

THE ATLANTA
REGIONAL RAILROADS IN THE
RAPID TRANSIT PICTURE

last

Back in February of ~~this~~ year, I presented to the Georgia Architects and Engineering Society a concept that I had long been interested in, that proposed to bring the railroads serving Atlanta so well for the past century, back into the picture of providing regional transit and commuter service, by providing a climate that would remove the economic handicaps that had progressively forced them out of the field they are so eminently fitted to handle---the hauling of large numbers of people, economically, and efficiently. thus

The age of the personal automobile provided (more flexible and enjoyable means of transportation (remember this word enjoyable) than the smokey, dirty, off schedule trains of the past) making the personal auto preferred, even for the long haul. Then the airplane, delivered the coupe de grace, ~~took~~ the railroads, today being almost out of the passenger business entirely. and

When I talked of using the railroads for our rapid transit I presume there were many who wondered why I looked to this means of solving our rapid transit, delima.

This is brought about by several factors:

First: The booming use of the personal car has begun to boomerang and is defeating its own ends. There are not enough highways, expressways to handle the volume of cars wanting to use them, bringing about monumental traffic jams, air pollution, and parking problems, etc therefore the average commuter is now looking for a better answer to his desire to live out, yet not have to pay so heavily in precious time, frustration, and health. He is asking if possibly there isn't a better way.

Second: The Government is beginning to face up to the fact that every expressway worthy of the name takes so much of the city away, that economically it becomes more and more impossible to consider.

true

Third: It is in most cities, and certainly is in Atlanta, that the right of way that the railroads have are very advantageously located to best serve as rapid transit routes, and serve the various sections of the city, and this without causing the disruption or loss of a single bit of the existing city.

I, thus propose that we look to the railroads again, and see what they offer if anything.

So:

First, they move masses of people, better than any other means, and have for a century. Having done this, they have much that it takes, such as trained personnel, management ability, construction ability and equipment, operation, and maintenance moxy.

Second: The railroads started so far back that the cities were not here, but rather the cities grew along the railroads. If these right of ways are now put to this new use vast portions of the city will not have to be sacrificed to acquire expressway right-of-way, and with stops suitably located, feeder bus lines can radiate out into the neighborhoods from these stops, over the existing streets, and not have to be routed down town as now to congest the downtown streets as is now done. to

Third: The railroads are inter-city, going on, and on beyond the limited range that M.A.R.T.A. could serve. This means that our outlying cities and towns become satellite cities, and open spaces become available for NEW CITIES, industrial complexes, and office parks, and by reaching out to cities like Gainesville, Athens, Monroe, Covington, Jonesboro, Griffin, Newnan, and Cartersville, it becomes a state responsibility, and the state can legitimately participate in its funding and contribute services of the highway department, and other state agencies. This is needed to take care of grade separation, provide access roads to the stations, and parking at the stations, and other services and implementation acts. In return the successful operation of this leapfrogging operation will lessen the need for new expressways, thus reducing the expansion needs for expressways.

Fourth: It has been shown that experience in handling trains as demonstrated over the years by the railroads, is a most valuable phase of railroading, and the existing, trained personell is a most valuable asset that the railroads have to offer.

Fifth: The management and technology of running a transportation system is incomprehensible to most, but is extremely important and NECESSARY. The existing trained technical and managerial resivor that the railroads already have is trully priceless. The know how forecc for construction, operation, and upkeep of Facilities is truly hard to come by. The railroads have it already, ready.

I do not propose, nor do I recomend for a new Metropolitan System to take over the railroads right of way and install tracks, stations, rolling stock, etc., and organize and operate a rapid transitsystem.

I am proposing for the railroads to be substedized to the extent that their facilities can be updated, with new or supplement track as needed modern trains or cars, computerized scheduling and controlls, then under suitable controlls leave the operation to the railroads own operation staff. I further propose that they be guaranteed a satisfactory earning on the investment, and operation by an anual supplementary earning supplement, if rates cannot be set that will show the necessary earnings. This will be required becaused rapid transit will not attract the patronage if it is ecomonically unattractive to the user, therefore a subsidy most likely will be necessary.

I also propos that the present city transit company operate the feeder bus service with the existing and augemented equipment, and that the city transit and railroad fares be kept as low as necessary to meet the competition of the personal vehicle, by substedizing the earnings if necessary.

I propose that the capitol improvements needed be provided by Federal and Metro Bond grants, and by highway aide in the provision of grade separations where necessary, and access roads to the railroad stations and paving the needed all day parking lots at the stations.

I suggest that funds to cover these substedies might be raised in various ways, such as to have the Bureau of Public Roads permit an exit toll to be charged to leave the expressways between certain sections. This will serve two purposes. First it is to raise the needed subsidy and bond revenue funds, and to also discourage use of the private cars to get into the congested down town areas, and in turn encourage use of the rapid transit, and city transit. Also for the same reasons, require that a tax be imposed on all parking down town, hopefully believing that both revenue that is needed, and that ecomonic deterrent to use of the private vehicle would stimulate use of the transit facilities.

Another gainful development to the railroad operation of the rapid transit, would be the planned dual airport for Atlanta.

When the two airports are in operation, the interchange of passengers will become a major problem, and to throw this load onto the expressways will be intolerable. Yet that is about all that can be done, as helicopters and short hop planes are too risky, and impractical. But if there are railroad facilities between these two airports, shuttle trains can handle the loads. As of now there is a possible rail facility available for the present airport, and if the new airport is located so that a few miles of track from the nearby railroad is possible then the railroad is the way to handle it by using shuttle trains for passengers and baggage. Furthermore if this second airport is located north or east of Atlanta, a downtown Central Air Terminal can be created, as the State now controls the air rights over the railroads, right where the railroad transit center would be. This area could become a large parking facility to handle the central terminal needs, and with airpassengers being picked up from the down town terminal and hauled by train to the embarkation port, a reduction of the terminal facilities could be made at these points. to the benefit of the public, the air lines and the communities. Also by this set up the railroads, being regional rapid transit facilities, could thus become feeders for the air lines from the outlying cities on the lines.

It seems that with all this to start with, a definate demand and effort should be made to endeavour to implement something that has so much merit.

However, the way things are moving, this cannot be dallied with. Critical decisions must be made without any delay. Some grant funds are even now available, and possibly by the end of the winter large participation by the Federal Government will become available, that will be eagerly sought by rival cities, and rival groups right here in our own city. Much has to be accomplished, as of now the railroads have no program to participate in this. They must be either sold or or compelled to participate. Our rival, grandiose MARTA scheme must be replaced by this or this incorporated into its picture. The Federal Government must be sold, however it seems that this will not be too hard, for much has recently been discussed in Washington to give the railroads a subsidy break such as the airlines and expressway now are receiving.

I have just been coaching, I want to have you get us a quarterback and a team of experts who can now take the ball and score. I am not trying to create any job or work for my company. It is out of my technical qualifications, and I don't care who takes it on if it is pushed as it should be. If MARTA will take it on and push it, fine, or Voreese, or Mingledorf, or someone capable but not already too committed to be handicapped with it.

As I said in the beginning, I asked for this opportunity to talk to you about this, because I need your help, or rather we need your help. We have made a lot of contacts. I have been corresponding with Mr. Volpe the Secretary of Transportation in Washington, and have a lot of literature furnished from his office. He wants grassroot help with congress, to get the funds for the program they are working on. It needs our Congressmen, and Senators support; It needs our legislature support. I already have the Governors hearty support. We have the support of the air lines for the Central Terminal idea, and train for transferring passengers. We have the indorsement of the Atlanta Transit Company. We do not have the backing of M.A.R.T.A., but do have their strong resistance, for it is undermining their plan, and we want to either stop them, or have them accept this modification. You are a very representative cross section of our community, and if what I have proposed to you makes sense, there are those among you who can reach some that need to be met, your help is wanted, and I beg of you to become really involved, with our State, County, and City governments, not just Atlanta, but Decatur, Marietta, Hapeville, College Park East Point, Jonesboro, Chamblee, Doraville, etc.

Thank yo so much ~~xxxx~~ for having heard me thru. I hope it has hit home. If there are any questions, I will be happy to try to answer them.

Office of the Mayor

ATLANTA, GEORGIA
PHONE 522-4463

Linda Price

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Copy (i)

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Office of the Mayor

ATLANTA, GEORGIA
PHONE 522-4463

Linda Price

Handwritten notes in cursive script, including the words "Linda Price" and "Linda Price" written multiple times in various orientations and styles.

Office of the Mayor

ATLANTA, GEORGIA
PHONE 522-4463

Linda Price

1000
200
2

Office of the Mayor

ATLANTA, GEORGIA

PHONE JA. 2-4463

Ivan Allen, Jr., Mayor

688-4467

NOVA B

587 University Place NW

30314

Office of the Mayor

ATLANTA, GEORGIA

ROUTE SLIP

TO: Mayor Allen

FROM: Dan E. Sweat, Jr.

- For your information
- Please refer to the attached correspondence and make the necessary reply.
- Advise me the status of the attached.

did you see
this ?

Dan

Memo

DATE

From GEORGE BERRY

To _____

*Put in
MARTA file.*

THE GEORGIA ENGINEER

MARCH
1969

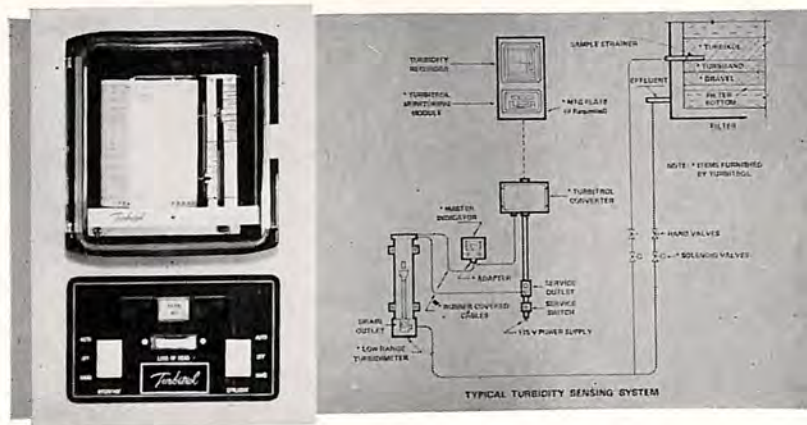
*Serving Architectural, Engineering and Scientific
Interests in the State of Georgia*

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From The Editor's Desk

The programs at our weekly luncheon meetings continue to be excellent. Next month, we'll have some photos of the Science Congress winners as they present their achievements to the Society.

This month we report on perhaps the "sleeper" program of the year — the one that really made a lot of members say, "Why couldn't it be done that way?" There may be several good reasons why Norman Stambaugh's plan for a railroad oriented rapid transit won't work, and we publish his paper so those who know will know we want to hear those reasons. That paper begins on page 22.

Keep the last weekend in May open for our Annual Summer Outing. The Committee is already hard at work, and details will be forthcoming.

Stewart Huey, Editor

QUOTES WE LIKE

"A real friend never gets in your way . . .

. . . Unless you happen to be on the way down."

—ANON.

RAPID TRANSIT NOW — ANOTHER LOOK

by Norman Stambaugh

Back in 1952, I became interested and made some studies to show that the railroads had a natural facility to start a Rapid Transit system for Atlanta, but I couldn't arouse much interest. The railroad said they didn't want any part of it, because of feather bedding and union domination they couldn't make it pay. Then our expressway came along and it looked as though we at last had the answer. But our first expressway wasn't finished before it became apparent we had created another monster that we could not seem to control.

Yes, these expressways move a lot of vehicles, but at a slower, and slower, and more exasperating pace. To expand, these are gutting our cities, and soon there will be nothing left but expressways and parking lots, with the people and facilities they should serve moving away and leaving them to die if nothing succeeds in solving the problem.

It is not hard to see that mass movement of people, and doing away with much of the need for movement would do much to correct this, but means for satisfactory mass movement and intelligent long range planning is not yet realistic.

Why we are where we are, and as we are, is important. Some say Atlanta developed from cow paths—but this is not true. Atlanta did grow from paths or trails that the early inhabitants created and used. It was the conflux of such travel as existed then, and still is the Conflux of today's travel by rail - auto - truck - air - and foreseeably by water.

Even when railroads were very new, they reached out from the ports and factories toward a conflux or junction, where East, South, West and North met, and exchanged their resources, and so Atlanta grew. Since it was primitive, it grew along these arteries, and so Atlanta today, and its outlying towns, are largely developed along the railroads, and this is tremendously important. This is why I am concerned. They didn't put the railroads thru Atlanta—At-

lanta developed along the railroad. Thus railroads are here now—open, flowing arteries. To use them to their real capacity is mandatory. Why deface our city when it is not necessary—let's use what we have!

Look at the accompanying map — can you show us a better place to put our rapid transit—that is, mass rapid transit?

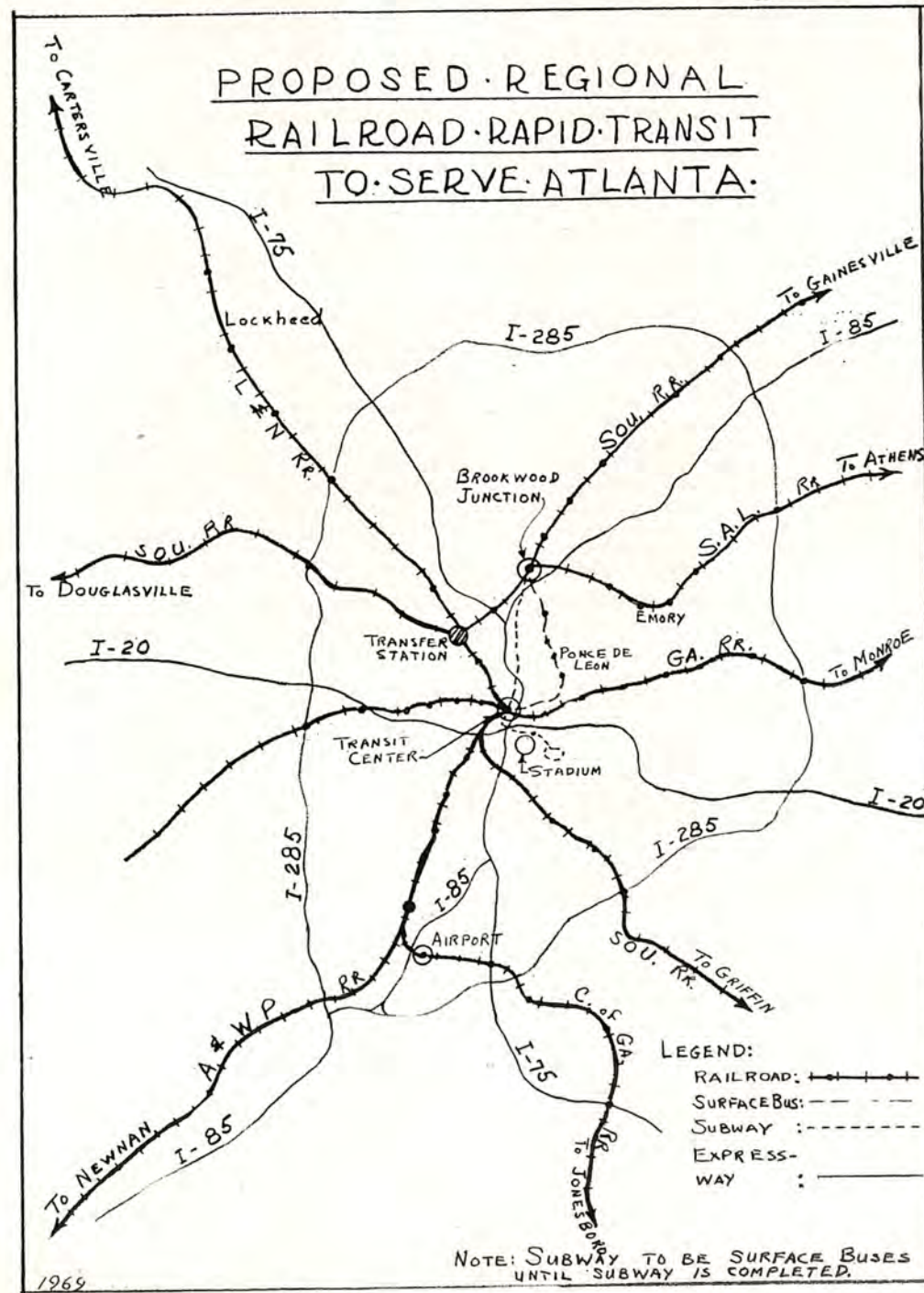
An auto is a selfish thing—"I will ride it alone, or my family will ride it, thus I will occupy the highway, and you be damned. If I want to go slow—I will. If I want to speed and jump lanes, I will, etc. etc. We cannot solve our transit needs by your's or my auto in a metropolitan environment. But if you could conveniently use your car to get to a place where you would be able to whisk, in minutes, near to where you want to go, your car would be a help. With your car and rapid transit together, a solution to our dilemma is found, for we will keep the autos off of our downtown streets, leaving surface buses, routed to radiate out from the transit stops more speedily and efficiently.

Parking lots could become sites for buildings, factories, and stores. Better still, congested city dwelling would not be necessary, but people could move out to satellite towns instead.

I now want to become specific. Look at the black lines on the map? They are railroad right of ways! Note that these railroads do not end at Doraville, College Park, Decatur, or the Airport as does the MARTA plan, but they go on to Buford, and Gainesville, Palmetto, or Newnan, Jonesboro or Griffin, Decatur or Covington, Emory or Athens.

This brings me to what I am really offering, or visualizing. Instead of a very expensive system, as proposed by MARTA, going through already densely developed sections, I propose that the railroads be developed to handle the rapid transit, not just from Lenox or Decatur, or Hightower Road,

(Continued on Page 27)



This sketch illustrates the suggestions made in Norman Stambaugh's article, "Rapid Transit Now—Another Look."

CONT

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Another Look at Rapid Transit—Con't.

but from farther out, as expansion needs call for.

There are reasons why this is very good. If no more is provided than MARTA has proposed, nothing more than a glut of high rise apartments will develop, and the chance for home ownership, on a decent plot of land will disappear. If industry is served by MARTA's proposed transit, residential areas must disappear and then the city will become less and less useful.

On the other hand, if rapid transit is provided from the smaller satellite cities, then family living in healthful open space is possible, where schools, community centers, and typical American living is possible. Also, along these railroads are the logical industrial sites, and with rapid transit provided from the population centers, workers can reach their job without the nerve racking traffic problems now faced by all who work in large plants.

This is but a rough generalization of what I am proposing. But, you say, even "MARTA" planned to make use of the railroads, where are you so different?

Specifically, I am proposing what has been done in Philadelphia and what is being proposed in the Cincinnati, Dayton area, and in others recently heard from—that is let the railroads, who have the vital right-of-way, know how, track building equipment, and trained crew handle the development and operations of the rapid transit facilities. But you say, "You just said the railroads want no part of it." That was back in 1952, and today, if they would not have to invest their capital to do this job, but be subsidized to the extent that they could derive reasonable income on their investment, they would.

This is the crux. I propose that the State — possibly through the Highway Department — subsidize the capital improvements needed and guarantee the annual reasonable income for this. It is believed by some that this would be far cheaper than to acquire the right-of-way, equipment, and operation of the proposed project that MARTA planned. In fact, it is considered possible

that the interest on the bonds that would be required by MARTA would care for the subsidy. Why should the State pick up this tab? Because it will help the entire State. It will mean everything to the satellite cities. It will also mean that instead of the State having to build extra expressways, the rapid transit will reduce the growing load on the expressways and eliminate some new ones. Of course, something would have to be worked out to provide these funds to the Highway. Some suggestions are that the Federal Government might make grants to cover capital costs, such as it is doing for the Airports and trucking industry.

When the actual interurban rapid transit is taken care of by the railroads, who are most qualified, and with fewer private vehicles on the street, the present city transit system should be revamped to provide better routes out from the rapid transit stops, and avoid lines converging into the downtown area as now. The city-transit should also remain in the hands of its private operating company; but to maintain low cost transportation it will be necessary for both Rapid Transit, and street transit to be subsidized. However, low fares alone will not make the overall transit system work—other vital ingredients will be necessary, such as conveniences, speed, parking, and access roads must be provided to get to the stop. It means that modern electronic safety and schedule control must be provided.

Best of all, this could start taking place this year if the legislature could act, and the working arrangements be set up, whereas if we wait for MARTA, perhaps Atlanta will be so fouled up that it will not matter anyhow.

I for one want a Rapid Transit, but to be Regional, and not MARTA. I was glad the Governor scotched the MARTA plan. I have reason to believe he will go for this Regional Plan. The State can participate on a regional plan, but would find it hard to go along on MARTA.

I hope I have been able to start something—that more able politicians, and engineers take this up and put it over. It is what we need. It will do the trick and can be done decades before anything else could.

THE INTERIM STUDY COMMISSION
OF THE METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
GLENN BLDG., ATLANTA, GA. 30303

January 11, 1966

Earl will serve

Earl

*What do you want
to do on this
②*

Hon. Ivan Allen, Jr.
Mayor of Atlanta
City Hall
Atlanta, Georgia 30303

Dear Ivan:

You will recall that at the organization meeting of the Metropolitan Atlanta Rapid Transit Authority the Chairman, Mr. Rich, stated that he was appointing a Finance Committee to meet with financial advisors of each of the participating governments.

I would be grateful if you would send me the name of the official whom you are appointing to this position.

Yours very sincerely,



Glenn E. Bennett
Secretary

GEB:rc

cc: Mr. Richard H. Rich
Chairman

** How about
Ereutt Miller ?*

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	2,000.00	1,595.84
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-

GEORGIA MUNICIPAL ASSOCIATION



CITY COMMISSIONER J. STEVE KNIGHT, *President*
COLUMBUS
MAYOR MALCOLM R. MACLEAN, *First Vice President*
SAVANNAH
MAYOR JOHN L. CROMARTIE, *Second Vice President*
GAINESVILLE
W. ELMER GEORGE, *Executive Director*

406 FULTON FEDERAL BUILDING / ATLANTA, GEORGIA 30303 / TELEPHONE 255-0424

June 27, 1966

ACTIVE PAST PRESIDENTS

CITY COMMISSIONER JOHN E. YARBROUGH
IMMEDIATE PAST PRESIDENT
ROME, GA.

MAYOR RANDOLPH MEDLOCK
STONE MOUNTAIN, GA.

