcoming Atlanta Convention of the Institute for Rapid Transit are beginning to take shape. The convention, to be held at the Atlanta Marriott Motor Hotel May 24-26, will feature full audience participation in special study sessions, according to George L. DeMent, President of IRT.

"We are planning another stimulating program that should be of great interest not only to IRT members, but also to many other persons concerned with metropolitan transportation and planning problems of our growing cities and urban areas," said DeMent, who is Chairman of Chicago Transit Board:



George L. DeMent



David Q. Gaul

"In addition to our IRT members, we wish to extend an early invitation to all persons working in the related fields of metropolitan planning, transportation, and government to join us in Atlanta for three days of challenging workshop-study sessions," said DeMent.

"Nationally prominent experts in the urban transportation field will present case studies which workshop participants will analyze. The findings by the participants then will be reviewed in critiques."

David Q. Gaul, Executive Secretary of the IRT, says that "plans for the system proposed for Metropolitan Atlanta will also be discussed at the convention, which will highlight the tremendous resurgence of interest in and development of rapid transit in this country and Canada."

## LEGISLATORS'

(Members of the House Appropriations Committee had a number of questions for MARTA representatives on how State aid would be used; the following are typical questions and answers from the meeting.)

JAMES H. "SLOPPY" FLOYD, Chairman, House Appropriations Committee: *What do you estimate the total cost of the rapid transit system?*

HENRY L. STUART, MARTA General Manager: The rapid transit system that we envision to be operational in the middle of the 1980's will cost in the neighborhood of 450 million dollars. By the middle of 1970's we will have an operational system incomplete, and it will have cost approximately 350 million dollars. As Mr. Coil mentioned, these estimates are now in preparation in this order of magnitude.

FLOYD: *Let me ask you this. Do the citizens in this area have to vote on some bonds?*

STUART: If a tax levy is required that will raise the property taxes, referenda must be held.

FLOYD: *What if the citizens of this area defeat the bond? How will the State get their money back?*

STUART: Such of the money as has been spent for design purposes will not be recoverable; such of it as is in real estate will be recoverable depending upon the value of the property.

FLOYD: *What rate of interest do you think you will have to pay on 450 million?*

STUART: Our financial advisors are basing their plans on 4 and



## SNOW JAMS TRAFFIC—RAPID TRANSIT RUNS

On January 26 and 27, more than 23 inches of snow fell in Chicago, clogging the streets and freeways with stalled vehicles. Estimates vary, but the consensus is that more than 15,000 cars and trucks and 600 busses were stuck. While the street traffic was stalled, the rapid transit lines and commuter railroads kept running. "From all reports, the only reliable way of getting around the city was the elevated-subway system," Associated Press reported.

An editorial in "RAILWAY AGE" noted, "When nothing else could move in Chicago, the railroads and the Chicago Transit Authority rapid-transit lines moved. If ever there was evidence

of rail-transit's ability to combat overwhelming obstacles, if ever there was proof of the railroads' ability to do the job and damn the odds, Chicago was it. . . . All the CTA rapid-transit lines did was to provide in-city residents with dependable transportation while the freeways froze and hundreds of busses and thousands of cars wallowed around and foundered. . . . To thousands upon thousands of grateful people, it was enough."

Snowfalls in the Metropolitan Atlanta area are usually no more than two or three inches, but street traffic usually becomes virtually impossible. The advent of rapid transit will make travel possible even in ice and snow conditions.

## QUESTIONS AND MARTA'S ANSWERS...

a quarter percent.

FLOYD: *Over a period of how many years?*

STUART: 30 Years tax free municipals.

FLOYD: *So after paying principal and interest you would pay about 900 million dollars?*

STUART: Yes sir, based on a \$450 million bond issue.

FLOYD: *Now who is going to actually own this rapid transit system?*

STUART: The MARTA Act of 1965 provides that the title to the real estate and the rolling stock is vested in the Transit Authority which is an arm of the State.

FLOYD: *There's a rumor going around that when this thing is built the bus line might end up owning all this. Is that true?*

STUART: I cannot see that at all. There is no provision in the Act for that and there is no plan for it.

WILSON B. WILKES, State Budget Officer: *I just wanted to ask Mr. Stuart about \$250,000 each year that you requested or that's been recommended for mass rapid transit. Do you plan to use this and go ahead and start buying right of way?*

STUART: Certain necessary right of way that is necessary to protect our alignments.

WILKES: *The building of a transit system itself is going to require additional tax levy, and that additional tax levy is going to require a bond election?*

STUART: Yes sir.

WILKES: *So actually you will acquire property before you do*

*the other.*

STUART: Yes sir.

RODNEY M. COOK, Member, House Appropriations Committee: *Will you explain to the Committee why you feel it is necessary to purchase some of these parcels of land now?*

STUART: Yes, for example in Sunday's paper there was an announcement that the International Brotherhood of Electrical Workers have put together a parcel of land near the stadium for a new office building. This office building is squarely astride a piece of property we were studying as a possible route to the South and is going to cause us untold expense to re-engineer that South route. We must have a way to stop this, and the best way is to put up or shut up.

COOK: *Is not also one of the reasons you had to re-engineer because of the Life of Georgia was built on one of your routes?*

STUART: Yes, the Life of Georgia Building at North Avenue and West Peachtree is an example of the same thing again.

(In answer to a question from a reporter later, Stuart amplified his comments on the total cost figure of "\$900 million including principal and interest" as used during the committee hearing.)

STUART: One possibility on financing breaks down this way: if we get the maximum federal funds of 60%, and the maximum state funds of 10%, this is 70% of the total construction cost. This would leave 30%, or only about \$110 million on which interest might be paid. These proportions are possible under existing state and federal legislation.



Members of the legislative delegations from MARTA counties breakfast with members of the MARTA Board of Directors and staff at Marriott Jan. 24. Some 17 members of the House and 7 members of the Senate heard MARTA officials discuss plans and progress in the development of the rapid transit system proposed for Metropolitan Atlanta. In the picture, Henry L. Stuart, MARTA General Manager, is responding to a question from a legislator. Board Chairman Richard H. Rich presided at the breakfast meeting.



Henry L. Stuart, MARTA General Manager (left), and Congressman Fletcher Thompson, U. S. Representative from Georgia's Fifth District, discuss some of the proposed rapid transit lines currently under study by engineering consultants. Rep. Thompson, visiting in MARTA offices Feb. 10, said that the U. S. agencies in Washington he has talked to appear to have a high regard for the work being done by the Metropolitan Atlanta Rapid Transit Authority.

**MARTA ACTION:** At the February meeting, the Board of Directors ratified the contracts signed by Henry L. Stuart Feb. 2; one contract defined the scope of the work to be done with the \$369,333 grant from the U.S. Department of Housing and Urban Development; the other contract authorized PBTB engineers to start the work immediately.

Jeff Wingfield, Planning Director, Atlanta Region Metropolitan Planning Commission, outlined the need for strong overall plans for downtown Atlanta, and the part rapid transit could play in implementing such a plan.

Collier B. Gladin, City of Atlanta Planning Director, discussed progress in the Community Improvement Plan project and work being done to set up a Model Cities Program. Referring to the impact rapid transit will have, he urged continued close coordination of plans and efforts to achieve orderly development of the great potential of Atlanta.

The next meeting of the MARTA Board of Directors will be Tuesday, March 7, 3:30 p.m., in Conference Room 619, the Glenn Building, 120 Marietta St., N. W.



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