MAYOR W. B. WITHERS
MOULTRIE, GA.

CITY COMMISSIONER CARL E. PRUETT
GRIFFIN, GA.

MAYOR B. F. MERRITT, JR.
MACON, GA.

FIRST DISTRICT

PRESIDENT
MAYOR JACK A. LEROY
AILEY

DIRECTOR
MAYOR J. W. SNELL
WRIGHTSVILLE

SECOND DISTRICT

PRESIDENT
MAYOR W. P. HENRY
PELHAM

DIRECTOR
COUNCILMAN J. C. MINTER
CAIRO

THIRD DISTRICT

PRESIDENT
RICHARD B. RAY
PERRY

DIRECTOR
MAYOR O. E. WHITE
PINE MOUNTAIN

FOURTH DISTRICT

PRESIDENT
COUNCILMAN LINTON BROOME
DORAVILLE

DIRECTOR
COUNCILMAN CLYDE J. HICKS
CONYERS

FIFTH DISTRICT

PRESIDENT
MAYOR AUBREY E. GREENWAY
ROSWELL

DIRECTOR
ALDERMAN E. GREGORY GRIGGS
ATLANTA

SIXTH DISTRICT

PRESIDENT
MAYOR J. GARDNER NEWMAN
LAGRANGE

DIRECTOR
MAYOR HERBERT H. JONES
MCDONOUGH

SEVENTH DISTRICT

PRESIDENT
MAYOR J. C. WOODS
TRION

DIRECTOR
MAYOR RALPH R. CLARK, JR.
RINGGOLD

EIGHTH DISTRICT

PRESIDENT
MAYOR ELTON D. BROOKS
DOUGLAS

DIRECTOR
MAYOR JAMES T. WINDSOR, JR.
MCRAE

NINTH DISTRICT

PRESIDENT
MAYOR DUARD B. WHITLOW
CARNESVILLE

DIRECTOR
MAYOR MRS. JESSIE L. GARNER
DAHLONEGA

TENTH DISTRICT

PRESIDENT
MAYOR JULIUS F. BISHOP
ATHENS

DIRECTOR
GEORGE A. SANCKEN, JR.
AUGUSTA

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

Dear Mayor Allen:

Since you have more than casual interest in rapid transit, I thought you would like to have copy of the minutes of the meeting of the Georgia Highway Users Conference recently held in Atlanta.

We are a little bit unusual in that the Georgia Municipal Association is possibly the only state municipal group belonging to the state or national Highway Users Conference. The Association of County Commissioners used to dominate this group, however, we have as much influence with the membership as the county folks do.

Please let us know whenever we may be of service.

Yours very truly,

W. Elmer George
Executive Director

WEG/rs

enclosure

cc: GMA Board of Directors

DIRECTORS
STATE
AT LARGE

COUNCILMAN GEORGE H. BULLOCK
ATHENS

MAYOR WILLIAM JACK HAMILTON
DECATUR

MAYOR JOHN C. EDENFIELD
THOMASTON

ALDERMAN J. J. SHOOB
SAVANNAH

ALDERMAN CECIL TURNER
ATLANTA

MAYOR LEE E. CARTER
HARTWELL

CITY MANAGER JOHN H. MARKLAND
PRESIDENT, CITY MANAGERS' SECTION
DECATUR

ADMIN. ASSIST. R. TRAVIS HIGGINBOTHAM
PRESIDENT, CITY CLERKS' SECTION
ALBANY

CITY ATTORNEY WILLIAM E. SMITH
PRESIDENT, CITY ATTORNEYS' SECTION
AMERICUS

MINUTES OF MEETING
 GEORGIA HIGHWAY USERS CONFERENCE
 MARRIOTT MOTOR HOTEL, ATLANTA, GEORGIA

June 8, 1966

Those present were:

copy *Map Allen* *Jim Bond*

O. C. Hubert, Chairman	Georgia Motor Club (AAA)
William Dalton, Vice Chairman	Georgia Rural Letter Carriers Assn.
Charles Skinner, Vice Chairman	Georgia Motor Trucking Assn.
Stephen Styron, Vice Chairman	Georgia Hotel-Motel Assn.
Harold Budreau	Turner Advertising Company
A. R. Brickler	Portland Cement Assn.
W. B. Bryan	Southern Bell Tel. & Tel. Co.
Charles Clynick	Automobile Manufacturers Assn., Detroit
Tom Duncan	Atlanta Journal
George L. Evoy	Georgia Motor Club (AAA)
Harry Fox	Georgia Branch, Asso. General Contractors
Elmer George	Georgia Municipal Assn.
Billy George	Visitor (son of member)
Ed McGill	Georgia Mobile Homes Assn. and Georgia Oilmen's Assn.
James Golden	Ford Motor Company
Otis Hathcock	Travelers Protective Assn.
Jack Houston	Georgia Assn. of Petroleum Retailers
George H. Jones	Georgia Tire Dealers Assn.
Iverson H. Lord, Jr.	National Highway Users Conference
Tom Patton	Georgia Oilmen's Assn.
Walter Phillips, Jr.	Georgia Automobile Dealers Assn.
H. Eston Reagan	Atlanta Automobile Assn.
M. F. Smith	Travelers Protective Assn.
Andy Springer	Atlanta Traffic & Safety Council
H. C. Thompson	Georgia Assn. of Petroleum Retailers
W. M. (Bill) Williams	State Representative, Hall County

Introductions:

The meeting was called to order by Chairman Hubert, who introduced Iverson Lord, Regional Representative of the National Highway Users Conference.

Eleventh Highway Transportation Congress:

Reports of committee recommendations during the Eleventh Highway Transportation Congress in Washington, D. C., held in April, were made by members who attended.

Rapid Transit:

Charles Skinner, Chairman of the Legislative Committee, explained a resolution passed by the last Georgia General Assembly that proposed a constitutional amendment to allow the state to help finance rapid transit. The proposed amendment, to be voted upon in the next general election, declares public transportation of passengers for hire to be an essential governmental function. It limits the state's participation to not more than 10% of the total cost. The resolution, as written, does not threaten gasoline tax funds, which by constitutional amendment must be used for highway purposes.

FEDERAL SAFETY STANDARDS

Governor's Safety Committee's Testimony:

State Representative W. M. (Bill) Williams, Chairman of the Governor's Committee on Traffic Safety, reported on his committee's testimony before a U. S. House Committee hearing on proposed federal automobile safety legislation.

The committee hearing was told, Williams said, that a federal agency to lead the way for traffic safety is necessary for uniformity. However, Williams added, Georgians do not want federal control; just federal leadership. The federal legislators, Williams reported, were told that a bill submitted by Georgia Congressman James Mackay is superior to the administration measure. Williams added, however, that there are portions of the President's bill that the Georgia panel agrees with.

Industry's Position on Safety Bills:

James Golden of Ford Motor Company, in Atlanta, predicted that compromise legislation would come out of U. S. Congressional proceedings on federal safety standards for automobiles allowing the states to participate in setting the standards. Golden said industry wants the states to utilize their know-how in the field of safety when standards are set and that federal authorities should supervise.

Golden predicted, however, that the Vehicle Equipment Safety Commission, which already has been setting standards, will not be utilized by the federal government.

It is wrong to conclude that the states have done nothing in the field of auto safety, Golden said. Then he enumerated many safety features now on automobiles that came about through states actions.

It is also wrong to conclude that the industry has done nothing, Golden said. There would be many more deaths on the highways if industry had not been attacking the problem, he said.

Other business:

Chairman Hubert declared that construction of perimeter roads would be a good alternative to rapid transit. They would keep through traffic off downtown stretches, he said, and allow local traffic to flow more smoothly. He urged the conference to consider three points for future programs. They are (1) finish perimeter roads, (2) start planning more outer perimeter roads, and (3) plan for additional traffic now on freeways, including overbuilding in downtown areas and extra lanes for other portions.

The Atlanta Automobile Association was approved for membership by the Conference.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

GLENN BUILDING • ATLANTA, GEORGIA 30303

April 18, 1966

OFFICERS:

Richard H. Rich, Chairman

Roy A. Blount, Vice Chairman

Glenn E. Bennett, Secretary

MEMO TO: Members of MARTA
 Heads of Governments in MARTA
 Members of ARMPC

FROM: Glenn E. Bennett, Secretary, MARTA

SUBJECT: Report on Transit Authority Progress

The Washington meeting was reported to you a week or so ago. Since then progress has been made in implementing agreements with the Department of Housing and Urban Development.

1. The 702 loan application has been revised to cover \$125,000 worth of engineering. This will be used for a lump sum contract between the Authority and Parsons, Brinckerhoff - Tudor-Bechtel, to provide preliminary engineering data on the 1962 "Initial System" of 21 miles of rapid transit, roughly between Oglethorpe and Hapeville. This includes studies of existing conditions, preliminary designs, methods of construction, soil conditions, mapping, equipment type, typical structure, and preliminary engineering of routes and stations. Estimated time: July 1, 1966 to June 30, 1967.
2. A 701 planning study has been outlined and presented to HUD, amounting to about \$187,500. This involves about \$125,000 in grants from HUD and about \$62,500 in Authority matching funds. A lump sum contract for about \$100,000 will be made by ARMPC with Parsons-Brinckerhoff - Tudor-Bechtel for updating the entire 1962 rapid transit plans, developing new patronage and revenue estimates, operating costs, and for preparing a comprehensive report on the entire project. It will

April 18, 1966

include consideration of new and proposed development in all parts of the area as it relates to transit.

A lump sum contract for about \$50,000 will be made between ARMPC and Hammer, Greene & Siler Associates for economic and financial studies. This will include determination of all feasible methods of financing the system in stages, equitable formulas for cost-sharing among participating governments, proper allocations of capital costs, projections of tax digests, and the preparation of a comprehensive financial plan with appropriate reports.

About \$37,000 will be for administration, staff planners, audit, travel, and ARMPC overhead chargeable to the transit project.

This is an eleven-month project, probably beginning in June, 1966.

3. The Authority will make a cost-plus contract with Parsons, Brinckerhoff - Tudor-Bechtel to cover other continuing engineering services required over and above the two federally-assisted programs. The amount of work to be done under this contract within about a year from July 1, 1966, is estimated at \$100,000, although the extent of work required cannot be determined exactly.

The financial position of the Authority at present is as follows:

Local pledged money for 1966:		\$ 300,000
Fulton County	\$ 91,800	
Atlanta	84,030	
DeKalb County	82,770	
Clayton County	23,190	
Gwinnett County	18,210	
Amount expected from U. S. Government		<u>250,000</u>
		\$ 550,000

April 18, 1966

Actual amounts received as of April 15:

City of Atlanta	\$ 21,007.50	
DeKalb County	<u>20,692.50</u>	
Total		\$ 41,700.00
Amount disbursed for expenses to date		<u>21,084.46</u>
On Hand		\$ <u>20,615.54</u>

Amount now due from local governments:

City of Atlanta	\$ 21,007.50	
Clayton County	11,595.00	
DeKalb County	20,692.50	
Fulton County	45,900.00	
Gwinnett County	<u>9,105.00</u>	
		\$ <u>108,300.00</u>

Summary of requirements for the \$300,000 local government funds:

Disbursements to date for expenses of Study Commission		\$ 21,084.46
Matching funds for 701 planning project		62,500.00
Non-federal engineering contract		100,000.00
Authority staff, office overhead, equipment, and items not chargeable to federal projects		<u>116,415.54</u>
Total		\$ <u>300,000.00</u>

On April 14, the Chairman, Mr. Rich, and the Vice Chairman, Mr. Blount, reviewed the program with the Secretary, Mr. Bennett, the Legal Counsel, Mr. Etheridge, and representatives of the two consulting firms: Mr. W. O. Salter of Parsons, Brinckerhoff, Quade and Douglas; and Mr. Alan Welty of Hammer and Company.

April 18, 1966

Meetings have been held with the appropriate federal officials of HUD.

The Chairman has sent letters to the participating governments requesting quarterly payments due on the 1966 pledges.

It has been decided to call a meeting of the Authority for the first week of May. I would like to try May 3rd at 4:00 P. M. in the Glenn Building 6th floor conference room. Will MARTA members please let my office know if this is acceptable?

For your information, I have been asked by Senator Harrison Williams (N. J.) to testify April 28 before the Senate Housing Sub-Committee relative to proposed new mass transit legislation.

CHARLES LONGSTREET WELTNER
FIFTH DISTRICT, GEORGIA

WASHINGTON OFFICE:
1724 LONGWORTH BUILDING
TELEPHONE: 225-3801

1300 3000

Congress of the United States
House of Representatives
Washington, D.C. 20515
August 19, 1966

COMMITTEES:
BANKING AND CURRENCY
UNAMERICAN ACTIVITIES
SMALL BUSINESS

DISTRICT OFFICE:
327 OLD POST OFFICE
ATLANTA 30303
TELEPHONE: 523-5041

Dear Friend:

Knowing of your interest in the paramount problem of urban development, I am writing to you about a major issue in this field. The question of mass transit is one which plagues all cities, especially Atlanta.

My concern with urban transportation has involved me with legislation since my arrival in Congress. In 1964, after months of work, my committee on Banking and Currency reported out and pressed for passage of the first major rapid transit bill in this country. The act passed the Congress; and I am pleased to report that under it, Atlanta has received almost \$300,000 in Federal Aid.

Atlanta demands a rapid transit system to unify a growing city. The metropolitan center must grow into a cohesive unit with organized means of transportation.

Currently, the Congress is considering the Urban Mass Transportation Act of 1966. The bill was reported out of my committee and passed the House on August 16th.

The bill included an amendment which I offered for grants for technical study. Under this section of the bill, grants are made available to states and local public bodies and agencies for planning, engineering, and designing of urban mass transportation projects. Studies pertaining to feasibility of projects, preparation of surveys and engineering specifications, and other pre-construction activities fall under this section. The version of the bill which passed the House kept my amendment intact.

I am pleased with the progress which has been made in this area and shall continue to do all that I can to promote the advancement of interest and action in the field of rapid

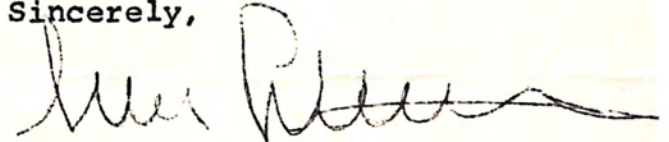
August 19, 1966
Page Two

transit.

If you have any questions or comments in this area,
please do not hesitate to call on me.

With best wishes,

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles Longstreet Weltner". The signature is written in dark ink and is positioned above the typed name.

Charles Longstreet Weltner
Member of Congress

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
Edmund W. Hughes, Secretary
Henry L. Stuart, General Manager

August 4, 1969

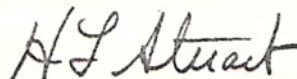
Mr. Charles L. Davis
Director of Finance
City of Atlanta
501 City Hall
Atlanta, Ga. 30303

Dear Mr. Davis:

We appreciate very much receipt of the City of Atlanta's check No. 7715 dated July 30, 1969 in the amount of \$12,520.50 covering the City's appropriation to the operating budget of the Transit Authority for the third quarter of 1969.

With kindest regards.

Sincerely yours,



H. L. Stuart,
General Manager.

HLS:JJ

cc: Mayor Ivan Allen, Jr.
Mr. Milton G. Farris
Mr. John C. Wilson
Mr. Rawson Haverty
Mr. L. D. Milton

gile

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.

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.

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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
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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.



THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, D. C. 20410

October 16, 1967

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

Dear Mayor Allen:

An invitation is being extended to all recipients of financial assistance under the Urban Mass Transportation Act to participate in the 1968 Design Awards Program conducted by the Urban Transportation Administration of the U. S. Department of Housing and Urban Development.

Awards will be given in System Design and in Item Design, including rolling stock, stations, and rights-of-way. New and rehabilitated works will be judged, as will planned projects.

Judging will take account of how the design is related to comprehensive planning and of the entry's contribution to the physical, economic, social and aesthetic development of the metropolitan area, the central city, and the neighborhood. Consideration will also be given to excellence in function, and to economy and environmental harmony.

Entries must be received no later than January 15, 1968. A distinguished jury, including persons in the fields of planning, architecture, engineering, sociology, and graphics will evaluate entries and recommend awards.

A limited number of Honor Awards and several Merit Awards will be given in System Design and Item Design. The Department also plans to prepare brochures and other printed materials describing the award-winning projects.

Detailed information is attached, and we hope that you will participate in this inaugural program of Design Awards in Urban Transportation.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Robert C. Weaver". The signature is written in a cursive, slightly slanted style.

Robert C. Weaver

Enclosures

LIST OF VISITORS TO ATLANTA,
MARCH 27, 1969, IN RELATION TO
URBAN MASS TRANSPORTATION AGENCY
CENTRAL CITY PROGRAMS

Dick Lam, responsible for central city programs of Urban Mass Transportation Agency.

Harry Broley, director of five city program for Arthur D. Little consortium working out of Washington, D.C.

Peter Metz, assistant to Harry Broley.

Allan Sloan, director of Arthur D. Little consortium team in Atlanta.

Lois Dean, Arthur D. Little team member.

Mark W. Cannon, Director, Institute of Public Administration, New York; responsible for study of votes rejection of mass transit bond referendum.

Frank Graves, Institute of Public Administration.

✓ Lewis Bowman, Chairman, Political Science Department, Emory University and IPA consultant on voter study.

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

June 3, 1968

OFFICERS:

Richard H. Rich, Chairman
Roy A. Blount, Vice Chairman
Edmund W. Hughes, Secretary
Henry L. Stuart, General Manager

Mr. Dan Sweat, Jr.,
Director of Governmental Liaison
City Hall
Atlanta, Georgia 30303

Dear Mr. Sweat:

Your letter to Mr. Rich has been forwarded to me for reply. We are indeed sorry that you will not be able to make the trip to Montreal and Toronto on June 12th and 13th.

May I suggest that you extend this invitation to someone else whose opinions and judgement are highly regarded in the community? We will continue to accept reservations as long as there are seats available.

Sincerely,



Henry L. Stuart

HLS:scl

May 31, 1968

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

Dear Mr. Rich:

Thank you for the invitation to participate in the MARTA inspection tour of the Montreal-Toronto mass transit systems.

I will be unable to accept this invitation. However, Mayor Allen is encouraging all the members of the Board of Aldermen to go and I hope that all of them can.

I saw some of the Montreal system last summer and feel that it will help our cause for some of the top policy-makers to get a first hand look.

Sincerely yours,

Dan Sweat

DS:fy

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

May 29, 1968

Mr. Dan Sweat
Liaison, Mayor's Office
City Hall
Atlanta, Georgia

Dear Mr. Sweat:

The Metropolitan Atlanta Rapid Transit Authority is organizing a trip to Montreal and Toronto to see their rapid transit operations. The chartered flight will leave Atlanta for Montreal on Wednesday, June 12, go to Toronto that night, and leave Toronto Thursday, June 13, to return to Atlanta. (Abbreviated itinerary is attached.)

Since MARTA is not able to pay for such a trip, each person who accepts the invitation to go will bear his own expenses. The cost of the trip, including contingency allowance, will be \$180.00 excluding hotel charges other than room, breakfast and lunch Thursday, or any personal expenditures. Any overage will be returned to you.

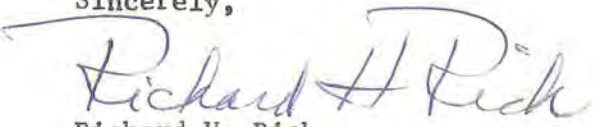
Invitations are being extended to about 300 governmental and business leaders, including Atlanta's Mayor, Vice-Mayor, and aldermen; the Commissioners of Clayton, DeKalb, Fulton and Gwinnett Counties; all mayors in the four counties; members of the Atlanta Area Transportation Study Policy Committee; presidents, executive officers, and others in the Chambers of Commerce; the Governor, Lt. Governor, Speaker of the House, and other state officials; news media, and other individuals who have expressed interest in such a trip. If you know of someone not in these categories who should be invited, please let me know immediately, and this same invitation will go to those you suggest.

Reservations for the trip will be made on a first-come, first served basis for the 86 seats available.

I hope you will make your reservation promptly. Your check for \$180.00 made out to MARTA for the Montreal-Toronto Trip should be in our office as soon as possible. This trip will enable you and others who will play a leading role in the development of rapid transit in Atlanta to see first hand two modern rapid transit systems and what they have done and are doing for their communities, and to do so at minimum expense.

I hope you will plan to make this trip.

Sincerely,


Richard H. Rich

ABBREVIATED ITINERARY

Wednesday, June 12, 1968:

- 7:30 A.M. -- Check in at Atlanta Airport.
- 8:00 A.M. -- Take off for Montreal.
- 11:00 A.M. -- Arrive Montreal. Chartered buses to tour and guides for the inspection.
- 4:30 P.M. -- Chartered buses leave Montreal for the Airport.
- 5:30 P.M. -- Take off for Toronto
- 6:30 P.M. -- Arrive in Toronto. Chartered buses to the hotel. (Accommodations are double occupancy.)

Attend banquet and reception following annual banquet of the Institute for Rapid Transit.

Thursday, June 13, 1968:

After breakfast on your own, join IRT for a tour of Toronto rapid transit and real estate developments associated with it.

Lunch on your own.

- 3:15 P.M. -- Chartered buses leave hotel.
- 4:00 P.M. -- Take off for Atlanta.
- 6:45 P.M. -- Arrive Atlanta Airport.

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
Edmund W. Hughes, Secretary
Henry L. Stuart, General Manager

July 8, 1969

MEMORANDUM TO HEADS OF LOCAL GOVERNMENTS AND FINANCIAL OFFICERS.

In accordance with Section 16(b) of the MARTA Act of 1965, the Financial Statement for the second quarter of 1969 is attached and made a part of the enclosed Minutes.

H. L. STUART

MINUTES OF THE FORTY-SECOND MEETING

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

JULY 1, 1969

The Board of Directors of the Metropolitan Atlanta Rapid Transit Authority held its regular meeting on July 1, 1969 at 3:30 P.M. in the Conference Room, 619 Glenn Building, Atlanta, Ga. Mr. Roy A. Blount, Vice Chairman, presided.

MEMBERS PRESENT

M. C. Bishop (Fulton County)
Roy A. Blount (DeKalb County)
S. Truett Cathy (Clayton County)
Rawson Haverty (City of Atlanta)
K. A. McMillon (Gwinnett County)
L. D. Milton (City of Atlanta)
Richard H. Rich (City of Atlanta)
John C. Wilson (City of Atlanta)

MEMBERS ABSENT

Sanford S. Atwood (DeKalb County)
John C. Staton (Fulton County)

OTHERS PRESENT

Metropolitan Atlanta Rapid Transit Authority

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

Consultants

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

Others

Jan Richey, George Brown and John Miller, City of Atlanta
Planning Department
Andy Springer, Greater Atlanta Traffic & Safety Council
Donald G. Ingram, Central Atlanta Progress, Inc.
William H. Parr, Atlanta Chamber of Commerce
Jerry Coursey, Atlanta Region Metropolitan Planning
Commission.

Before taking up the regular agenda, Mr. Blount stated that he was presiding at the request of Mr. Rich. Mr. Blount expressed regret in behalf of the Members over the recent resignation of Mr. Rich as Chairman of the Authority. Mr. Rich had tendered his resignation to Mayor Ivan Allen on June 23rd, advising that due to the press of other essential business he felt that it was necessary that he leave the Board.

The meeting was then called to order by the Vice Chairman.

Minutes

Minutes of the June 3rd meeting had been mailed prior to the meeting. Upon motion by Mr. Bishop, seconded by Mr. Haverty, they were unanimously approved.

Financial Report

The Authority's financial report as of June 30, 1969 was before the Board. Mr. Stuart asked for approval of the statement in order that it might be mailed to the Local Governments, as required at the close of each quarter by the MARTA Act. He pointed out that the budget was closing out for the first half with a balance of some \$14,000.00 due to lesser charges to Counsel and PBTB. Financial support from DeKalb County and Gwinnett County had been assured for the balance of the calendar year. Payment from Clayton County had been received for the entire year. Meetings had been held with financial officials of the City of Atlanta and Fulton County concerning their contributions for the second half of 1969. Attention was called to the Bus Lease Account financial statement. Mr. Stuart stated that the apparent deficit reflected in this account was not an "out of pocket" deficit and was due to the differential between interest and depreciation charges and that the two figures would even out within a few years. Upon motion by Mr. Bishop, seconded by Mr. McMillon, the financial statement was unanimously accepted, and Mr. Blount directed that a copy be forwarded to heads of the Local Governments and financial officers. The financial statement is attached and made a part of these minutes.

Report of General Manager

Mr. Stuart stated that at the June meeting the Board had authorized him to proceed with the preparation of an application to the Department of Transportation (DOT) for financial support towards a proposed technical studies work program. He stated this program had been presented to the AATS Technical Coordinating Committee (TCC) at their meeting on June 19, 1969 and subsequently the TCC had passed a resolution approving the filing of the application with DOT and recommended its approval by the AATS Policy Committee.

Report of General Manager (cont'd)

After some discussion the Board agreed that before lengthy and expensive engineering and cost studies are made, various transit proposals should be analyzed and taken to public meetings to determine their general acceptance and political feasibility.

The Board instructed its General Manager and Chief Engineer, working with its consulting engineers, Parsons Brinckerhoff-Tudor-Bechtel, to analyze the mass transit recommendations of the Voorhees Report and to compare them with the regional rapid transit system proposed earlier by MARTA. They are then to produce a recommendation for a system which will include the best elements of both proposals. The Board asked that this analysis be completed for presentation at the MARTA Board Meeting on August 5th. Following this meeting, it is expected that this analysis will be presented to the AATS Technical Coordinating Committee, the AATS Policy Committee, and at public meetings.

In assigning this work to the engineers, the Board agreed that this approach is in agreement with the resolution of the AATS Policy Committee of May 22, 1969 in which MARTA was asked to develop further specific information in connection with those recommendations of the Voorhees Report involving rapid transit.

Resignation of John C. Staton

Mr. Blount advised the members that Mr. John C. Staton had also resigned from the Board because extensive travel commitments made it impossible for him to attend regular Board meetings. It was with regret that Mr. Staton had found it necessary to take this action since he had contributed tremendously to the rapid transit program.

Mr. Blount advised that if it was agreeable to the Members he would be glad to serve as Acting Chairman of the Authority until an election could be held after the two new directors are appointed. This action was enthusiastically approved by the Members present.

Report of Counsel

Mr. Huie stated that several legislators had asked him if MARTA was planning to seek a new source of local funds for allocation to rapid transit. He suggested that the Board consider a study of possible sources with the view of eventually recommending a specific source being earmarked for rapid transit.

Adjournment

Mr. Blount adjourned the meeting at 4:20 P.M.

Next Meeting

August 5, 1969.

Edmund W. Hughes
Secretary

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
BUDGET REPORT

JUNE 30, 1969

	BUDGET	ACTUAL JAN. 1, 1969 TO JUNE 30, 1969
Fund Balance	\$ 49,720.61	\$ 49,720.61
Less:		
Adjustment - State of Georgia		1,925.80-
	\$ 49,720.61	\$ 47,794.81

INCOME

Appropriations:		
City of Atlanta	\$ 42,015.00	\$ 16,974.00
Clayton County	2,898.75	2,898.75
DeKalb County	41,385.00	16,719.54
Fulton County	45,900.00	18,544.00
Gwinnett County	2,276.25	919.61
Sub-Totals	\$134,475.00	\$ 56,055.90
State of Georgia	20,633.05	0
Interest Income	500.00	2,728.45
Federal Funds	31,000.00	0
 TOTAL INCOME	 \$186,608.05	 \$ 58,784.35
TOTAL INCOME AND FUND BALANCE	\$236,328.66	\$106,579.16

EXPENSE

Staff Costs:		
Salaries	\$ 70,274.08	\$ 35,974.19
Expense	8,976.92	4,199.72
Social Security	1,581.12	1,409.84
Guarantee Fund	266.66	266.66
Health and Accident Insurance	1,227.97	746.38
Retirement	13,339.88	0
Workman's Compensation	182.00	213.00
Board Meetings	3,000.00	1,500.00
Sub-Totals	\$ 98,848.63	\$ 44,309.79
Administrative Costs:		
Rent	\$ 3,050.00	\$ 1,551.00
Communications	2,231.47	1,105.10
Supplies	3,338.49	901.62
Insurance	361.87	509.79
Accountant	1,500.00	375.00
Auditor	500.00	500.00
Public Information	3,000.00	73.59
Attorneys Fees and Expense	25,000.00	6,044.00
Sub-Totals	\$ 38,981.83	\$ 11,060.10
 EXPENSES - CARRIED FORWARD	 \$137,830.46	 \$ 55,369.89

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
BUDGET REPORT

JUNE 30, 1969

	BUDGET	ACTUAL JAN. 1, 1969 TO JUNE 30, 1969
TOTAL INCOME AND FUND BALANCE - Brought Forward	<u>\$236,328.66</u>	<u>\$106,579.16</u>
EXPENSES: Brought Forward	<u>\$137,830.46</u>	<u>\$ 55,369.89</u>
Consultants on Retainer: Parsons, Brinkerhoff-Tudor-Bechtel	<u>\$ 8,000.00</u>	<u>\$ 832.55</u>
Contracts: Atlanta Area Transportation Study	\$ 14,000.00	\$ 12,500.00
Technical Studies	<u>46,500.00</u>	<u>14,000.00</u>
Sub-Totals	<u>\$ 60,500.00</u>	<u>\$ 26,500.00</u>
TOTAL EXPENSES	<u>\$206,330.46</u>	<u>\$ 82,702.44</u>
FUND BALANCE BALANCE	<u>\$ 29,998.20</u>	<u>\$ 23,876.72</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 ATLANTA, GEORGIA
 STATEMENT OF FINANCIAL CONDITION
 JUNE 30, 1969

ASSETS

Cash in Banks:		
Citizens and Southern National Bank	\$ 11,353.53	
First National Bank	2,849.60	
Trust Company of Georgia	1,000.00	
Fulton National Bank	1,731.91	
Citizens Trust Company	<u>940.74</u>	\$ 17,875.78
Investments - U. S. Treasury Bills:		
Regular Funds		29,713.33
Petty Cash		25.00
Airline Deposit		<u>425.00</u>
TOTAL		<u>\$ 48,039.11</u>

LIABILITIES AND FUND BALANCE

Current Liabilities:		
Payroll Taxes Withheld and Accrued		\$ 2,561.66
Fund Balances:		
Reserve - Parsons, Brinckerhoff-Tudor-Bechtel	\$ 21,000.00	
Retainer Agreement:		
Transportation	\$ 557.46	
Reproduction	<u>43.27</u>	600.73
Unappropriated	<u>23,876.72</u>	45,477.45
TOTAL		<u>\$ 48,039.11</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

BUS LEASE ACCOUNT
JUNE 30, 1969

ASSETS

Cash in Bank		\$ 4,696.52	
Busses	\$398,946.80		
Less: Accumulated Depreciation	<u>39,894.72</u>	<u>359,052.08</u>	
TOTAL			<u>\$363,748.60</u>

LIABILITIES AND FUND BALANCE

Notes Payable		\$370,139.26	
Fund Balance:			
Balance at Dec. 31, 1968 (Deficit)	\$ 2,366.99-		
Less for Current Period	<u>4,023.67-</u>	<u>6,390.66-</u>	
TOTAL			<u>\$363,748.60</u>

INCOME AND EXPENSE STATEMENT
JAN. 1, 1969 TO JUNE 30, 1969

Rental Income		\$ 25,410.00	
Less:			
Depreciation	\$ 19,947.36		
Interest	<u>9,486.31</u>	<u>29,433.67</u>	
LOSS FOR CURRENT PERIOD			<u>\$ 4,023.67-</u>

Alan



ATLANTA AREA TRANSPORTATION STUDY
TECHNICAL COORDINATING COMMITTEE

900 GLENN BUILDING

ATLANTA, GEORGIA 30303

TELEPHONE 522 - 7577

August 6, 1969

JERRY A. COURSEY, TRANSPORTATION PLANNING COORDINATOR

MEMO TO: TCC Members

<u>Agency</u>	<u>Member</u>
Atlanta	Collier Gladin
Clayton County	Tom Hawkins
Clayton Municipalities	William E. Bennett
Cobb County	Joe Sims
Cobb Municipalities	Don White
DeKalb County	Arthur A. Mendonsa
DeKalb Municipalities	Robert Roseveare
Fulton County	Turner McDonald
Fulton Municipalities	Undesignated
Gwinnett County	Clarence Higginbotham
Gwinnett Municipalities	Bill Fortune
Atlanta Transit System	Bill Nix
MARTA	Earl Nelson
State Highway Department	Leland S. Veal
ARMPC	J. D. Wingfield, Jr.

FROM: Jerry A. Coursey
Transportation Planning Coordinator

SUBJECT: Review of "Atlanta Area Transportation Study Recommended Regional Highway Plan"

Enclosed is a copy of the "Atlanta Area Transportation Study Recommended Regional Highway Plan," drafted by the State Highway Department, showing:

1. Existing freeways.
2. Freeways proposed for construction by 1983.
3. Freeways proposed for right-of-way acquisition by 1983.
4. Arterial streets (existing and/or proposed for improvement or construction by 1983).
5. Collector streets (existing and/or proposed for improvement or construction by 1983).

As you recall, the AATS consultant primarily focused his attention on the evaluation of freeway and express transit alternatives in developing his recommended plan. In the Summary of Highlights-Recommended Transportation Program, the consultant says "The arterial and collector street system included in the highway recommendations is fundamentally that developed by the AATS staff following analysis of earlier forecasts of highway travel and review with area planning and traffic engineering staffs. This system represents a general plan indicating the approximate locations and scope of the arterial-collector system. It will require further study and refinement as the final freeway and transit routes are determined and as future development occurs. The traffic operations study procedures advocated by the U. S. Department of Transportation (TOPICS) will be useful in this work. A development and improvement program of major proportions is required and it will require a major financial undertaking."

You are asked to review the enclosed map with two separate and distinct objectives:

FIRST: The arterial and collector system is intended to be essentially the same as that contained in Test Network 803 which was developed jointly by the AATS staff and the TCC members during 1967. Each county's TCC member or alternate has a color-coded copy of Network 803 showing the arterial and collector system.

You are requested to carefully compare the enclosed map with this earlier version (803) to identify copying errors. The first objective is to produce a correct copy of the recommended plan. Please notify me of any errors prior to August 15 so that I can assemble the comments and transmit them to the State Highway Department for correction of the original.

SECOND: You are asked to again review the map (as corrected) to identify any surface streets which might warrant revision either in functional classification (higher or lower) or number of lanes (more or less). As you know as part of a new consultant contract, it is intended that the final recommended plan soon receive traffic forecasts for design purposes. The AATS staff would again like the benefit of your advice in its review of the arterial and collector system prior to use by the consultant in this final phase of the current AATS work program. The AATS staff intends that the recommended plan should reflect the local governments' plans to the maximum extent possible, consistent with overall AATS regional system planning criteria. The

second objective of this review is to provide the AATS staff and consultant with current local technical staff suggestions about possible arterial and collector revisions in the recommended AATS plan. Please notify me by mail before September 9 of any suggested changes, including appropriate supporting technical materials, so that I can consolidate your technical comments for review by the AATS staff and consultant. These comments should be separate and distinct from the previously discussed "corrections."

TCC members representing municipalities are reminded that they should consult appropriate technical staff persons in each city within their county in carrying out these reviews. Each TCC member is expected to consult all appropriate staff persons within his agency.

As you know, the Policy Committee recently authorized a TOPICS study for metropolitan Atlanta (Traffic Operations Program for Increasing Capacity and Safety). The TCC's TOPICS Subcommittee is actively engaged in developing a proposed planning program. State Highway Department TOPICS guidelines indicate that the approved AATS highway plan will form the basis for the TOPICS study system. This State Highway Department policy adds urgency to the need to reach final technical and policy level agreement on the recommended transportation plan.

Enclosure

cc: Policy Committee Members
TCC Alternate Members



PANORAMA NEWS
copy of the script

12:00 News
July 2, 1969

RAY MOORE

When a Decatur housewife - not mine, incidentally - heard that Richard Rich had stepped down as MARTA chairman, she said, "That's good I'm tiring of hearing our neighbors say he only wants rapid transit so people can get downtown to his store."

That criticism was unjustified by logic - because the tougher it is to get down town, the more Rich will sell in suburban stores.

Moreover, those who worked with him know him as a public spirited man who wants what's best for Atlanta. Still, the complaint was heard frequently - and it was one more albatross hovering over last November's sinking of rapid transit.

Another person who watched MARTA in action - if that is the proper word for it - said, "Mr. Rich is an intelligent, forceful man - perhaps too forceful and authoritarian. He ran the board like he was running an efficient store. But there were many volunteers, and volunteers don't always jump like paid employees."

That same force and authority, however, was necessary to bring together and hold together a METRO group - different people with different ideas and different interests. Richard Rich held them because of who he is and what he is.



PANDORA
copy of the script

RAY MOORE

The Board will elect a permanent chairman to take Rich's place. But Mayor Allen will name a person to fill his seat on the board.

When he's looking around, the Mayor is not likely to forget the opposition to MARTA from the Negro community.

MARTA tried to counter that by hiring a Negro staff member late in the game. It was too late. He was the last hired and the first fired after the election.

Rich is quoted as saying he believes a younger man ought to head the authority - one who has the patience to wait for things to happen and see them through.

Young? Maybe. Patient? Please, not while we're stalled on the expressway - cooling in a steel pot on a concrete griddle.

MINUTES OF THE FORTY-THIRD MEETING

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

AUGUST 5, 1969

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

MEMBERS PRESENT

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

MEMBERS ABSENT

M. C. Bishop (Fulton County)

OTHERS PRESENT

Metropolitan Atlanta Rapid Transit Authority

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

Consultants

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

Others

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

Others (cont'd)

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

The meeting was called to order by the Vice Chairman.

MINUTES

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

FINANCIAL REPORT

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

REPORT BY THE VICE CHAIRMAN

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

ENGINEERING & DESIGN REVIEW COMMITTEE

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

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

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

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

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

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

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

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

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

REPORT OF FINANCE COMMITTEE

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

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

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

CHANGE IN TIME OF REGULAR BOARD MEETINGS

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

REMARKS BY GLENN E. BENNETT - ARMPC

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

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

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

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

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

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

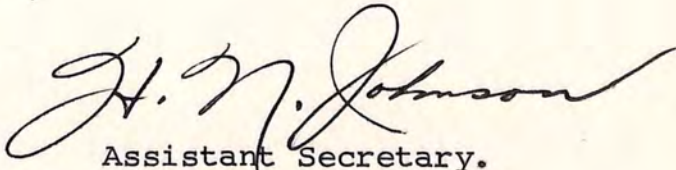
Mr. Bennett asked that a representative from MARTA attend the next ARMPC meeting, which Mr. Blount acknowledged.

ADJOURNMENT

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

NEXT MEETING

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


Assistant Secretary.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
BUDGET REPORT

JULY 28, 1969

	BUDGET	ACTUAL JAN. 1, 1969 TO JULY 28, 1969
Fund Balance	\$ 49,720.61	\$ 49,720.61
Less:		
Adjustment - State of Georgia		1,925.80-
	<u>\$ 49,720.61</u>	<u>\$ 47,794.81</u>
<u>INCOME</u>		
Appropriations:		
City of Atlanta	\$ 42,015.00	\$ 29,494.50
Clayton County	2,898.75	2,898.75
DeKalb County	41,385.00	29,052.27
Fulton County	45,900.00	32,222.00
Gwinnett County	2,276.25	1,597.93
Sub-Totals	<u>\$134,475.00</u>	<u>\$ 95,265.45</u>
State of Georgia	20,633.05	0
Interest Income	500.00	3,015.12
Federal Funds	<u>31,000.00</u>	<u>0</u>
TOTAL INCOME	<u>\$186,608.05</u>	<u>\$ 98,280.57</u>
TOTAL INCOME AND FUND BALANCE	<u>\$236,328.66</u>	<u>\$146,075.38</u>
<u>EXPENSE</u>		
Staff Costs:		
Salaries	\$ 70,274.08	\$ 41,421.40
Expense	8,976.92	4,839.72
Social Security	1,581.12	1,458.92
Guaranty Fund	266.66	266.66
Health and Accident Insurance	1,227.97	872.85
Retirement	13,339.88	213.00
Workman's Compensation	182.00	0
Board Meetings	3,000.00	1,750.00
Sub-Totals	<u>\$ 98,848.63</u>	<u>\$ 50,828.55</u>
Administrative Costs:		
Rent	\$ 3,050.00	\$ 1,801.00
Communications	2,231.47	1,105.10
Supplies	3,338.49	953.67
Insurance	361.87	554.79
Accountant	1,500.00	750.00
Auditor	500.00	500.00
Public Information	3,000.00	73.59
Attorney's Fees and Expense	<u>25,000.00</u>	<u>7,085.29</u>
Sub-Totals	<u>\$ 38,981.83</u>	<u>\$ 12,823.44</u>
EXPENSES - CARRIED FORWARD	<u>\$137,830.46</u>	<u>\$ 63,651.99</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
BUDGET REPORT

JULY 28, 1969

	BUDGET	ACTUAL JAN. 1, 1969 TO JULY 28, 1969
TOTAL INCOME AND FUND BALANCE - Brought Forward	<u>\$236,328.66</u>	<u>\$146,075.38</u>
EXPENSES: Brought Forward	<u>\$137,830.46</u>	<u>\$ 63,651.99</u>
Consultants on Retainers: Parsons, Brinckerhoff-Tudor-Bechtel	<u>\$ 8,000.00</u>	<u>\$ 832.55</u>
Contracts: Atlanta Area Transportation Study	\$ 14,000.00	\$ 12,500.00
Technical Studies	46,500.00	14,000.00
Sub-Totals	<u>\$ 60,500.00</u>	<u>\$ 26,500.00</u>
TOTAL EXPENSES	<u>\$206,330.46</u>	<u>\$ 90,984.54</u>
FUND BALANCE	<u>\$ 29,998.20</u>	<u>\$ 55,090.84</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 ATLANTA, GEORGIA
 STATEMENT OF FINANCIAL CONDITION
 JULY 28, 1969

ASSETS

Cash in Banks:		
Citizens and Southern National Bank	\$ 4,258.56	
First National Bank	854.52	
Trust Company of Georgia	1,000.00	
Fulton National Bank	1,731.91	
Citizens Trust Company	<u>940.74</u>	\$ 8,785.73
Appropriations Receivable:		
City of Atlanta	\$ 12,520.50	
DeKalb County	12,332.73	
Fulton County	13,678.00	
Gwinnett County	<u>678.32</u>	39,209.55
Investments - U. S. Treasury Bills:		
Regular Funds		29,463.90
Petty Cash		25.00
Airline Deposit		<u>425.00</u>
TOTAL		<u>\$ 77,909.18</u>

LIABILITIES AND FUND BALANCE

Current Liabilities:		
Payroll Taxes Withheld and Accrued		\$ 1,217.61
Fund Balances:		
Reserve Parsons, Brinckerhoff-Tudor-Bechtel	\$ 21,000.00	
Retainer Agreement:		
Transportation	\$ 557.46	
Reproduction	<u>43.27</u>	600.73
Unappropriated	<u>55,090.84</u>	76,691.57
TOTAL		<u>\$ 77,909.18</u>

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

October 13, 1969

OFFICERS:

Richard H. Rich, Chairman
Roy A. Blount, Vice Chairman
Edmund W. Hughes, Secretary
Henry L. Stuart, General Manager

Mr. Charles L. Davis
Director of Finance
City of Atlanta
City Hall
Atlanta, Ga. 30303

Dear Mr. Davis:

This will acknowledge receipt of the City's fourth quarterly payment to the Transit Authority's operating budget for 1969 in the amount of \$12,520.50.

Thank you very much for this payment.

With kindest regards.

Sincerely yours,



H. L. Stuart,
General Manager.

HLS:JJ

cc: Mayor Ivan Allen, Jr.
Mr. Milton G. Farris
Mr. Rawson Haverty
Mr. John C. Wilson
Mr. L. D. Milton

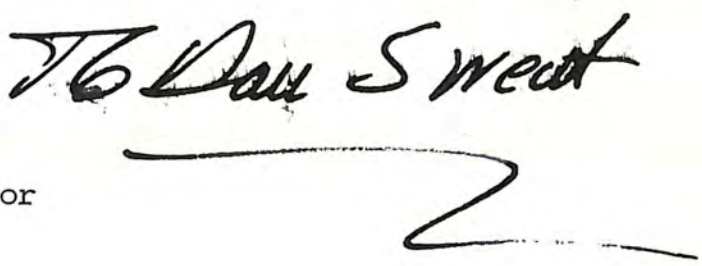
MARTA

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
- Edmund W. Hughes, Secretary
- Henry L. Stuart, General Manager

October 8, 1969

To Dan Sweet


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

Dear Mayor Allen:

Enclosed is copy of MARTA's proposed 1970 budget as presented by the Board of Directors yesterday in conformance with Section 17(a) of the MARTA Act.

If you have any questions, please call me.

Sincerely yours,
H L Stuart
H. L. Stuart,
General Manager.

HLS:JJ

cc: Mr. Charles L. Davis - 7 copies.
Mr. Milton G. Farris

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

PROPOSED 1970 OPERATING BUDGET

<u>Line</u>	<u>1970 Proposed</u>	<u>1969 Estimated</u>	<u>1968 Actual</u>	<u>1967 Actual</u>
1. <u>INCOME</u>				
2. Appropriations				
3. City of Atlanta	\$ 94,000	\$ 42,015	\$ 84,030	\$ 84,030
4. Clayton County	6,500	2,899	23,190	23,190
5. DeKalb County	92,300	41,385	82,770	82,770
6. Fulton County	102,000	45,900	91,800	91,800
7. Gwinnett County	5,000	2,276	18,210	18,210
8. Sub-Total	\$299,800	\$134,475	\$300,000	\$300,000
9. State of Georgia	73,200	33,000	64,426	125,000
10. Interest Income	5,250	3,000	6,665	5,502
11. Federal Funds	350,000	46,584	240,925	302,667
12. <u>TOTAL INCOME</u>	<u>\$728,250</u>	<u>\$217,059</u>	<u>\$612,016</u>	<u>\$733,169</u>

<u>Line</u>		<u>1970 Proposed</u>	<u>1969 Estimated</u>	<u>1968 Actual</u>	<u>1967 Actual</u>
13.	<u>TOTAL INCOME BROUGHT FORWARD</u>	<u>\$728,250</u>	<u>\$217,059</u>	<u>\$612,016</u>	<u>\$733,169</u>
14.	<u>EXPENSES</u>				
15.	Staff Costs				
16.	Salaries	82,919	70,274	76,971	66,408
17.	Expenses	12,500	8,977	13,852	11,008
18.	Social Security	1,859	1,498	1,702	1,188
19.	Guaranty	-	267	533	533
20.	Health and Accident Insurance	1,884	1,518	1,528	1,228
21.	Retirement	13,374	13,374	13,340	13,520
22.	Workmens' Compensation	264	213	50	182
23.	Board Meetings	4,200	3,300	3,400	3,250
24.	Sub-Total	\$117,000	\$ 99,421	\$111,376	\$ 97,317
25.	Less: Charge to Program	30,000	-	-	-
26.	<u>CARRIED FORWARD</u>	<u>\$ 87,000</u>	<u>\$ 99,421</u>	<u>\$111,376</u>	<u>\$ 97,317</u>

<u>Line</u>		1970 <u>Proposed</u>	1969 <u>Estimated</u>	1968 <u>Actual</u>	1967 ^{3.} <u>Actual</u>
27.	<u>INCOME BROUGHT FORWARD</u>	<u>\$728,250</u>	<u>\$217,059</u>	<u>\$612,016</u>	<u>\$733,169</u>
28.	<u>EXPENSES</u>				
29.	Brought Forward	<u>87,000</u>	<u>99,421</u>	<u>111,376</u>	<u>97,317</u>
30.	Administrative Costs				
31.	Rent	5,888	3,050	3,102	3,000
32.	Communications & Postage	4,307	1,700	4,988	2,232
33.	Furniture & Equipment	2,000	-	2,012	533
34.	Supplies	6,250	1,400	6,416	3,127
35.	Printing	4,000	-	11,792	2,312
36.	Insurance	555	555	190	362
37.	Accountant	1,500	1,500	1,600	750
38.	Auditor	500	500	250	250
39.	Public Information	32,000	500	32,127	33,004
40.	Public Hearings	-	-	1,990	-
41.	Attorney's Fees & Expenses	<u>40,000</u>	<u>16,000</u>	<u>41,711</u>	<u>24,314</u>
42.	Sub-Total	<u>\$ 97,000</u>	<u>\$ 25,205</u>	<u>\$106,178</u>	<u>\$ 69,884</u>
43.	<u>CARRIED FORWARD</u>	<u>\$184,000</u>	<u>\$124,626</u>	<u>\$217,554</u>	<u>\$167,201</u>

<u>Line</u>		1970 <u>Proposed</u>	1969 <u>Estimated</u>	1968 <u>Actual</u>	1967 <u>Actual</u>
44.	<u>INCOME BROUGHT FORWARD</u>	\$728,250	\$217,059	\$612,016	\$733,169
45.	<u>EXPENSES</u>				
46.	Brought Forward	\$184,000	\$124,626	\$217,554	\$167,201
47.	Consultants on Retainer:				
48.	The Research Group	6,000	-	10,575	2,816
49.	Advisory Committee	-	-	5,379	5,370
50.	Hammer, Greene, Siler Assoc.	-	-	8,650	4,742
51.	Eric Hill Associates	-	-	3,340	-
52.	PBTB	17,000	7,333	32,631	19,395
53.	AATS	-	37,000	156,000	-
54.	Sub-Total	\$ 23,000	\$ 44,333	\$216,575	\$ 32,323
55.	Technical Studies	\$525,000	\$ 45,000	\$375,036	\$412,303
56.	<u>TOTAL EXPENSES</u>	\$732,000	\$213,959	\$809,165	\$611,827
57.	<u>INCOME LESS EXPENSES</u>	(3,750)	3,100	(197,149)	121,342
58.	<u>PLUS: FUND BALANCE BEGINNING OF YEAR</u>	\$ 55,575	\$ 52,475	\$249,624	\$128,282
59.	<u>FUND BALANCE END OF YEAR</u>	\$ 51,825	\$ 55,575	\$ 52,475	\$249,624

EXPLANATORY NOTES TO MARTA PROPOSED 1970 OPERATING BUDGET

LINE

- 9. 10% of Line 56.
- 11. \$350,000 does not include any of the current technical studies grant which is to be closed out in 1969.
- 19. Deposit to Retirement System of Georgia, Inc. paid up in 1969.
- 21. New personnel, if any, will not be brought into the existing program.
- 25. Portions of the time of individual staff members will be charged to technical studies (Line 55). Such charges are used in lieu of cash as matching funds. Details appear in the note on Line 55.
- 41. \$40,000 shown is for direct legal support of the Authority's operations. Not included is other legal services required under technical studies, two-thirds of which is to be financed by the Federal Government.

55. Summary of 1970 work program cost:

Federal	\$350,000
Local:	
Cash - \$145,000	
Staff - \$ 30,000	<u>\$175,000</u>
Total 1970 Program -	\$525,000

ROUGH DRAFT

By..... A. K. Sloan

Date..... 9/29/69

Page..... 1

WORK PROGRAM FOR ATLANTA - CCT PROJECT, Oct.-Nov. 1969

- I. CAS Program - objective, to develop a work program with analysis planning components: CCT role - assistance to CAS to start process, not develop complete plan.
 - A. sketch plan - develop ideas on:
 - 1) land development - review all hard and soft areas
 - 2) circulation - including parking system - put into time frame
 - 3) short range - before subway
 - 4) long range - after subway
 - 5) alternatives if no subway
 - B. analytical base - for testing
 - 1) develop initial variables needed to test sketch plan ideas
 - 2) review data base from existing sources - including travel data
 - 3) work program for
 - data collection operations
 - systems development
 - reports, etc.
- II. Shuttle bus demo - objective, have appropriate applications ready for DOT approval in November
 - A. Service operations - prepare capital grant application to buy new buses
 - B. Monitoring operations - CCT work program - (tech. studies - supplement)
 - C. Second phase demo program application
- III. Strategy on Federal Applications for Atlanta - objective, to get an explainable picture of Atlanta's planning and operational structure

what is mayor's request for funds -

ROUGH DRAFT

By..... A. K. Sloan

Date..... 9/29/69

Page..... 2

Work Program for Atlanta - CCT Project, Continued

III. Continued in transportation for use in Federal applications to DOT, HUD, HEW

- A. Paper describing role of various agencies
- B. Decisions on what kinds of applications should be handled by which agencies
 - 1) capital grants
 - 2) technical studies
 - 3) demo. projects
 - 4) 701 planning
 - 5) others.
- C. Strategy for timing of current applications

IV. Financial Study of Atlanta Transit System - needs more thought

V. Busways Experiment - hold for time being

Time Allocations: 6 wks. Oct. to Nov. 15

	WSA Gammel	SOM Courtney	RERC Hensen	ADL Sloan
I. <u>CAS Program</u>				
A. Sketch planning	10	10	5	3
B. Analysis base	5	5	10	3
II. <u>Shuttle bus demo</u>	3	1	2	3
III. <u>Federal Application Strategy</u>	1	1	2	5
IV. <u>ATS Financial Study</u>	2		2	3
V. <u>Busways Demo</u>				
Misc. program devel; organization and adm.		1		3
TOTAL	20	18	21	21

DOT - CENTER CITY TRANSPORTATION PROJECT--ATLANTA--PHASE II

CANDIDATE PROJECTS	RESPONSIBILITY IN ATLANTA	UMTA INTEREST	OUTPUT OF PHASE II 6/70	MAJOR FEATURES OF PROJECT	TECHNICAL WORK REQUIRED	TECHNICAL WORK PROJECT TEAM	COST
<u>ACTION PROJECTS</u> Peripheral Parking to Center City "People Mover"	ATS	Quick Action Project test new service with implications for new "people mover" hardware	Initiate new service in Dec. '69 with demo. funds CCT monitor results and propose expanded demo's by 6/70	1st phase - all day ioid shuttle bus service from Stadium-Civic Center-parking to downtown 2nd phase-possible new hardware system if conditions justify	prepare demonstration project application monitor and evaluate performance of service, once operating-study new market and technology applications	CCT ATL <u>WSA</u> ADL SOM	
Busways Experiment	MARTA or City EOA	Test suitability as basic transit system in medium size metro. areas. examine new technology	application for demonstration project funds	1st phase - select project from AATS plan routes 2nd phase - test feasibility and develop program for implementation	survey areas and markets check on political acceptability and technical feasibility test impacts on neighborhoods-design projects and set up implementation	<u>ADL</u> RERC <u>WSA</u> SOM	
Center City Bus Circulation Improvements	ATS CAS with TOPICS group	quick action projects - strategy for interim service improvements	specific improvements identified - applications for federal funds	methods for improving bus routing and circulation in center city	study existing bus routing and operating problems - test alternative improvements -channelization-turninary movements-stations-etc.	<u>WSA</u>	
<u>PLANNING CENTER CITY</u> Development of Data Base	CAS	better understanding of center city dynamics and needs	report on center city plus work program design for setting up system--technical study appl.	information system, basic data and analysis	check on esisting data-design and set up system including surveys, collection and processing methods--analysis and conclusions	<u>ADL</u> - <u>RERC</u>	
Circulation System and Development Planning	CAS	dev. of future projects to fit into program--define UMTA interest	alternative plans with new projects ready to fit into funding program	study of total system alternatives for center city--suppl. facilities central subway dev.	first round sketch plans covering land development and circulation alternatives--impact studies--urban design & traffic analysis	<u>SOM</u> RERC WSA ADL	

GENERAL

Transit Policy
and Program
Development

AATS
MARTA

guidance for
UMTA funding
of future
projects in
Atlanta

3 to 5 year mass
transit program
including UMTA
funding

help put AATS plan
into programmatic
term--priorities
and scheduling

depends on policy and
program of AATS and
its constituents

ADL
WSA

MARTA

MINUTES OF THE FORTY-SIXTH MEETING
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

NOVEMBER 4, 1969

MEMBERS PRESENT

Sanford S. Atwood (DeKalb County)
Roy A. Blount (DeKalb County)
M. C. Bishop (Fulton County)
S. Truett Cathy (Clayton County)
Rawson Haverty (City of Atlanta)
Allen S. Hardin (Fulton County)
K. A. McMillon (Gwinnett County)
L. D. Milton (City of Atlanta)

MEMBERS ABSENT

John C. Wilson (City of Atlanta)

OTHERS PRESENT

Metropolitan Atlanta Rapid Transit Authority

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

Consultants

J. A. Coil, PBTB, Atlanta
W. O. Salter, PBTB, San Francisco
W. Stell Huie, Counsel

Others

Jan Richey, City of Atlanta Planning Department
William H. Parr, Atlanta Chamber of Commerce
Edgar E. Schukraft, Southwest Atlanta Association, Inc.
Newsmen - WAGA-TV
Newsmen - WSB-Radio
Dick Miles, Atlanta Constitution
Bill Collins, Atlanta Journal

The meeting was called to order by Mr. Roy A. Blount, Acting Chairman.

MINUTES

Minutes of the October 7th meeting had been mailed prior to the meeting and were unanimously approved upon a motion by Mr. Bishop, seconded by Mr. Hardin.

FINANCIAL REPORT

The Financial Report as of October 29, 1969, presented by Mr. Stuart, showed appropriations received from the participating governments for the fourth quarter with the exception of Fulton and Gwinnett Counties. Mr. Stuart pointed out that since preparation of the statement, Fulton County's fourth payment had been received, leaving Gwinnett County in arrears for the third and fourth quarters. Staff and administrative costs continued to run within the budget.

Upon motion by Mr. Bishop, seconded by Mr. Hardin, the financial statement was unanimously approved and is attached and made a part of these Minutes.

Mr. Stuart stated that Mr. Hardin had suggested that the monthly financial statement would be more informative if the budget column were pro-rated and if it included a new column for the same period last year. Mr. Hardin's suggestions had been referred to the Finance Committee, and Mr. Stuart was directed to set up an additional meeting between the Finance Committee, Counsel, Accountant and Auditor for MARTA, sometime during December to discuss the matter further and report back to the Board by the first of the year.

Mr. Blount stated that it would be necessary to approve the proposed 1970 budget during December. It had already been submitted to the Local Governments and favorable comments had been received from them.

Mr. Blount further stated that due to changes in the City government as a result of the recent election that the new budget should be submitted to the newly elected Mayor, Vice-Mayor, Aldermen, and to any others concerned. Upon motion by Mr. Haverty, seconded by Mr. McMillon, it was unanimously agreed that a meeting should be arranged by the General Manager with the new officials to apprise them of the proposed 1970 budget and work program.

REPORT OF GENERAL MANAGER

Mr. Stuart reported on a meeting in Atlanta on October 23rd with Mr. Jerome C. Premo of the Urban Mass Transportation Administration, Washington, D. C., at which meeting representatives of

of the Highway Department, Federal Highway Administration, U. S. Department of Housing and Urban Development, Atlanta Transit System, Metropolitan Planning Commission, City of Atlanta, Central Atlanta Progress, Inc., Economic Opportunity Atlanta, Inc., and other transportation and planning agencies were in attendance. Purpose of the meeting was to discuss MARTA's new federal application, as well as applications filed by the City of Atlanta and Central Atlanta Progress, Inc., and by Economic Opportunity Atlanta, Inc.

It was pointed out that Federal agencies are concerned about overlapping work items in the above applications, as well as that of the TOPICS (Traffic Operations Program to Increase Capacity and Safety) Study that is soon to be initiated by a consultant for the State Highway Department. It was noted that these studies should be coordinated with each other in order to avoid any duplication of work. Work schedules would be submitted to the Federal agencies with an explanation of how these various programs will be coordinated and tied in.

Two charts were presented by Mr. Stuart, the first of which showed the work schedule for conducting an East-West Busway feasibility study. Planning projections for this study would be furnished by ARMPC and the remainder of the work would be undertaken jointly by Parsons Brinckerhoff-Tudor-Bechtel and Alan M. Voorhees and Associates. The work would take about nine months but it is hopeful that early conclusions can be reached before that time period. Work items 1, 2, 3 and 4 of the MARTA application are involved in this evaluation study.

The second chart presented reflected MARTA's total work program and it showed coordination with the Central Area Study being sponsored by the City of Atlanta and Central Atlanta Progress, and the work of Economic Opportunity Atlanta, Inc. This would be a two-year program with the approximate starting date being January 1, 1970, broken down into two phases with Phase I being the work programmed for 1970 and Phase II the remaining work.

Upon completion of Mr. Stuart's presentation a copy of each chart was furnished the Members with the request that they be studied, followed by any questions the Board might have.

The General Manager stated that a written monthly progress report would be required in order to keep all agencies fully informed of developments throughout the work program. It was pointed out that all work elements reflected on the charts were contained in the new federal application being submitted to DOT with the exception of the planning projections which were being prepared by ARMPC and would be incorporated in the appropriate section of the application when received.

Mr. Stuart expressed hope that a new approach to transit, new amendments that would be required, and a sound financial plan would be ready to present to the General Assembly during 1971.

Mr. Stuart also mentioned that Economic Opportunity Atlanta, Inc. had filed their application directly with the U. S. Department of Housing and Urban Development, but HUD preferred to have it filed through MARTA with the Transit Authority being the Administrative Agency and responsible for the work. It would not cost the Transit Authority any funds except for the occasional staff time that would be required to review and administer the work. Mr. Stuart had agreed to this arrangement and planned to meet with EOA officials in the near future.

REPORT OF PUBLIC INFORMATION DIRECTOR

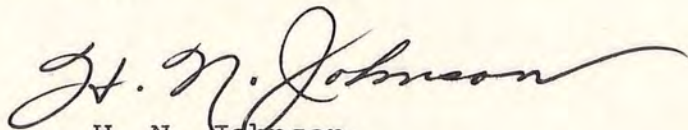
Mr. Elliott reported that public information activities were being accelerated as requested at the October Board Meeting. Contacts had been made with Editors of the Atlanta Journal and Constitution, and with News Directors of local radio and television stations. Information had been supplied for a special edition of the Atlanta Journal, and WRNG Radio had agreed to provide a one-hour program when the MARTA program is defined. A re-cap of the MARTA program had been drafted and will be put into final form when the program is firmed up. The re-cap will serve as the framework for more detailed informational efforts.

ADJOURNMENT

Mr. Blount adjourned the meeting at 3:45 P.M.

NEXT MEETING

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



H. N. Johnson,
Assistant Secretary.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
ATLANTA, GEORGIA

STATEMENT OF FINANCIAL CONDITION
OCTOBER '29, 1969

ASSETS

Cash in Banks:		
Citizens and Southern National Bank	\$ 9,560.76	
First National Bank	7,822.25	
Trust Company of Georgia	1,000.00	
Fulton National Bank	1,731.91	
Citizens Trust Company	<u>940.74</u>	\$ 21,055.66
Appropriations Receivable:		
Fulton County	\$13,678.00	
Gwinnett County	<u>1,356.64</u>	15,034.64
Investments - U. S. Treasury Bills:		
Regular Funds		11,916.70
Petty Cash		25.00
Airline Deposit		<u>425.00</u>
TOTAL		<u>\$ 48,457.00</u>

LIABILITIES AND FUND BALANCE

Current Liabilities:		
Payroll Taxes Withheld and Accrued	\$ 1,188.75	
Accounts Payable	<u>346.24</u>	\$ 1,534.99
Fund Balances:		
Reserve - Parsons, Brinckerhoff-Tudor-Bechtel	\$ 21,000.00	
Retainer Agreement:		
Transportation	\$1,114.42	
Reproduction	<u>392.86</u>	1,507.28
Unappropriated	<u>24,414.73</u>	46,922.01
TOTAL		<u>\$ 48,457.00</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
BUDGET REPORT
OCTOBER 29, 1969

	BUDGET	ACTUAL JAN. 1, 1969 TO OCT. 29, 1969
Fund Balance	\$ 49,720.61	\$ 49,720.61
Less:		
Adjustment - State of Georgia		1,925.80-
	\$ 49,720.61	\$ 47,794.81
<u>INCOME</u>		
Appropriations:		
City of Atlanta	\$ 42,015.00	\$ 42,015.00
Clayton County	2,898.75	2,898.75
DeKalb County	41,385.00	41,385.00
Pulton County	45,900.00	45,900.00
Gwinnett County	2,276.25	2,276.25
Sub-Totals	\$134,475.00	\$134,475.00
State of Georgia	20,633.05	0
Interest Income	500.00	3,551.22
Federal Funds	31,000.00	0
TOTAL INCOME	\$186,608.05	\$138,026.22
TOTAL INCOME AND FUND BALANCE	\$236,328.66	\$185,821.03
<u>EXPENSE</u>		
Staff Costs:		
Salaries	\$ 70,274.08	\$ 58,038.95
Expense	8,976.92	6,947.43
Social Security	1,581.12	1,572.00
Guaranty Fund	266.66	266.66
Health and Accident Insurance	1,227.97	1,252.25
Retirement	13,339.88	13,374.43
Workman's Compensation	182.00	213.00
Board Meetings	3,000.00	2,650.00
Sub-totals	\$ 98,848.63	\$ 84,314.74
Administrative Costs:		
Rent	\$ 3,050.00	\$ 2,551.00
Communications	2,231.47	1,700.96
Supplies	3,338.49	1,302.76
Insurance	361.87	554.79
Accountant	1,500.00	1,125.00
Auditor	500.00	500.00
Public Information	3,000.00	117.93
Attorneys' Fees and Expense	25,000.00	10,906.57
Sub-Totals	\$ 38,981.83	\$ 18,759.01
EXPENSES - CARRIED FORWARD	\$137,830.46	\$103,073.75

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 BUDGET REPORT
 OCTOBER 29, 1969

	BUDGET	ACTUAL JAN. 1, 1969 TO OCT. 29, 1969
TOTAL INCOME AND FUND BALANCE -	<u>\$236,328.66</u>	<u>\$185,821.03</u>
EXPENSES:		
Brought Forward	<u>\$137,830.46</u>	<u>\$103,073.75</u>
Consultants on Retainers:		
Parsons, Brinckerhoff-Tudor-Bechtel	<u>\$ 8,000.00</u>	<u>\$ 7,332.55</u>
Contracts:		
Atlanta Area Transportation Study	\$ 14,000.00	\$ 37,000.00
Technical Studies	<u>46,500.00</u>	<u>14,000.00</u>
Sub-Totals	<u>\$ 60,500.00</u>	<u>\$ 51,000.00</u>
TOTAL EXPENSES	<u>\$206,330.46</u>	<u>\$161,406.30</u>
FUND BALANCE	<u>\$ 29,998.20</u>	<u>\$ 24,414.73</u>

Aid on Transit Seen by Volpe

Atlanta in 'Excellent Position' For Federal Funds, He Says

By BILL COLLINS

The U.S. secretary of transportation says Atlanta will be in "an excellent position" to get two-thirds of the money for a rapid transit system from the federal government.

John Volpe, former governor of Massachusetts and one of the front-runners for the vice presidential nod at the 1968 Republican presidential convention was in Atlanta Saturday night to address the 11th annual meeting of the National Conference of State Legislative Leaders.



John Volpe

The secretary, at a news conference before his speech, explained the Nixon administration's \$10 billion, 12-year public transportation bill and said Atlanta "may get the jump on other cities" for funds under the bill, if the measure is approved by Congress.

He said the bill would authorize him to make \$3.1 billion available immediately upon its being signed into law. The federal money would be spent over five years.

He also said Atlanta would be "in an excellent position" to get a federal grant totaling two-thirds of the cost of a rapid transit system because of the planning it has done and also because it is one of five "center cities."

VOLPE POINTED OUT, however, that under the proposed bill no one state could get more than 12½ per cent of the total appropriation.

He also told newsmen the Vietnam war is not draining funds he has requested for his department and added, "The administration and the director of the Bureau of the Budget have approved the two transportation bills I have requested."

Volpe says the two measures he would like to see enacted include the \$10.1-billion public transportation bill and the airport-airways bill which would provide \$2.5 billion for air-traffic control and \$2.5 billion for construction of new airports and expansion of existing facilities.

He said the administration is concerned about in-flight crashes and feels the airport-airways bill would help diminish the possibility of future collisions.

With \$2.5 billion of the airport-airways bill, Volpe explained, the federal government would work towards development of a fully automated system of air-traffic control system.

"THE OTHER \$2.5 billion would be used to help build 900 airports and expand 2,700 airfields around the country," Volpe said.

The secretary said the Nixon administration hopes to restrict the number of incoming flights at five of the nation's busiest airports and to better control the flights at 22 other airports, including Atlanta's.

In his remarks to the 800 legislative leaders attending the four-day conference, Volpe talked about the need for federal-state-local government cooperation in solving the nation's problems.

"Much of the glamour, power and prestige that once surrounded state Capitols shifted to Washington in the past 25 years," he said.

"And when the power went to Washington, many of the talented young men went also. Washington has been the mecca for young Americans who wanted to dedicate their lives to fulfillment of the American dream," he added.

VOLPE SAID there has been a trend towards reversing the growing dependence on the federal government in the past few years.

"This new trend first became strongly evident under President Johnson," he added.

"But President Nixon has gone a step further. He has proposed a program of revenue sharing between the states and Washington. And, although it is a modest beginning, it will be stepped up," Volpe said.

Rapid Transit

MARTA

December 8, 1969

Mr. N. B. Herndon, President
Atlanta Life Insurance Company
148 Auburn Avenue, N. E.
P. O. Box 897
Atlanta, Georgia 30301

Dear Mr. Herndon:

Thank you very much for your letter of December 5th
advising me of Mr. Jesse Hill, Jr's. availability to
serve on the Metropolitan Atlanta Rapid Transit
Authority.

With appreciation for your cooperation and best wishes
for the holiday season, I am

Sincerely yours,

Ivan Allen, Jr.
Mayor

IAJr:lrd

December 8, 1969

Honorable J. J. Little
Clerk of the Board of Aldermen
City of Atlanta
Atlanta, Georgia

Dear Mr. Little:

By authority vested in me, I am hereby appointing Mr. Jesse Hill, Jr. as a member of the Metropolitan Atlanta Rapid Transit Authority to fill the unexpired term of Mr. Richard H. Rich; said term expiring December 31, 1969.

I respectfully request confirmation of this appointment by the Board of Aldermen.

Sincerely yours,

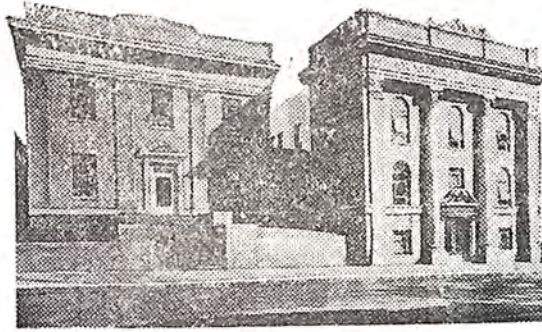
Ivan Allen, Jr.
Mayor

IAJr:lrd

CC: Mr. Jesse Hill, Jr.

OFFICERS AND DIRECTORS

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FOUNDER
N. B. HERNDON
PRESIDENT-TREASURER
E. M. MARTIN
VICE PRESIDENT-SECRETARY
W. H. SMITH
2ND VICE PRESIDENT
GEO. W. LEE
3RD VICE PRESIDENT
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GENERAL AUDITOR



P. W. PROTHROW, JR.
DIRECTOR OF AGENCIES
JESSE HILL, JR.
ACTUARY
G. E. DELORME
DISTRICT MANAGER
CHAS. W. GREENE
DIR. PUBLIC RELATIONS
DR. H. L. LANG
MEDICAL DIRECTOR
P. H. WILLARD
DISTRICT MANAGER

148 AUBURN AVENUE, N. E.

ATLANTA LIFE INSURANCE COMPANY

P. O. BOX 897

ATLANTA, GEORGIA 30301

December 5, 1969

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

Dear Mayor Allen:

I am pleased to advise you of the availability of our Mr. Jesse Hill, Jr. to accept your appointment as a member of the Metropolitan Atlanta Rapid Transit Authority.

We at Atlanta Life take pride in knowing that over a long period of years throughout our system in eleven states we have acquired and developed men of such capabilities needed to serve their respective communities in positions and ways to enhance their communities' growth and development. Mr. Hill is one of such persons and we are sure that in serving on this board he will help make an outstanding contribution to the betterment of our great City of Atlanta.

My best wishes also to you and your family for an enjoyable holiday season.

Very truly yours,

N. B. Herndon
President

NBH/c

MARTA

December 3, 1969

Mr. Norris Herndon
587 University Place, N. W.
Atlanta, Georgia 30314

Dear Mr. Herndon:

I would like to appoint Mr. Jesse Hill as a member of the Metropolitan Atlanta Rapid Transit Authority. I feel that Mr. Hill is eminently qualified to fill this position and brings not only to the position personal leadership but strong financial knowledge which is greatly needed in this project.

I would appreciate very much your advising me of the availability of Mr. Hill to accept this appointment.

With best wishes for the coming holiday season, I am

Sincerely yours,

Ivan Allen, Jr.
Mayor

IAJr:lp

Hold for Reply

Original sent home and copy sent to company . . .

copy sent to Jesse Hill.

MINUTES OF THE FORTY-SIXTH MEETING
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

DECEMBER 2, 1969

MEMBERS PRESENT

Sanford S. Atwood (DeKalb County)
Roy A. Blount (DeKalb County)
M. C. Bishop (Fulton County)
S. Truett Cathy (Clayton County)
Rawson Haverty (City of Atlanta)
Allen S. Hardin (Fulton County)
K. A. McMillon (Gwinnett County)
L. D. Milton (City of Atlanta)

MEMBERS ABSENT

John C. Wilson (City of Atlanta)

OTHERS PRESENT

Metropolitan Atlanta Rapid Transit Authority

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

Consultants

J. A. Coil, PBTB, Atlanta
W. Stell Huie, Counsel

Others

Edgar E. Schukraft, Southwest Atlanta Association
R. E. Andrews, DeKalb County Jurors Association
Alex Coffin, The Atlanta Constitution
Raleigh Bryans, The Atlanta Journal
Newsmen - WSB Radio
Newsmen - WSB-TV
Newsmen - WGST Radio

The meeting was called to order by Mr. Blount, Acting Chairman.

MINUTES

Minutes of the November 4 meeting had been mailed to the members prior to this meeting, and on motion by Mr. Bishop, seconded by Mr. McMillon, they were unanimously approved.

FINANCIAL REPORT

Mr. Stuart presented the financial report as of November 27, 1969. Staff and administrative expenses remained within the budgeted figures with no significant changes from the October statement. A fund balance of \$24,096.53 was reflected for the period ending November 27. Mr. Bishop said it was encouraging that the Authority had stayed within its budget and would close out the year without a deficit. Mr. Stuart noted that the State of Georgia was a full 10 percent participant in the MARTA budget as of June 30, 1969. The financial statement is attached and made a part of these Minutes.

The General Manager stated that the Finance Committee would meet on December 16 with MARTA's counsel, accountant and auditor in attendance for the purpose of discussing the Authority's financial reporting procedures; to prepare recommendations for the Board's January meeting, and to discuss the State's support for the second half of 1969.

GENERAL MANAGER'S REPORT

Mr. Stuart reported on two transportation seminars that he had attended in Washington during November, one being the Center City Transportation Project Conference sponsored by Urban America, Inc. dealing with transportation in the center city, and the other being the Transportation Demonstration Projects Conference sponsored by the Technical Council on Urban Transportation and the National Capital Section of the American Society of Civil Engineers and the U. S. Department of Transportation at which various transportation agencies presented their findings as a result of completed demonstration projects. While in Washington Mr. Stuart also visited with officials of HUD and DOT, and with members of the Georgia Congressional Delegation to apprise them of the Transit Authority's present work program and what it proposed during 1970.

A progress report was given by Mr. Stuart concerning rail commuter service. He pointed out that tracks of the Southern Railway from Doraville to Atlanta were the only ones suitable for such service. Other lines leading into the city had too many grade crossings, had single trackage, plus changes that would be required in tracks, signals, parking lots and platforms. Southern's response had not been as enthusiastic as the

Authority had hoped. Cost figures were being prepared by railroad officials and were expected to be available by the end of December in connection with the Doraville to Atlanta line.

REPORT ON MR. CARLOS VILLARREAL'S VISIT TO ATLANTA

Mr. Blount stated that Mr. Carlos Villarreal, Administrator, Urban Mass Transportation Administration, had visited Atlanta on November 28 in connection with the inauguration of shuttle-bus service by Atlanta Transit System between the Atlanta Stadium through the Peachtree corridor to the Civic Center parking lot. Mr. Blount advised that Mr. Villarreal was sympathetic to Atlanta's transportation problems and very interested in finding a solution to them. He would like to receive from the Transit Authority an application for additional federal funds if the present Senate bill pending in Congress is passed which would set up a 10-billion dollar federal fund over a 12-year period to be distributed on a two-thirds federal - one-third local matching basis for the purpose of establishing a complete transit system to serve the Atlanta area. Mr. Villarreal felt that this bill would probably pass in lieu of the proposed Transit Trust Fund bill. Mr. Blount said MARTA should be ready to move as soon as federal funds are approved.

STATUS OF NEW FEDERAL APPLICATION

MARTA's new federal application had been revised in line with changes agreed on between Alan Voorhees and Associates and Parsons Brinckerhoff-Tudor-Bechtel, and it had been forwarded to the Department of Transportation on November 26. It was pointed out that the work program included in the application could not actually commence until DOT had approved the application.

Mr. Haverty inquired about the status of third-party contracts in connection with the application and urged that they be drawn promptly for submittal to DOT for approval. Mr. Huie stated that some of the contracts were being prepared. The General Manager was directed to follow up and have the contracts drawn as rapidly as possible. He pointed out that the work program would require execution of these third-party contracts before work could commence and that these contracts would be presented to the Board for review and approval before being placed in force.

ADOPTION OF 1970 BUDGET

Mr. Blount stated that a tentative budget had been presented to the members at the October meeting and that a final

budget of \$827,000 was before them for adoption for 1970 - \$407,000 of which would come from Federal funds. Dr. Atwood advised that the Finance Committee had met to discuss the budget in detail prior to the meeting and recommended its approval. After considerable discussion, upon motion by Mr. Bishop, seconded by Dr. Atwood, it was unanimously approved, recognizing that local appropriations had not been made and that following local commitments, review might be necessary. The budget is attached and made a part of these Minutes.

ELECTION OF OFFICERS

As the City of Atlanta had not appointed a member to fill the unexpired term of Mr. Richard Rich, Mr. Blount asked that the election of officers for the year 1970 be deferred until the January meeting. Upon motion by Mr. Haverty, seconded by Mr. Hardin, the members unanimously assented to this action.

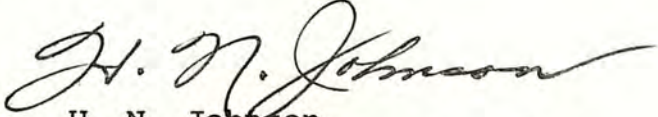
Following the meeting two films were shown by Mr. Coil of the Bay Area Rapid Transit System now under construction in San Francisco.

ADJOURNMENT

Mr. Blount adjourned the meeting at 4:00 P.M.

NEXT MEETING

January 6, 1970 - 3:00 P.M.


H. N. JOHNSON,
Assistant Secretary.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
BUDGET REPORT
NOVEMBER 27, 1969

	BUDGET	ACTUAL JAN. 1, 1969 TO NOV. 27, 1969
Fund Balance	\$ 49,720.61	\$ 49,720.61
Less:		
Adjustment - State of Georgia		1,925.80-
	<u>\$ 49,720.61</u>	<u>\$ 47,794.81</u>
<u>INCOME</u>		
Appropriations:		
City of Atlanta	\$ 42,015.00	\$ 42,015.00
Clayton County	2,898.75	2,898.75
DeKalb County	41,385.00	41,385.00
Fulton County	45,900.00	45,900.00
Gwinnett County	2,276.25	2,276.25
Sub-Totals	<u>\$134,475.00</u>	<u>\$134,475.00</u>
State of Georgia	20,633.05	10,812.20
Interest Income	500.00	3,551.22
Federal Funds	<u>31,000.00</u>	<u>0</u>
TOTAL INCOME	<u>\$186,608.05</u>	<u>\$148,838.42</u>
TOTAL INCOME AND FUND BALANCE	<u>\$236,328.66</u>	<u>\$196,633.23</u>
<u>EXPENSE</u>		
Staff Costs:		
Salaries	\$ 70,274.08	\$ 65,072.90
Expense	8,976.92	7,959.33
Social Security	1,581.12	1,593.60
Guaranty Fund	266.66	266.66
Health and Accident Insurance	1,227.97	1,378.73
Retirement	13,339.88	12,929.62
Workman's Compensation	182.00	328.00
Board Meetings	3,000.00	2,950.00
Sub-Totals	<u>\$ 98,848.63</u>	<u>\$ 92,478.84</u>
Administrative Costs:		
Rent	\$ 3,050.00	\$ 2,801.00
Communications	2,231.47	1,960.70
Supplies	3,338.49	1,494.32
Insurance	361.87	569.79
Accountant	1,500.00	1,125.00
Auditor	500.00	1,000.00
Public Information	3,000.00	117.93
Attorneys' Fees and Expense	25,000.00	12,656.57
Sub-Totals	<u>\$ 38,981.83</u>	<u>\$ 21,725.31</u>
EXPENSES - CARRIED FORWARD	<u>\$137,830.46</u>	<u>\$114,204.15</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 BUDGET REPORT
 NOVEMBER 27, 1969

	BUDGET	ACTUAL JAN. 1, 1969 TO NOV. 27, 1969
TOTAL INCOME AND FUND BALANCE -		
Brought Forward	<u>\$236,328.66</u>	<u>\$196,633.23</u>
EXPENSES:		
Brought Forward	<u>\$137,830.46</u>	<u>\$114,204.15</u>
Consultants on Retainers:		
Parsons, Brinckerhoff-Tudor-Bechtel	<u>\$ 8,000.00</u>	<u>\$ 7,332.55</u>
Contracts:		
Atlanta Area Transportation Study	\$ 14,000.00	\$ 37,000.00
Technical Studies	<u>46,500.00</u>	<u>14,000.00</u>
Sub-Totals	<u>\$ 60,500.00</u>	<u>\$ 51,000.00</u>
TOTAL EXPENSES	<u>\$206,330.46</u>	<u>\$172,536.70</u>
FUND BALANCE	<u>\$ 29,998.20</u>	<u>\$ 24,096.53</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
 ATLANTA, GEORGIA
 STATEMENT OF FINANCIAL CONDITION
 NOVEMBER 27, 1969

ASSETS

Cash in Banks:			
Citizens and Southern National Bank		\$29,854.90	
First National Bank		781.23	
Trust Company of Georgia		1,000.00	
Fulton National Bank		1,731.91	
Citizens Trust Company		<u>940.74</u>	\$ 34,308.78
Appropriation Receivable:			
Gwinnett County			1,356.64
Investments - U. S. Treasury Bills:			
Regular Funds			11,916.70
Petty Cash			25.00
Airline Deposit			<u>425.00</u>
TOTAL			<u>\$ 48,032.12</u>

LIABILITIES AND FUND BALANCE

Current Liabilities:			
Payroll Taxes Withheld and Accrued			\$ 1,428.31
Fund Balances:			
Reserve - Parsons, Brinckerhoff-Tudor-Bechtel		\$21,000.00	
Retainer Agreement:			
Transportation	\$1,114.42		
Reproduction	<u>392.86</u>	1,507.28	
Unappropriated		<u>24,096.53</u>	46,603.81
TOTAL			<u>\$ 48,032.12</u>

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

1970 OPERATING BUDGET

<u>Line</u>	<u>1970 Proposed</u>	<u>1969 Estimated</u>	<u>1968 Actual</u>	<u>1967 Actual</u>
1. <u>INCOME</u>				
2. Appropriations				
3. City of Atlanta	\$ 94,000	\$ 42,015	\$ 84,030	\$ 84,030
4. Clayton County	6,500	2,899	23,190	23,190
5. DeKalb County	92,300	41,385	82,770	82,770
6. Fulton County	102,000	45,900	91,800	91,800
7. Gwinnett County	5,000	2,276	18,210	18,210
8. Sub-Total	\$299,800	\$134,475	\$300,000	\$300,000
9. State of Georgia	\$ 82,700	33,000	64,426	125,000
10. Interest Income	5,250	3,000	6,665	5,502
11. Federal Funds	\$407,000	46,584	240,925	302,667
12. <u>TOTAL INCOME</u>	<u>\$794,750</u>	<u>\$217,059</u>	<u>\$612,016</u>	<u>\$733,169</u>

<u>Line</u>		<u>1970 Proposed</u>	<u>1969 Estimated</u>	<u>1968 Actual</u>	<u>1967 Actual</u>
13.	<u>TOTAL INCOME BROUGHT FORWARD</u>	<u>\$794,750</u>	<u>\$217,059</u>	<u>\$612,016</u>	<u>\$733,169</u>
14.	<u>EXPENSES</u>				
15.	Staff Costs				
16.	Salaries	82,919	70,274	76,971	66,408
17.	Expenses	12,500	8,977	13,852	11,008
18.	Social Security	1,859	1,498	1,702	1,188
19.	Guaranty	-	267	533	533
20.	Health and Accident Insurance	1,884	1,518	1,528	1,228
21.	Retirement	13,374	13,374	13,340	13,520
22.	Workmens' Compensation	264	213	50	182
23.	Board Meetings	<u>4,200</u>	<u>3,300</u>	<u>3,400</u>	<u>3,250</u>
24.	Sub-Total	\$117,000	\$ 99,421	\$111,376	\$ 97,317
25.	Less: Charge to Program	<u>\$ 20,000</u>	<u>-</u>	<u>-</u>	<u>-</u>
26.	<u>CARRIED FORWARD</u>	<u>\$ 97,000</u>	<u>\$ 99,421</u>	<u>\$111,376</u>	<u>\$ 97,317</u>

<u>Line</u>		1970 <u>Proposed</u>	1969 <u>Estimated</u>	1968 <u>Actual</u>	1967 ^{3.} <u>Actual</u>
27.	<u>INCOME BROUGHT FORWARD</u>	<u>\$794,750</u>	<u>\$217,059</u>	<u>\$612,016</u>	<u>\$733,169</u>
28.	<u>EXPENSES</u>				
29.	Brought Forward	<u>\$ 97,000</u>	<u>99,421</u>	<u>111,376</u>	<u>97,317</u>
30.	Administrative Costs				
31.	Rent	5,888	3,050	3,102	3,000
32.	Communications & Postage	4,307	1,700	4,988	2,232
33.	Furniture & Equipment	2,000	-	2,012	533
34.	Supplies	6,250	1,400	6,416	3,127
35.	Printing	4,000	-	11,792	2,312
36.	Insurance	555	555	190	362
37.	Accountant	1,500	1,500	1,600	750
38.	Auditor	500	500	250	250
39.	Public Information	32,000	500	32,127	33,004
40.	Public Hearings	-	-	1,990	-
41.	Attorney's Fees & Expenses	<u>40,000</u>	<u>16,000</u>	<u>41,711</u>	<u>24,314</u>
42.	Sub-Total	<u>\$ 97,000</u>	<u>\$ 25,205</u>	<u>\$106,178</u>	<u>\$ 69,884</u>
43.	<u>CARRIED FORWARD</u>	<u>\$194,000</u>	<u>\$124,626</u>	<u>\$217,554</u>	<u>\$167,201</u>

<u>Line</u>		1970 <u>Proposed</u>	1969 <u>Estimated</u>	1968 <u>Actual</u>	1967 <u>Actual</u>
44.	<u>INCOME BROUGHT FORWARD</u>	<u>\$794,750</u>	<u>\$217,059</u>	<u>\$612,016</u>	<u>\$733,169</u>
45.	<u>EXPENSES</u>				
46.	Brought Forward	<u>\$194,000</u>	<u>\$124,626</u>	<u>\$217,554</u>	<u>\$167,201</u>
47.	Consultants on Retainer:				
48.	The Research Group	6,000	-	10,575	2,816
49.	Advisory Committee	-	-	5,379	5,370
50.	Hammer, Greene, Siler Assoc.	-	-	8,650	4,742
51.	Eric Hill Associates	-	-	3,340	-
52.	PBTB	17,000	7,333	32,631	19,395
53.	AATS	-	37,000	156,000	-
54.	Sub-Total	\$ 23,000	\$ 44,333	\$216,575	\$ 32,323
55.	Technical Studies	<u>\$610,000</u>	<u>\$ 45,000</u>	<u>\$375,036</u>	<u>\$412,303</u>
56.	<u>TOTAL EXPENSES</u>	<u>\$827,000</u>	<u>\$213,959</u>	<u>\$809,165</u>	<u>\$611,827</u>
57.	<u>INCOME LESS EXPENSES</u>	(32,250)	3,100	(197,149)	121,342
58.	<u>PLUS: FUND BALANCE BEGINNING OF YEAR</u>	<u>\$ 55,575</u>	<u>\$ 52,475</u>	<u>\$249,624</u>	<u>\$128,282</u>
59.	<u>FUND BALANCE END OF YEAR</u>	<u>\$ 23,325</u>	<u>\$ 55,575</u>	<u>\$ 52,475</u>	<u>\$249,624</u>

EXPLANATORY NOTES TO MARTA PROPOSED 1970 OPERATING BUDGET

LINE

- 9. 10% of Line 56.
- 11. \$407,000 does not include any of the current technical studies grant which is to be closed out in 1969.
- 19. Deposit to Retirement System of Georgia, Inc. paid up in 1969.
- 21. New personnel, if any, will not be brought into the existing program.
- 25. Portions of the time of individual staff members will be charged to technical studies (Line 55). Such charges are used in lieu of cash as matching funds. Details appear in the note on Line 55.
- 41. \$40,000 shown is for direct legal support of the Authority's operations. Not included is other legal services required under technical studies, two-thirds of which is to be financed by the Federal Government.

55. Summary of 1970 work program cost:

Federal	\$407,000
Local:	
Cash - \$183,000	
Staff - \$ 20,000	\$203,000
Total 1970 Program -	\$610,000

Rapid Transit

December 11, 1969

Mr. Tom C. Campbell, President
Southern Iron & Equipment Company
5522 New Peachtree Road
Chamblee, Georgia

Dear Tom,

Thank you very much for your letter of December 10th concerning the Rapid Transit Authority. At the present time, all appointments on the Authority are filled, and I don't anticipate any vacancies until after my administration is over.

I hope you will have a continuing interest in Atlanta and the city's traffic problems, and I am sending your letter to Mayor-Elect Massell for his information.

With appreciation and all good wishes for the holiday season, I am

Sincerely yours,

Ivan Allen, Jr.
Mayor

IAJr:lrd

CC: Mayor, Elect Massell w/enclosure



CITY OF ATLANTA

DEPARTMENT OF FINANCE

501 CITY HALL

ATLANTA, GEORGIA 30303

January 3, 1968

CHARLES L. DAVIS
DIRECTOR OF FINANCE
EDGAR A. VAUGHN, JR.
DEPUTY DIRECTOR OF FINANCE
GEORGE J. BERRY
DEPUTY DIRECTOR OF FINANCE

Arthur Andersen & Company
34 Peachtree Street, N. W.
Atlanta, Georgia 30303

Dear Sirs:

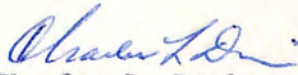
In answer to Mr. H. L. Stuart's letter of December 31, 1968, addressed to Honorable Ivan Allen, Jr., Mayor, requesting information relating to certain appropriations made by the City to the Metropolitan Atlanta Rapid Transit Authority; please be advised of the following:

The City appropriated and remitted to the Authority \$84,030. for the year ending Dec. 31, 1968.

The amount of \$16,974. has tentatively been appropriated subject to Budget Approval for the coming year ending Dec. 31, 1969.

If we can be of further assistance to you in regards to this matter, please let us know.

Very truly yours,


Charles L. Davis
Director of Finance

CLD:moh

cc: Ivan Allen, Jr.
Earl Landers
H. L. Stewart ✓

Office of the Mayor

ATLANTA, GEORGIA

ROUTE SLIP

TO: Mr. King Elliott

FROM: Dan E. Sweat, Jr.

TO

- For your information
- Please refer to the attached correspondence and make the necessary reply.
- Advise me the status of the attached.

I believe that we are not quite to this point yet. Do we need to do anything about it?

NO - WE ARE ASKING OUR CONSULTANTS TO ASSEMBLE ENTRIES. Dan

I THINK WE STAND A GOOD CHANCE OF BRINGING AN AWARD HOME TO ATLANTA

King

Office of the Mayor

ATLANTA, GEORGIA

PHONE JA. 2-4463

R. Earl Landers

Linda -

Set up New File

"Financing Rapid Transit"

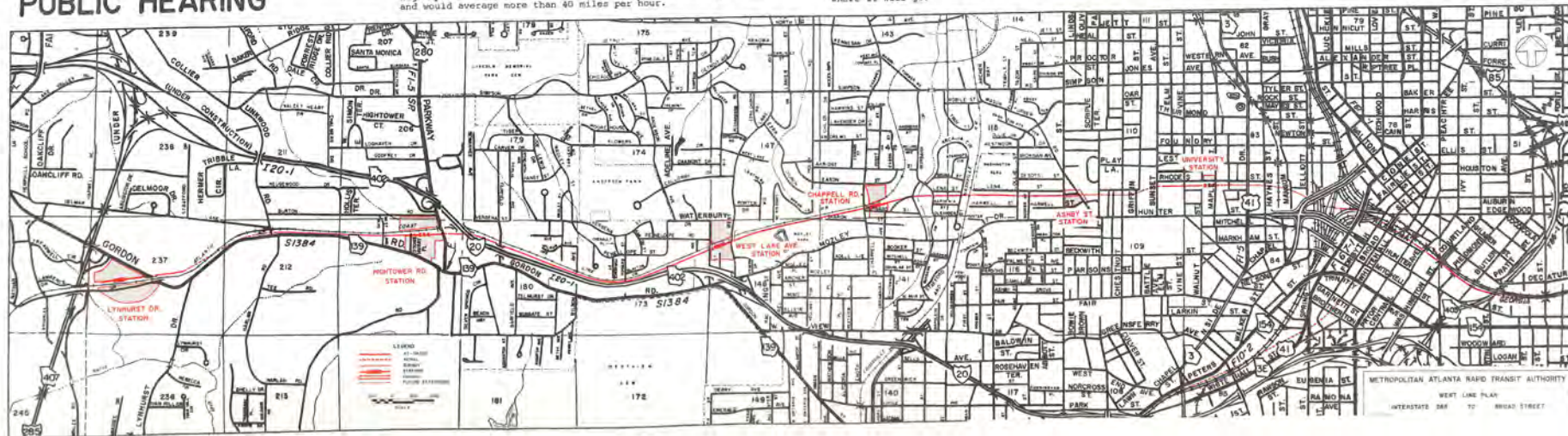
COME TO RAPID TRANSIT PUBLIC HEARING

All residents on the West Side of Atlanta are invited to attend public hearings on the proposed rapid transit lines. The map below shows the proposed location of the rapid transit stations and routes. The rapid transit system would use high-speed trains, which would run as fast as 75 miles per hour and would average more than 40 miles per hour.

Representatives of the Metropolitan Atlanta Rapid Transit Authority will discuss routes and locations of all stations. There will be a detailed discussion of the West Line, and how it will affect this area. They will show aerial photos, maps, and slides to show how the rapid transit system will look and where it will go.

People who live in the area from Westlake Avenue to Lynhurst Drive and beyond should try to come to the hearing which will be held

WEDNESDAY, MAY 22, 1968 at 8:00 P.M.
at the
AME ZION CHURCH, 38 HIGHTOWER RD., N.W.



May 5, 1969

MEMORANDUM

To: Mr. Earl Landers

From: Dan Sweat

I have added some names to the map and plotter their addresses.

I hope this might be of some help.

DS:fy

Walter Clark, First National Bank of Atlanta,
4395 Harris Trail, N.W., 30327

- Bradley Curry, Senior Vice President, Trust Company
of Georgia, 876 Crest Valley Drive, N.W.

Al Barr, Research Manager, Rich's, 80-12th Street,
P.O. Box 50218, Atl. 30302

- Dave Palmer, Associate Professor, Political Science,
Georgia State College, 2287 Bry-Mar Drive NE 30329

Louis Hohenstein, Consulting Engineer, 35 Walker
Terrace, N.E.

Dave Houser, Manager of the Administrative Services
Division, Arthur Andersen & Company,
97 Peachtree Park Drive, N.E., Apt. 0-4

Earnest Dixon, C & S National Bank, 1840 King George Lane,
SW 30331

Michael N. Trotter, Attorney, 1897 Ardmore Road, N.W.

Lonnie King, Equal Employment Officer and Field Rep,
Education Branch, Office of Civil Rights, DHEW,
512 Forrest Road, N.E., 30312

Charles Black, Field Rep, Education Branch, Office of Civil
Rights, DHEW, 3791 Rockport Place, S.W. 30331



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

“MARTA REPORTS TO THE PEOPLE IT SERVES . . .”

FEB.-MARCH 1968
VOL. 3, NO. 2

CANADIAN RAPID TRANSIT PLEASES DEKALB VISITORS

Six prominent DeKalb visitors returned from a recent trip to Toronto and Montreal to inspect those cities' rapid transit operations, and reported that what they saw was “most impressive,” “fantastic,” “first class,” and “magnificent.” They concluded that “we should proceed as rapidly as we possibly can” in developing a rapid transit system for Metropolitan Atlanta.

Those in the group were Brince H. Manning, Chairman, DeKalb County Board of Commissioners; William C. Painter, Mayor Pro-Tem, City of Decatur; William H. Breen, Architect and member of the Decatur City Commission; Tom McCord, President of Tom McCord Construction Company and Chairman of Decatur Planning Commission; John H. Ingram, President C & S Emory Bank and Chairman of Decatur/DeKalb Rapid Transit Committee; and Aubrey C. Couch, Executive Vice President, Decatur/DeKalb Development Association.

The six members of the group discussed their impressions and evaluations of the two systems at a news conference held in the DeKalb Commission chamber on February 9.

Manning observed that “we came away from Toronto and Montreal with different impressions from those we had gotten from just reading literature. Certainly we ought to get on to



Rapid Transit train approaching Eglinton Station with high-rise building and parking decks using “air rights” over tracks.



DeKalb group in Montreal Station. Left to right, William H. Breen, Tom McCord, John H. Ingram, William C. Painter.

the job one way or the other because we need to be able to move people. We have to have a totally integrated system with automobiles, buses, and possibly even trackless trolleys, as well as rail transit.

“I think the thing we here in this area have overlooked so much in the past is the impact that this will have not only on land values but also on the development that will come and the terrific increase in the tax digest which will arise from this development. We saw plans that could fit into almost any area that we have in DeKalb County or the City of Decatur or the whole metropolitan area of Atlanta, of development which has resulted from rapid transit.”

“Certainly we ought to move forward with the program if we are going to have it; and if we don't move forward, we will all regret it in years to come.”

Breen, an architect, was unequivocal in his enthusiasm for the speed of the system and for the design of the stations in Montreal. He stated, “The most summarizing thing you could say about the whole trip was that I can come back now and say that ‘rapid transit works — I have seen it.’”

“The system is fantastic,” he said. “A system that allowed me to get on at one end of the line in Montreal, cover 15 stops

**METROPOLITAN ATLANTA
RAPID TRANSIT AUTHORITY**

808 GLENN BLDG. • 120 MARIETTA ST., N.W.
ATLANTA, GA. 30303 • PHONE 524-5711

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



Edited by KING ELLIOTT

BOARD OF DIRECTORS

OFFICERS:

RICHARD H. RICH, *Chairman* ROY A. BLOUNT, *Vice Chairman*
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CLAYTON COUNTY:

EDGAR BLALOCK

DEKALB COUNTY:

ROY A. BLOUNT DR. SANFORD ATWOOD

FULTON COUNTY:

JOHN C. STATON MITCHELL C. BISHOP

GWINNETT COUNTY:

K. A. McMILLION

COBB COUNTY (Observer)

OTIS A. BRUMBY, JR.

MARTA STAFF:

HENRY L. STUART, *General Manager*
EARL W. NELSON, *Chief Engineer*
KING ELLIOTT, *Director of Public Information*
H. N. JOHNSON, *Administrative Assistant to General Manager*

in 13 miles, let everyone get on and off who wished, and have spent no more than 15 minutes, is really moving people."

"The thing that I saw as an architect which was most impressive was the definition of this thing 'corridor impact.' I've heard this thing discussed, and seen it in papers, graphs, and charts, but in Montreal I saw it all in flesh and blood and in architecture. I certainly want to compliment the architects who handled the situation in Montreal.

"The extensive development around rapid transit stations in Toronto and Montreal indicated to the group what might be accomplished in the Metropolitan Atlanta Area, with good planning before and during rapid transit development."

McCord stated, "What impressed me was that rapid transit made the backbone of the future development regarding building and other developments. In the city of Decatur's planning, we have just been through working over our documents again and we are real concerned that property values will not only stay where they are, but will continue to go up. As you know, we have had urban renewal and this has been a great boon. We now have several high-rise buildings here including the new county courthouse building. We would like to think that we could help the people who own property in Decatur to continue to have valuable property. If rapid transit would make the land values continue to go up near the stations, then we would like to be involved where the stations would be and to help plan for the future. We are not talking about a one or two-year plan, we are talking about a fifteen or twenty-year plan."

Painter agreed with McCord's observation about development in Toronto and related that to the future of Decatur. "The city of Decatur will be in a very critical spot in this whole metropolitan area transit. We feel that rapid transit in the city of Decatur will be an exciting and meaningful development for the entire citizenry. It will not only mean a mode for moving back and forth in the downtown area of Atlanta, but will also be the backbone for the development that you have just heard about. The residential development will be more significant to Decatur because we have always been an area where people like to live. High-rise developments will be available. We saw there in Montreal and Toronto many high-rise apartments, and good rentals can be obtained in these because of

the proximity to rapid transit. We feel that what we saw there can be related to Decatur in a very, very meaningful way, and we feel that our citizens will support it."

Ingram was particularly impressed with the speed with which the Montreal system was developed and the speed with which the system moves large numbers of people. "Montreal had talked about rapid transit for some fifty years but when the decision was finally made to act, they accomplished what they now have in a short period of time of about five years.

"We were impressed with the speed with which they moved 350,000 people each day in the city of Montreal and moved them in quiet and in comfort and with efficiency.

"Each of these cars will carry about 160 people and they will run about 10 cars to a train, so about 1,500 people can ride on one train. The trains are spaced something like two or three minutes apart, so you can visualize how fast you can move people into Atlanta, or out to Decatur, or out into DeKalb County.

"We found out that the public attitude about rapid transit had changed quite a bit. People in that area feel that it is no longer to their advantage to drive automobiles to work. They know now that they can ride the rapid transit system, have no parking problem, and arrive at work much more quickly. It is certainly easier than the way they were able to do this before."

"The cost of the system was certainly large; one car for example, will cost an average of about \$123,000 and this was five or six years ago. We are talking in the Atlanta area about some 52 miles of track. The last figure I recall was in excess of some four hundred million dollars, and this keeps going up every year. We feel in the interest of Atlanta and Decatur and this great area we all live in, that we have got to translate this talk and these discussions into action as soon as possible."

Couch, too, concluded that after visiting the Montreal system, "We cannot afford *not* to build a system in Atlanta, and speed is of the essence. We rode the system in Montreal as the average person would ride it. We stayed in the Hotel Champlain in Montreal, rode one floor down on the elevator and were in the rapid transit system at that point. We paid a quarter, and, as far as we know, you could ride all day long for the price."

"The opportunity is so great and is so staggering that I don't think anybody can really understand what an opportu-



"We saw it, we rode it, we like it!" William Painter (l) with Ingram and Breen; and, across the aisle, McCord with DeKalb Commission Chairman Brince H. Manning (r), as they rode the Montreal rapid transit trains.

ity this area has. I have seen METRO in Paris and I have seen the subway in New York and I must confess, the subway in New York did not impress me. But what I saw in Montreal, and to a larger degree in Toronto, was so different that I came away with the same feeling that Mr. Breen mentioned — rapid transit works."

"They have done magnificently," Couch emphasized, "and if they can do it in Montreal and Toronto, we can do it here in Atlanta and we *must* with the greatest speed possible."

Manning agreed with McCord that, "the longer we wait, the more it is going to cost. This entire project will have to be submitted to the people and we should move forward with the program." Manning concluded, "Certainly we should move forward with the program if we are going to have it, and, if not, we are going to regret it in years to come."

The inspection tour February 1-3 was arranged and sponsored by the Decatur/DeKalb Development Association; transportation was by private plane owned and piloted by Tom McCord.

Breen said, "There is one thing I would like to say. This general conversation has related to Metropolitan Atlanta, Decatur and DeKalb County and the number of stations and extensions of the routes. If there are any interested persons in counties which are not in favor of rapid transit, I would like to recommend to these persons and to persons in other parts of the State that they give their attention to two things:

"First, I recommend to any one that before they really become set against rapid transit that they make an effort to take a trip to Toronto and Montreal. After our trip, we are enthusiastic about rapid transit and see that there is a real need for it.

"Second, rapid transit adds a facility or capability to a city which in our case would generate new economy throughout the whole State. This is something that would lift Atlanta up out of a questionable area of whether it is indeed a great city or not quite great. I think rapid transit would help make the whole Metropolitan Atlanta area and all of its environment including DeKalb County and DeKalb municipalities part of a great area of high density habitation. This could not help but affect economy of our State. If I were in Valdosta, Thomas-ton, or some other part of Georgia, I would be in favor of rapid transit."



**RAPID TRANSIT EXHIBIT
WINS FIRST PLACE AWARD**

An exhibit on rapid transit won a blue ribbon for four Chamblee High School students at the Science Fair in DeKalb County in February. The exhibit, titled "Rapid Transit for Atlanta," used plaster of paris, wood, plastic, toys, parts of a train set and other materials to show the basic layout of the rapid transit system now being developed. The "mushroom-shaped" objects in the picture above are signs depicting station locations and the time/distance from Transit Center. The "Blue Ribbon" in the upper left corner of the display indicates a *First Place* award.

The display was developed and built by Carol Pitts, Dianne Coffee, Judy David and Barbara Wilson, all ninth-grade students at Chamblee High School. Ken Moore, World Geography



DeKalb County School Superintendent Jim Cherry listens intently as Chamblee student Carol Pitts explains the display she and three other students built, depicting rapid transit plans for Metropolitan Atlanta.

teacher at Chamblee, was the supervising teacher for the project.

The project took approximately 60 "girl-hours" to complete, and won a "First Place — Blue Ribbon" in the DeKalb competition. A total of more than 600 projects was entered in the Science Fair. DeKalb School officials say the fair provides "an opportunity for students to develop research skills and engage in individual and in-depth studies as they learn to distinguish between fact and opinion while exploring a more exciting approach to learning."

MARTAnswers

The following questions were asked by newsmen and were answered by members of the DeKalb group which recently toured rapid transit systems in Toronto and Montreal.

QUESTION — Did you get any feeling from the people there as to whether they were glad to have rapid transit and depended on it or whether they wished it had never been built?

BRINCE MANNING — I personally did not talk to any public officials or to anyone connected with rapid transit. We went to get the feelings of the average person in these two great cities and the opinions of business people who have their places of business around rapid transit and also the attitudes of those who live around rapid transit. I did not get the impression in either city that the public was against it. Two or three people did say that there was opposition to it in the beginning but they felt as a result of the completed system, that most of the people are in favor of it.

QUESTION — How well do you feel the new systems were integrated with existing neighborhoods as well as with the new development that took place after the stations were built?

WILLIAM BREEN — In the neighborhoods, the stations were largely underground as far as size and volume were concerned. Portions of the neighborhood stations which actually occupied ground and space above ground was very small. You could have had two or three of them around our court square, for instance, without disrupting any of our present operations. People walk to the stations. The only exception was where the automobiles and buses came to the stations; there they have drive-in stations which allow rapid transit riders to get to their cars or to buses which feed out into the neighborhoods.

QUESTION — You mentioned the possibility of expanding the system in DeKalb County with more stations and longer lines. Do you have any specific idea as to what and where?

MANNING — Well, the initial line in DeKalb County is to come out along the Georgia Railroad, College Avenue and DeKalb Avenue through Decatur, on out past Sams Crossing to Avondale. It is our thinking that because of the traffic pattern set up by the Perimeter Highway that the initial line should be extended beyond the Perimeter Highway. The reason for this is the limited crossings of the perimeter, not only for private automobiles but also for bus transportation.

QUESTION — You also want more stations along the line than are now in the planning?

MANNING — Yes, sir: I believe in Toronto the stations are spaced about a mile and a quarter apart. You can see the development at each station, and I think if we have more stations, there will be a greater impact on every area in DeKalb County as well as in other counties in the Metropolitan area. I would like to say this — there has been a lot of talk about rapid transit as something which is just for moving people downtown. The two cities we saw defaults this theory. There is much movement out to the areas, shopping centers, and office buildings that have been developed as a result of rapid transit. I would say that people are going out to these more than they are going downtown. I think this would be true in the Atlanta Metropolitan Area and this suits me fine. The more people we can move out here to shop, to live, to invest their money in real estate development, the better off we will be.

MARTAction

At its regular meeting January 15, 1968, the MARTA board of directors re-elected Richard H. Rieh as Chairman and Roy Blount as Vice Chairman. The Board was advised that the following directors had been re-appointed to new terms: from Atlanta, L. D. Milton to a term expiring December 31, 1971; from DeKalb County, Dr. Sanford Atwood to a term expiring December 31, 1971; from DeKalb County, Roy Blount to a term expiring December 31, 1969; and from Gwinnett County, K. A. McMillon to a term expiring December 31, 1971.

The Board agreed to participate in an accelerated program of the Atlanta Area Transportation Study.

At its meeting in February, the Board of Directors authorized the General Manager to file an application with the U.S. Department of Housing and Urban Development for \$166,666.00, to be matched by \$83,334.00 of local funds for continuation of the work program in 1968. This program includes work elements on Preliminary Ownership Study (\$49,000); Accounting and Financial Control System (\$25,000); Architectural Studies (\$32,000); Transit Center Technical Studies (\$99,000); Socio-Economic Benefit Analysis (\$30,000); and Impact of Proposed System of Atlanta Transit System (\$15,000).

The Board also agreed on MARTA's share of the cost of the accelerated Atlanta Area Transportation Study; MARTA and the State Highway Department will each contribute \$100,000 toward this work.

The next meeting will be April 2, 3:30 P.M., Room 619, The Glenn Building, 120 Marietta Street, N.W., Atlanta.



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

808 GLENN BLDG. • 120 MARIETTA ST., N.W. • ATLANTA, GEORGIA 30303
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Mr. Dan E. Sweat, Jr., Director of
Governmental Liaison, City of Atlanta
City Hall
Atlanta, Ga. 30303

March 25, 1969

Dear Ann,

I too am now a "working girl" —
Haven't seen you in so long, but with four
kids and a job, I've found very little
extra time. I don't see anyone!

I thought of you as I typed the enclosed
letter to Mayor Allen, and made an extra
copy to send to your attention. In the
event something does come of this "Citizens"
Committee, perhaps a personal recommenda-
tion might help Mr. McElhany.

I've only worked for a few weeks,
but Mr. McElhany struck me as being
a pretty sharp fellow. Burlington Management
Services Co. is a new division of Burlington
Industries — & as I understand it we are
a "Computer Utility". I'd explain more about

it but I'm a little hazy on it myself.
Before long tho' we'll have computers all over
the place!

Ann, I didn't know what would happen
to Mr. M^cAlhany's letter because I'm sure
you get hundreds a day. So - as I said
I wanted to call it to your attention and
send a personal recommendation. I won't
mention that I've done this (to him), but
thought it wouldn't hurt.

While I'm at it, let me tell about the
boys & Linda. You won't believe it, but Steve
is a Jo at Emory, Gary a Freshman at Auburn &
Linda is going to the Univ. of S. Carolina this Sept.
(The "baby", Kevin, is in the 3rd grade.) Ann, does
this mean that we're getting older each year,
same as they are ??? (I'm afraid it does.)

No answer is necessary on Mr. M^cAlhany's
letter, but call me sometime & let's chat and
catch up on all the news.

Sincerely,
Doreen Davies

March 21, 1969

Honorable Ivan Allen
Mayor, City of Atlanta
City Hall
68 Mitchell Street, S.W.
Atlanta, Georgia 30303

Dear Mayor Allen:

If the mail balloting of the Atlanta Area Transportation Policy Committee for establishment of a 60-man Citizens' Advisory Committee results in this resolution being passed, I would like to be considered for membership on this Citizens' Advisory Committee.

My qualifications include nine years experience in the automotive industry, fifteen years residence in the City of Atlanta, the application of computers to the solution of business problems when I was employed by IBM, and a strong layman's interest for a number of years in traffic and transportation problems.

You and I know that Atlanta is the finest city in America. Frankly, though, Mayor Allen, I feel that this all-pervasive transportation problem is the most significant cloud on Atlanta's horizon. I want Atlanta to continue to be a wonderful place to live for my children and grandchildren, and I know that proper traffic and transportation planning will help assure this.

May we meet personally to discuss this?

Very truly yours,

Bernard A. McIlhany
Marketing Representative

420 Golf View Road, N.W.

BAM/dd

Does Atlanta Need RAPID TRANSIT ?

This is one of the most important questions to face Atlantans in modern times.

Response to this question will determine.....

- whether we grow or choke
- whether we have a strong central hub or disintegrate
- whether we go forward or bog down
- whether we compete with other regional cities or not
- in summary, whether we are to become a truly great City.

BASIC PHILOSOPHY IMPORTANT

A city can sprawl --- or it can develop like a wheel, with a noticeable "hub" and satellite development all around, with trafficways and corridors linking places of residence, places of work, recreation areas, shopping and entertainment facilities.

The dramatic concentration of new high-rise office buildings and apartments in central Atlanta is evidence of our commitment to the strong central core type of city --- with other elements around the central core comprising a great Metro wheel.

BUT, A STRONG HUB!

ACCESSIBILITY/CIRCULATION VITAL TO THE HUB

For the hub to grow --- and function efficiently --- it must be readily accessible to those seeking to reach it, and it must be operable internally.

Otherwise, the growth will go elsewhere.

OF COURSE, R/T WILL BE EXPENSIVE --- BUT.....

..... so will be the cost of not doing it.

- in lost efficiency
- in accidents -- damages --- injuries --- deaths
- in loss of development opportunities and the jobs and tax base therein represented
- in loss of property values as streets choke up
- in loss of business activity
- in trying to pay for less workable solutions (for example, some cities have found that it costs as much as \$21,000 average TO ADD TO THE EXPRESSWAY SYSTEM THE CAPACITY TO MOVE ONE ADDITIONAL VEHICLE.)

THIS IS NO CHOICE BETWEEN RAPID TRANSIT OR HIGHWAYS

All of both that can be built will be needed.

But, it's perfectly obvious that highway construction into the central core cannot continue without limit.

ATLANTA MUST MOVE FORWARD -- OR BACKWARD -- IT CAN'T STAND STILL.

RAPID TRANSIT IS NEEDED NOW NOVEMBER 5th IS THE DATE OF DECISION A VOTE "FOR" IS A VOTE "FORWARD".



In Montreal, a sparkling new rapid transit system not only moves thousands of people to and from work, but has helped build an exciting new downtown. Atlanta can do likewise.

In the loss of Honorable Ivan Allen, Sr., Atlanta has lost one of its great citizens --- a person whose love for Atlanta and vision for its future have left an indelible mark. We extend deepest sympathy to Mayor Ivan Allen, Jr..

TELLING THE CENTRAL ATLANTA PROGRESS STORY

Executive Director spoke to the Northside Kiwanis Club Oct. 4th.

Will address Decatur Rotary Club on November 1st.

Secretary of State of Florida, Tom Adams, visited Central Atlanta Progress on October 16th to learn of this unique participation of private enterprise in a cooperative effort to build a better City.

In the current urban crisis, those central cores that do sound planning and act forcefully will move forward --- the others will falter.

..... Bob Bivens

Downtown: It's the Hub

By TOM WALKER

Atlanta Journal Real Estate Editor

Like the hub of a wheel, the downtown core of a major city is the axis around which its suburbs turn. Atlanta is no exception.

From this central point, the sprawling urban community is held together in a meaningful pattern. Without it, these outlying areas would be just so many unrelated neighborhoods.

This is why so much concern is expressed in Atlanta and other cities about the health and vitality of the downtown core. In a very real sense, the strength of the entire urban complex depends upon the strength of the central city, just as the extremities of a human being depend upon the beat of the human heart.

Many agencies and individuals—both private and governmental—are actively engaged in the business of keeping Atlanta's downtown strong.

THE PRIVATE real estate developers are in the forefront in this effort, with such major projects as:

- Peachtree Center, an internationally known development that will eventually encompass office, entertainment and living space.

- The projected "air rights" complex of office, hotel and retail buildings which Dallas developer Raymond Nasher plans to construct over the railroad tracks near the State Capitol.

- The similar air rights project which Cousins Properties, Inc. of Atlanta plans over the railroad right-of-way at Spring Street and Techwood Drive.

- The Georgia State College expansion plans which will make way for a school of 25,000 students by 1975 right in the heart of Atlanta.

- The government center, where state, city and county agencies are housed, but which will need room for expansion in the future.

- Colony Square, a complex of office buildings, apartments, hotel, retail and restaurant facilities on Peachtree at 14th streets.

PLUS DEVELOPMENTS connected with the Georgia Tech campus, the Atlanta Civic Center and new high-rise, medium-rise and low-rise

office buildings in downtown Atlanta that are almost too numerous to keep up with.

And at some future date, developments associated with the Metropolitan Atlanta Rapid Transit system will help refigure the downtown core.

These are projects or plans which have already been made public, and have advanced to one or another stage of advanced planning or actual construction. But there are other dramatic plans for downtown Atlanta which are

Friday, September 20, 1968

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still in the formulative stage, but all of them are aimed at creating a strong, throbbing central hub for a sprawling metropolitan community.

THE DOWNTOWN, however, is the center of more than just a promising future — it is the center of some major urban problems which will have to be solved before the promise can be fulfilled.

These include downtown blight; ghetto and slum areas; deteriorating neighborhoods, within the very shadows of gleaming new office structures; transitional business districts where vacant buildings sit idle within a short walk of Five Points, financial center of the Southeast; congested streets and clogged freeways — among others.

Coping with the future of this high-density downtown core requires detailed study of literally every square foot of space.

In its planning "you've got to talk about feet and inches where you might be talking about miles if you're considering areas farther out," said Robert W. "Bob" Bivens, executive director of Central Atlanta Progress (CAP).

A PRIVATELY FINANCED agency, Central Atlanta Progress, in effect, is the business community's own planning agency, as opposed to the publicly financed planning departments of the City of Atlanta, the metropolitan area and the State of Georgia.

As such it is unique locally, and possibly is unique among major cities of the nation.

As Mr. Bivens puts it, Central Atlanta Progress is the latest step in the evolutionary progress of the business community of central Atlanta.

It was formed from the nucleus provided by two older organizations: the Central Atlanta Improvement Association, founded in 1941, and the Uptown Association, organized in 1960.

In January of last year, CAP was organized. But Mr. Bivens explains, these organizations were also restructured so that, in effect, a completely new association was formed.

"It is not a promotional group," said Mr. Bivens, "but it is a planning agency, with experienced, professional planners who have a strong background in private enterprise."

The overall goal of CAP, said its executive director, is "to develop ideas that make sense and see them through."

THE AIM IS NOT to come up with "pie in the sky" proposals that sound great, but are impractical. The idea is to come up with sensible, practical proposals.

A community which develops the latter is in the best position to take advantage of money which is available from existing sources (such as a number of federal agencies), he said, and also is in better position to influence private developers.

Associate Director Donald G. Ingram said: "We want to enlist the private sector, to make private enterprise a part of the process of finding solutions. This represents a new dimension: the involvement of the business community in the process of planning. If they are involved, we think they will carry out the plans."

At the same time, Mr. Bivens emphasized, CAP works closely with the public planning agencies in the overall search for an answer to the question: What kind of core does a booming, metropolitan area need, and how can this be brought into reality?

The central core of Atlanta is hard to define in exact terms. As conceived by Central Atlanta Progress, it is somewhat larger than the region which most people probably think of as "downtown."

GENERALLY, THE "CORE" is defined as the area from Brookwood Station on the north to Atlanta Stadium on the south, and within the railroad belt line extending eastward beyond Boulevard-Monroe Drive and westward as far as Maddox Park and Washington Park.

One reason for selecting these general boundaries is the fact that so much statistical data is available from such agencies as the Census Bureau on neighborhoods that have these fixed limits.

One of the fundamental problems facing the future of downtown Atlanta is traffic—how to get there and back from outlying regions, and how to circulate within the downtown area once there.

"Georgia State College is planning for a student body of 25,000 by 1975," Mr. Bivens said. "Obviously, even with rapid transit, most of these will drive cars to school. How will they get in and out? How will you separate pedestrian traffic from streets? These are some of the types of problems which someone has to be thinking about right now."

Said Mr. Ingram: "There is an overriding concern over just what kind of downtown area we are trying to achieve in relation to a city with a (future) population of 3 million-plus."

In short, what ought to be downtown and what can be located elsewhere in the metropolitan region: how many and what kinds of jobs, how much office space and for what purposes, what kind of and how much housing?—to mention just a few major considerations.

"EXPERTS SAY, AND we agree, that all great cities have two things in common," said Mr. Bivens. "One is an exciting central core, where people want to go to shop, for

entertainment, go to the theater, to restaurants—and it is a place that is active 24 hours a day.

"Second, a strong, middle class citizenry lives close to the central core," he went on. This concentration of people provides the leadership for the downtown and patronizes what the downtown offers—without, Mr. Bivens notes, having to commute many miles from the suburbs.

What then, should go into the central, downtown core? Mr. Bivens and Mr. Ingram listed these:

- More high-rise, high-income apartments ("Atlanta is really not quite ready for this now," said Mr. Bivens, "but we ought to be thinking ahead to that day, and take steps to make it possible").

- Downtown should be the focal point of cultural activities. ("This is pretty well happening now, but we ought to strengthen it," he said). This includes theaters, restaurants and great hotels, among other features.

- A **COMPLEX** OF strong retail establishments, which attract shoppers not only from the metropolitan community, but from throughout the region.

- A concentration of government offices.

- A concentration of financial activity.

- Merchandise and trade marts.

The prime requisites of a downtown area, said Mr. Bivens, are that it be attractive, easy to get around in, and safe.

One of the major trends in downtown Atlanta development, he said, is the large-scale complex, such as Peachtree Center.

THE LARGE COMPLEX represents a new dimension, because this type of project includes the full range of human activities from homes, to jobs to recreational facilities and entertainment, right in the central area.

While most air rights developments have been envisioned so far over railroad right-of-way, Mr. Bivens pointed out that air rights developments



ROBERT W. BIVENS
"Sensible" Solutions

over freeways offers a broad opportunity for future development.

Resourceful thinking could also come up with good solutions to the use of much downtown land that is currently not utilized to its maximum potential, the planners indicated.

One such area is the so-called "garment district" of downtown Atlanta just south of Five Points. Obviously in a transitional state, the main questions for this and similar property would be: What land use would make the most sense here?

AND ALSO IN THE slum neighborhoods—what would be the best use for land that is obviously not fit for human habitation?

A dilemma here is how to bring the ghetto dweller into closer contact with his potential jobs? It is literally a geographical problem, since the job quite often is many miles from the needy person's dwelling, and the transportation between the two may be too costly, or inadequate.

"We've got to work in the long haul on a sensible match of people with jobs," said Mr. Bivens, "so that people in the cities can work to improve themselves."

This, in short, is one of the immediate problems that must be solved en route to solutions that are mapped out for longer-range problems.

In case you missed this, I recommend it to you now: Bob Bivens



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

“MARTA REPORTS TO THE PEOPLE IT SERVES...”

AUG.-SEPT., 1968
VOL. 3 — NO. 6

TRANSIT CHIEF HAILS ATLANTA RAPID TRANSIT PLANS

Paul L. Sitton, newly-named chief of the Urban Mass Transportation Administration, U. S. Department of Transportation, has commended Atlanta leaders for taking the initiative in developing a proposal for a rapid transit system. Sitton, a native of DeKalb County and a graduate of Emory University, was in Atlanta August 27 to meet with transportation and government officials. At a news conference that afternoon, he praised Atlanta for having “a leadership that is concerned with the future.”

Sitton stated, “I think a mass transportation system for Atlanta is essential for future growth and development.” On the topic of available federal funds, he noted that in other cities which are building new rapid transit facilities, “The federal government has been prepared to meet its commitment to these programs.”

He commended Atlanta for having “a very well-balanced approach to transportation,” and observed that rapid transit in Atlanta would have a beneficial effect on the entire state.

The text of the news conference is printed in its entirety in succeeding paragraphs.

A number of local elected officials and business leaders attended the news conference to meet Mr. Sitton and to hear his comments. These included Atlanta Mayor Ivan Allen, Jr.; Fulton County Commission Chairman Charlie Brown; Nelson Severinghaus, Chairman of the Atlanta Region Metropolitan Planning Commission; MARTA Vice-Chairman Roy Blount; and MARTA Directors John C. Wilson and Dr. Sanford Atwood. Georgia former Governor Carl Sanders introduced Sitton to the group of about 30 persons, including representatives of newspapers, radio and television.

Sitton opened the news conference by explaining that he has been traveling around the country since his nomination, visiting the cities to familiarize himself with their problems in transportation and their plans for solutions.

SITTON: I think Atlanta is a very unique city. . . . Atlanta is a center city—a central distribution area for a large part of the nation—for the Southeast. Atlanta has grown, it has developed, it has looked forward to its future. In fact, Atlanta has always anticipated its future. I think the Lockner Program for highway development in this area is indicative of this. I think the high-rise office development is a recognition that Atlanta will truly be the central service city of the Southeast for governmental services, for banking, for retailing, cultural activities and other activities of this nature that make up the critical activities of a classic city of the size of Atlanta.

Aristotle said that the people came together in cities to live, and they stayed there in order to live the good life. The Congress, when it enacted the Urban Mass Transit Act in 1964, recognized that there was a need for national support of programs in major urban areas of our country to improve their transportation. It reflected a recognition on the part of the Congress that our urban areas are changing. They are perhaps the most dynamic part of our economy; they are, there's no question about it. And there is a growing demand for services of an affluent society. Transportation is one of those services.

The Department of Transportation is attempting to take all of the programs concerned with transportation and which relate to our cities—highways, urban mass transportation, aviation, and so forth—and to weave them into a systematic pattern in which we can see how the central cities, or the central business districts, can best be served—how to move people back and forth to work, how to provide for recreational outlets—all of these cannot be carried out without a significant transportation service.

Atlanta to me, as I said, is a classical example of this city. I think, also, that Atlanta has a unique leadership among the cities that I've visited. Atlanta has a leadership that is concerned with its future, it is concerned with its growth, and recognizes the things that have to be done in the future, if Atlanta is to remain the cultural and business and economic center of this fast-growing section of our nation.

I came here to get a briefing on the mass transit program which is under study and under consideration by the region; (continued)



At news conference, left to right, are John Wilson, MARTA Director; Roy Blount, MARTA Vice Chairman; Paul Sitton, UMTA Director; and Carl Sanders, former Governor of Georgia.

TRANSIT CHIEF (continued)

I wanted to see how it is integrated with the total plan of the development of the area, and try to understand this as one of the major component problems that we face on a national level.

I will be glad to answer any questions or discuss any issues that you may have, or specific points concerning the program that I administer.

QUESTION: There seems to be one key factor in Atlanta's rapid transit plan and that key factor is money. How far is the federal government going to participate in rapid transit?

SITTON: Well, let me put it this way—the federal government between 1964 and 1967 provided over 400 million dollars in grants to support certain cities that were prepared to move ahead with development of their transportation system. We have supported the San Francisco BARTD project; we have provided for replacement equipment in Chicago, in New York, in Philadelphia—there are active projects underway in those cities. In each case, the federal government has been prepared to meet its commitment to these programs. And I think that the political response of the two parties, the recognition by the Congress and the Administration of the critical federal role is an answer to the question of the willingness of the federal government to meet the matching requirements it has set forth in the federal grant program.



Paul L. Sitton

QUESTION: Is there enough money available now to get Atlanta off the ground?

SITTON: There is not enough money available to get any one city off the ground, because you have to approach these projects in developmental stages. One Congress cannot commit itself from one term to the next. We are trying to work out long term programs of authorizations that will permit the cities to plan and to look to the future. I feel that with the support of the cities and of our Congress, we can provide the kind of sound program that will permit the cities to proceed with the assuredness that the federal support required to sustain these programs will go ahead.

At the present time, we have 190 million dollars in grants that are available for this fiscal year.

I might also add that, in terms of this, we provide support under research programs looking to what the future prospects are for augmenting systems that are provided and for looking at new technology that may come along.

QUESTION: From your knowledge of Atlanta and from what you've seen on your visit this time, how important is a rapid transit system of some type to Atlanta?

SITTON: I think a mass transportation system for Atlanta is essential for future growth and development. With a city with the projected population that you envision in the next 20 or 30 years, one cannot see its future development taking place at the pattern that you anticipate in terms of your economic growth without providing the key service that is necessary to serve a central city like this. And this can only come about through some very effective, convenient, rapid, and viable form of mass transportation.

The people of Atlanta have a choice—the choice is to move ahead with the transportation that you are planning and anticipate the future growth of your city in a constructive and a progressive manner, taking into account what the economic growth potentials of this area are, what the population is, and by providing the services that are essential to sustain these jobs, this economy at a high level. And to provide the qualities of excellence that are necessary in our society today to provide the kind of life that our people demand and will want. The other alternative is to let "drift" take place—no planning, no prospective analysis of what will happen in the future, and permit things to proceed in a kind of a "drift pattern," and I don't think Atlanta will take that choice.

QUESTION: How does it tie-in with the development of highway programs?

SITTON: I'm glad you mentioned that, because we are working—in fact, I came from a meeting this morning out at the airport with regional highway officials from all over the United States, explaining the program, how the mass transit program ties in very closely with the highway system. It doesn't compete with highways, it augments highways. We have highway demands that far exceed the revenues that are available, even under existing laws, to meet those demands. What we are trying to do is to make highways more efficient in terms of moving more people who want to use their automobile along these highways, and remove the clogging and congestion that restrict the use of them at this time, and, prospectively, in the future. So, it's an augmentation of existing forms of transportation and existing services.

QUESTION: If Atlanta is successful in passing a bond referendum this fall, how long will it have to wait for matching funds from the federal government?

SITTON: Well, let me put it in this light—the federal government has been prepared whenever a major city has come forward with a plan and with a viable financing scheme to provide the grants that are needed. We have done this on a timely basis. And, in planning the future of this program, we are certainly taking into account the prospective demands that will be placed upon this program by Atlanta and other cities.

QUESTION: Are you familiar enough with Atlanta's plan to say whether or not it's a well-integrated and adequate plan?

SITTON: I have followed Atlanta's plan from Washington over the past several years, primarily when I was working on the highway program, and trying to make sure that federal programs at the local level were being placed as part of an integrated plan. I would say that in no city that I've been in and worked with has there been a more constructive effort on the part of all parties to bring together into a systematic approach to the problem of transportation the solution that we are seeking in a balanced transportation system. The answer is, Atlanta has, as far as I've seen in Washington, a very well-balanced approach to transportation.

QUESTION: Would you elaborate on a situation where one metropolitan county did not participate in the rapid transit program?

SITTON: I can't elaborate in detail, but I can point to an example where, in San Francisco, I believe, the plan is proceeding without the participation of Marin County, which is across the Bay from San Francisco, and which was part of the initial system. That's the only example I know of. The essential thing to focus upon, however, is the need for an initial core system. The need for experience, the need for trying to adjust the travel patterns. There is no question in my mind, once a system is developed and the economic benefits flow from it, that you will see a full regional participation at some point in the future.

QUESTION: How would it affect the county not participating?

SITTON: I think it certainly would affect the county, in terms of its integration into the total system, of the total metropolitan growth and economy of the metropolitan area. Like having an arm cut off, you know, it's lying there not very effective.

QUESTION: How will rapid transit benefit the rest of the state?

SITTON: That's a very good question; I'm glad you asked that. What benefits Atlanta benefits the State of Georgia. What benefits Atlanta benefits the Southeast. What benefits Atlanta benefits the nation. The benefits that grow from an efficient form of transportation service to a core area like this spreads throughout the economy. It has a very distinct "multiplier effect," if I may use a word of BARTD, and it will have very large implications for people in other parts of the state. They come here to perform many functions and services; they rely upon Atlanta as a distribution center. All of this affects the cost of doing business. Thank you, gentlemen. (End of news conference.)

MARTA REJECTS "BUCKHEAD ALTERNATE"

The proposed "Buckhead Alternate" was rejected by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority at its regular meeting September 3, 1968. After hearing a report of the Engineering and Design Review Committee, presented by Mitchell C. Bishop, the Board agreed unanimously that future planning of the Northeast rapid transit line should proceed on the Southern Railroad alignment as proposed earlier.

The following is the text of the EDR Committee report:
REPORT OF THE ENGINEERING AND DESIGN
REVIEW COMMITTEE METROPOLITAN ATLANTA
RAPID TRANSIT AUTHORITY
SEPTEMBER 3, 1968

SUBJECT: "Buckhead Alternate"

In accordance with the decision of the Board at the August meeting, a public hearing was held Thursday night, August 15, at the gymnasium of North Fulton High School on the subject of the proposed "Buckhead Alternate" alignment for the Northeast rapid transit route. Director John Wilson presided, Director Rawson Haverty assisted Mr. Wilson.

Advantages and disadvantages of both lines were presented by MARTA consultants at the public hearing. Among the advantages which Leon Eplan, of Eric Hill Associates, attributed to the "Buckhead Alternate" were the following:

1. Direct service to the Buckhead business district;
2. Two additional stations;
3. Better access by residents of Peachtree Road and Roswell Road;
4. Improved possibilities for orderly growth and development of the area, especially in the vicinity of stations; and,
5. Probability of greater patronage in the future.

The disadvantages which were voiced included the following:

1. The requirement for a greater number of homes, businesses, and other private property for right-of-way.
2. The need for some right-of-way on, or adjacent to, property now being used for parks, schools and churches;
3. The inconvenience of major construction through established neighborhoods; and,
4. The additional cost of \$48 million for the "Buckhead Alternate" over that of the railroad alignment.

One thousand people attended the public hearing. About forty-five persons, other than MARTA consultants, addressed the hearing. Two of these spoke in favor of the "Buckhead Alternate"; others spoke against it, generally because of the disadvantages referred to earlier.

The audience almost in its entirety supported the statements made by those opposing the "Buckhead Alternate." They lis-



MARTA Director John Wilson presides at Public Hearing on "Buckhead Alternate."

tened to the arguments favoring the Alternate alignment, but gave clear indication of their opposition to the proposed Alternate.

It should be mentioned here that when the audience was given opportunity, on four different occasions, to express their opinion of rapid transit generally, they showed just as great enthusiasm for rapid transit as originally proposed as they showed opposition to the proposed Alternate.



Atlanta Alderman Douglas L. "Buddy" Fowlkes was one of about 40 persons who gave their views on the suggested alternate route.

In addition to the comments made by the speakers, additional comments were registered in writing, and several petitions of opposition were submitted, including the one given to this Board at its previous meeting. In addition, in response to a request from the audience, the formal record was held open until the following Thursday to allow the submission of written statements for the record. The written comments submitted reflected the same opinions in the same proportion as the spoken comments at the meeting—the majority opposing the "Buckhead Alternate."

This Authority was given the responsibility by the people of this area, and by their elected officials, to develop a proposal for a rapid transit system which will serve the people of this area in the best manner at the lowest possible cost. While there are advantages and benefits to the "Buckhead Alternate," the disadvantages and additional cost in this situation would appear to indicate the adoption of the route proposed along Southern Railway right-of-way.

It is for the reasons outlined herein, that the Engineering and Design Review Committee therefore recommends that the "Buckhead Alternate" alignment be rejected and the alignment along the Southern Railway rights-of-way be adopted for further planning in the development of a proposed system of routes and station locations for the regional rapid transit system.



About 1,000 persons attended the hearing, held in the gymnasium of North Fulton High School.

THE INFLUENCE OF RAPID TRANSIT ON REAL ESTATE VALUES IN TORONTO

G. Warren Heenan, past president of the Toronto Real Estate Board, was a principal speaker at Georgia Tech's "Conference on Impending Technology, Its Challenge to Livable Cities," on May 8.

Heenan spoke on "The Influence of Rapid Transit on Real Estate Values in Toronto." He observed that in many ways, the Atlanta of today is remarkably similar to Toronto in the late 1940's when Toronto embarked on building its rapid transit system. Excerpts from Heenan's speech are reproduced below.



I have enjoyed the cultural, social and historical features, and witnessed the community pride and spirit, which have made Atlanta one of North America's truly great cities. Metropolitan Toronto, like Atlanta, is a fabulous boomtown. In the next few minutes at my disposal, I would like to relate to you what has happened, and the exciting developments about to take place in Toronto, as a direct result of the existence of a balanced transportation system. Balanced transportation, featuring Rapid Transit as the main component, is the key to phenomenal urban growth.

Above all, the one thing that all large North American cities have in common is the problem of automobile traffic congestion. More and more great cities are working toward Rapid Transit as a solution to traffic strangulation.

For example, of the existing Rapid Transit cities, New York, Boston, Philadelphia, Cleveland, Chicago and Toronto, all have extensions now under construction. A number of other cities are in the advanced stages of planning entirely new systems. Amongst these are: Seattle, Baltimore, Atlanta, Los Angeles, Pittsburgh, and St. Louis. However, in spite of this spectacular pace of expansion and planning of mass transit facilities, there is more and more evidence that traffic congestion is strangling the growth of many of North America's great cities because they have neglected to provide for total transportation needs.

Local and state leadership must take the initiative in identifying transportation problems and developing solutions. The Federal Government, whose transit role has only recently been defined, can play an important supporting role in helping cities achieve balanced metropolitan transportation systems.

There is no doubt that it would be a great service to your community if the real estate people and business and civic organizations continued to insist that rapid transit become the major element in the overall transportation requirements for your metropolitan area.

We must look to a balanced transportation system and not fall into the trap of putting all our eggs in one basket, as has been done in Los Angeles where transportation is almost entirely oriented to expressways.

There is only one way to prevent large cities and their surrounding suburbs from being strangled by traffic, poisoned by exhaust fumes and forced to devote more of their living and working space to parking lots. That is to provide inexpensive public transportation service that is frequent, fast and reliable enough to induce citizens to leave their cars at home when they go to places of work or pleasure.

Mass rapid transit is about the best bargain since Peter Minuit, Governor of New Netherlands, bought Manhattan Island from the Indians for \$24 worth of trinkets in the early 1600's. The Dutchman's investment of \$24 in 30 square miles of land now has a physical value of \$250 billion.

I am convinced that for any major urban area, mass rapid transit as the main base of a balanced transportation system

creates and enhances property values like nothing else on earth.

If an urban rapid transit system never earned a dime, it would still pay for itself a thousand times over through its beneficial impact on real estate values and increased assessments. The greatest cities in the world have that essential common facility—an efficient rapid transit complex.

The major achievement in public transit in Metropolitan Toronto has been the successful creation of a subway system.

As far back as 1942 it was realized that the growth and expansion of Toronto would in a few years result in a transit situation which would be beyond the capacity of surface street car routes. Separation of street car and automobile traffic was the obvious solution, and the Commission began to study a rapid transit system for Toronto.

In 1946, when plans were completed and the war was over, the subway project was submitted to a vote of citizens who, by a 10 to 1 majority, endorsed the construction of a subway. Construction began on a 2-track route from Union Station to Eglinton Avenue, in September 1949, and on March 30, 1954, Yonge Street Subway, the first subway in Canada, was open for business. The total length at that time was 4½ miles, of which approximately 3 miles is underground and 1½ miles is in open-cut.

The total cost of Canada's first subway, including right-of-way, rails, electrical distribution system, signal system and rolling stock was \$67,000,000.

This small investment ignited a \$10 billion development explosion along the route from Front and York Streets to its northern terminal, Eglinton Avenue.

The appraised value of all the land and facilities in Metropolitan Toronto is now over \$50 billion. \$15 billion of this appreciation in physical value has been added in the last 10 years and two-thirds of this is attributable to the existence of the Yonge Street Subway.

Properties along the subway route doubled and tripled and sometimes increased as much as tenfold in value. Land prices would have increased anyway, but sales at \$125 to \$150 per square foot near the downtown stations became commonplace.

The 1952-1962 ten year increase in tax assessment in districts contiguous to the Yonge Subway line was 45% in the downtown area. The assessment increase for the rest of the city during the same period averaged 25%. **On this basis, the subway has earned enough new tax dollars to pay its annual amortization costs.**

Another \$2 billion in building is underway and in the planning stages in downtown Toronto. There is no doubt that the subway to downtown, and our new \$35 million City Hall, are the catalysts speeding the redevelopment of Toronto's downtown.

Each year between 2 and 3 million square feet of new office space and 5,000 apartment suites, of which 3,000 are within walking distance of the Yonge Street Subway, are being added to Toronto's skyline.

Up home, they call it boomtown Metro. That it is—with the highest per capita construction expenditures in North America.

Just for comparison, here are some figures: Metro Toronto issued permits to allow \$800 million in construction in 1967. This building volume compares with \$451.6 million in permits last year in the Atlanta standard metropolitan statistical area.

Toronto is now fourth spot in total building in North America behind Los Angeles, Chicago and New York, cities which all have more than double metro Toronto's population.

Real estate sales in Metro totalled over \$1 billion in 1967—the highest per capita volume of transfers in North America. Sales through The Toronto Real Estate Board's Multiple Listing Service will hit a record \$400 million this year compared

to \$367 million last year.

The City of Toronto is divided into 24 Planning Districts. A detailed "Planning District Appraisal" has been, is being or will be prepared for each Planning District. The character of each Planning District is thoroughly described in the planning reports. From these it may be discerned what type of neighborhoods benefit most from the subway.

For example, in a five year period between 1959 and 1963, 48.5% of all high rise apartment development in the City of Toronto occurred in four Planning Districts. The Yonge Street Subway runs right through the center of each of these Planning Districts.

Similarly, 90% of all office construction in the same period occurred in three Planning Districts. The Subway cuts right through these areas.

In other words, two-thirds of all new development in a five year period was put in place within five minutes walk from the Yonge Street Subway. Hundreds of large residential lots, 175 feet wide and 200 feet in depth, were rezoned to accommodate high-density apartment buildings. The apartment land boom brought as much as \$4,000 per suite to speculators.



Heenan, next to lectern, talks rapid transit with MARTA Chairman Richard H. Rich.

Going rates offered to home owners were \$1,000 to \$2,000 per front foot. Many families who bought modest houses at \$15,000 to \$25,000 each, sold them to developers for \$50,000 to \$75,000. Downtown land is selling at upwards to \$200 per square foot or at the rate of \$8.7 million per acre.

There is no doubt that a subway has a tremendous impact on land use and consequently on land values.

Now the 8-mile crosstown leg of the \$200 million project has been completed to assume a major role in Metro's balanced transportation system.

But there is no lull in subway construction activity in Metropolitan Toronto. Work on two more extensions is taking the subway into suburban districts. Total cost of the extensions will be \$77 million. Now completed, the Bloor-Danforth line is over fourteen miles in length and Metropolitan Toronto is criss-crossed by a total of 21 miles of fast, modern subway lines.

The city section of the Bloor-Danforth line is carrying 25,000 passengers hourly. It is expected to step up to from 35,000 to 37,000 passengers hourly now with the opening of the extensions. The subway line is designed to carry 40,000 hourly, triple the number of passengers transported on the former street car and bus service in the Bloor-Danforth area.

The proposal for a Bloor-Danforth subway line was made by the TCC in 1955. Plans were completed in 1958. Construction started in 1962.

Money was rolling along the tracks, even ahead of the trains. New business and higher assessments are following the transit lines like bears after honey. The east-west subway is adjacent to properties which were valued at \$250 million before the project was announced. These same properties have already doubled in value to \$500 million.

The subway's influence on rezoning along the line will generate \$2 billion worth of office and apartment building in the next ten years.

So you see, land values are directly related to public transportation.

Real estate value is created by two fundamental things: people and accessibility. The more accessible any land area is, the more valuable it becomes. As a result of their lack of

accessibility, many of our cities are in danger of losing their economic and cultural vitality, and all of us are paying an increasingly higher price in terms of tension, time and money just to move about.

Rapid transit is a continuing program. In Toronto we do not just build a subway line and forget about it. A decision has been made and detailed planning is in progress to add a 4½ mile, \$87 million northern extension to the Yonge Street Subway, and acquire the right-of-way for a possible future 1¼ mile extension to Finch Avenue at an estimated cost of \$2 to \$2½ million. A six-mile rapid transit line is also proposed in connection with the Spadina Expressway.

I will note here that, as a general principle, is it clear that as the rapid transit system is extended further from downtown, the stations should be spaced at wider intervals, since this is the best way to achieve train speeds and traveling times from the outlying areas which are reasonably competitive with the private car. This is where the city rapid transit line should be integrated with or become a commuter train.

As all the bus and auto routes leading to commuter parking stations are improved through road widening, thousands of acres of land are brought within development range. I would estimate that each mile of rapid transit brings suburban and rural land three years closer to development.

The amount and intensity of new development and the volume of retail sales at a given point on the rapid transit line are directly proportionate to the passenger traffic to and from the closest subway station.

I believe I can prove this theory without giving you all the figures on passenger flows at each station in Toronto.

There are presently 36 stations in operation on the Toronto Subway network. The three busiest stations are Eglinton, St. Clair and Queen. Of a daily passenger traffic to all stations of 400,000 (April, 1966), the three stations handled 28 per cent of all daily traffic into the stations. The three station areas also accounted for three-quarters of all new development in the City of Toronto over the past two years.

In conclusion, I would like to say—as a guest in your country—I am deeply impressed with what I see. We truly appreciate the royal treatment we have enjoyed during our stay. Thank you for inviting us here to enjoy it.

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WASHINGTON, D. C., PROTOTYPE GOES ON DISPLAY

The prototype of the new Washington, D. C., "Metro" rapid transit car is now in the midst of a series of appearances for public inspection in the four counties and four cities which will be served by the 97-mile rapid rail transit system, scheduled to begin initial operation in 1972. The prototype has sculptured, contemporary design, featuring a polished metal exterior and tinted panoramic windows. Passengers will enter the vehicle through three, 50-inch wide double doors on each side.

The interior of the car permits two-by-two seating for 82 passengers. The decor includes wall-to-wall, wool pile carpeting in gold and brown, with seating in black, saddle tan, and oyster white.

When the Metro is completed, more than 800 cars will carry millions of commuters per year in air-conditioned comfort at speeds up to 75 miles per hour.



"The High Cost of Delay."



MARTACTION

At its regular meeting July 2, the MARTA Board of Directors approved a planning study for a line in the Perry Homes-Proctor Creek area. The study was estimated to cost \$16,000 and would take eight to ten weeks to complete.

At the August 6 meeting, the Board agreed to retain the planning firm of Eric Hall Associates to continue work to coordinate MARTA's plans with those of other public agencies and private development groups.

The Board adopted a resolution calling for a public hearing on the proposed "Buckhead Alternate" route; the hearing was set for Thursday, August 15, 1968, at 7:30 p.m. at the Garden Hills Elementary School. (See page 5.)



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METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

“MARTA REPORTS TO THE PEOPLE IT SERVES...”

JUNE-JULY, 1968
VOL. 3, NO. 5

MARTA-ATS BUSES ARRIVE

Ten of the most modern buses ever built, and the only buses of their kind anywhere, were delivered to eager Atlantans July 1, 1968. The arrival of these new buses was especially significant because it marked the first of many anticipated joint efforts between the Atlanta Transit System, who is leasing and operating the buses, and MARTA, which purchased the buses.

The buses were officially welcomed in a brief ceremony by Richard H. Rich, MARTA Chairman; William P. Maynard, President of Atlanta Transit System; and C. J. Jacobs, President of Local #732, which represents the drivers.

Mr. Maynard noted that “the buses would immediately be put into service, to serve riders on routes throughout the city, and give everyone the opportunity to enjoy and inspect the new vehicles in air-conditioned comfort.”

The buses, which were built by General Motors, were purchased by MARTA under competitive bidding procedures, and will be leased to the Transit System over a period of ten years. Revenue to MARTA from the lease will pay both the principal and the interest.

Mr. Rich outlined the reasons for the purchase. “It is essential to the development of rapid transit for Metropolitan Atlanta that a balanced system of transit be developed, including fully coordinated bus transportation.”

He noted that under the terms of the lease agreement, the Transit System will furnish MARTA with information as to patronage, routes and other information helpful to MARTA in its studies of a bus feeder system.

“Through this rapid transit project,” Mr. Rich concluded,

“MARTA can contribute immediately to relieve some of the transit pressure, and can meanwhile gather much valuable information in regard to the coordination of such facilities in the future.”

A prototype of the new vehicles, the first of its kind tested anywhere, has operated in Atlanta since last fall and greatly exceeded expectations in terms of performance and public acceptance. Each bus is powered by a big, new 338 H.P., V-8 engine that replaces the standard 238 H.P., V-6 formerly standard in city buses. The greater size of this new engine makes it equal to the task of operating faster and more efficiently in all types of traffic conditions, while powering the air-conditioning system to deliver thermostatically controlled comfort.

These unique new 47-passenger buses also feature the latest in appearance and comfort styling. New, super-soft foam seats of special design, are two inches wider than standard with higher seat backs to afford passengers greater comfort and leg room. Interiors are tastefully color-harmonized in a fresh, modern decor.

Riding comfort has been increased by a more advanced suspension system and new super V-8 transmission that allows smooth shifts under full engine power and an overdrive feature which cuts-in at speeds over 40 m.p.h. Coupled with the new power plant, the vehicles are capable of highway speeds up to 65 m.p.h., with an increase in operating economy.

The buses which are now in service will be used on various routes throughout the entire system.



MARTA Chairman Richard H. Rich, in driver's seat, hands keys to ATS President William P. Maynard.



The ten MARTA-owned, ATS-operated air-conditioned buses were placed into service immediately throughout the transit system.

MARTACTION

At its May meeting, the MARTA Board of Directors agreed to purchase ten air-conditioned buses and lease them to the Atlanta Transit System. The money to buy the buses would be borrowed from a local bank, and the revenue from the lease would be sufficient to pay both principle and interest. (See story on Page 1.)

The Board also agreed to perform additional studies on a Model Cities line for approximately \$30,000.00 and on a Buckhead Alternate for approximately \$9,500.00.

The Board confirmed the appointment of Mr. Ed Gilcrease of Parsons Brinckerhoff-Tudor-Bechtel as MARTA representative to work with the Alan Voorhees firm in the Atlanta Area Transportation Study.

At its June meeting, the Board was advised that the General Motors Corporation was the low bidder on the purchase of the ten air-conditioned buses, at \$38,728.68 per bus, with delivery charges specified separately at \$300.54 each. The Board, by resolution, accepted the General Motors Corporation bid.

General Manager Henry L. Stuart recommended a number of additional planning programs as a result of the recent series of public hearings. Stuart reported that the general sentiment expressed at the 12 public hearings conducted in late April and in May was favorable toward the routes and station locations which had been proposed by the engineering consultants.

Stuart stated that a number of recommendations had been made for modifications, extensions, and additions to the proposed routes. He recommended that MARTA "undertake a planning program similar in refinement to what is required under Section 701 of the Housing Act of 1954 to examine the possibilities of the following:

1. A line towards the Perry Homes area in Northwest Atlanta.
2. An extension of the West line to Fulton Industrial Boulevard.
3. An extension of the East Line past I-285.
4. A line towards South DeKalb County. This line needs only to be studied sufficiently at this time to identify potential corridors. There is no need as yet to perform patronage studies."

Stuart's proposal was adopted by the Board.

Stuart also summarized the public response at the 12 public hearings. The following is a brief account of Stuart's report.

EAST POINT, April 29. East Point and College Park speakers were outspoken in their support of the project and the way in which we are developing our program. They were delighted that the first hearing was held in their areas. Only one person spoke in opposition, and he objected to the cost and to taking people out of East Point.

LENOX, April 30. Leading citizens spoke strongly for the project. The Buckhead Alternate excited no interest at the hearing, but since then we have learned of considerable feeling in opposition to this alternate. When work on this subject progresses sufficiently, we should go back for another formal hearing.

DOWNTOWN, May 2. We received strong endorsement from all the business groups such as the Atlanta Chamber of Commerce, Central Atlanta Progress, Inc., Atlanta Jaycees, and from the Mayor's office.

WEST END, May 6. West End business, civic and church groups gave us a strong endorsement. They did not place into the record their earlier request for a different station site. We are continuing to work with them on this matter.

CLAYTON COUNTY, May 9 (Forest Park). We received 100 per cent support from the Clayton County Commissioners and gratifying support from business and other leaders. One man appeared to protest cost estimates which were not at issue at the hearing, and to object to the continuance of the Clayton County vacancy on the MARTA Board.

DECATUR, May 13. We received strong support from business and political leaders, but they made it very clear that more lines are needed to serve DeKalb County. Strong support was given to the Decatur Alternate, which would place the station closer to the Courthouse Square. One speaker expressed concern about costs.

DORAVILLE, May 15. This hearing was also productive in that local speakers gave us advice about the schedule of development they expect. In one word, "quicker." They recognize that Doraville/Chamblee is a long way out, but a prolonged development schedule is not acceptable. A stated reason for the impatience of North DeKalb County residents is the crowded condition of the Northeast Expressway.

WEST SIDE, May 16. A very productive hearing in that communications were established with a substantial part of the Negro community. We received a list of requests from the Atlanta Summit Leadership Conference, and we were able to respond to them positively.

CANDLER PARK, May 20. We used a different communications program to generate attendance, and learned that the method used for the West Side hearing was more effective. Statements made most often by speakers related to requests for assurances about no job discrimination.

AME ZION CHURCH, May 22. Several speakers took exception to our arrangement for the West Lake Station. They place more importance on our use of vacant land than we do, and they do not place as much importance on street access as we do. Most speakers addressed themselves to objections to our organization; specifically, the absence of Negro employees on the staff and the limited Negro representation on the Board. We explained this as best we could.

SANDY SPRINGS, May 27. Speakers presented an understanding that Sandy Springs is not a first priority, and they expressed quite clearly that they expect to be part of our project some day.

SOUTH DEKALB, May 29. There was some expression of interest and need for a rapid transit line into South DeKalb County where none is now shown. However, the proponents of this South DeKalb Line also stated that they do not travel into Atlanta very often.

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"MARTA CHARTA" ROUSING SUCCESS!

The "MARTA CHARTA" inspection tour of Montreal and Toronto rapid transit systems was an eye-opening experience, according to those who made the trip June 12 and 13.

Henry L. Stuart, General Manager of the Metropolitan Atlanta Rapid Transit Authority, said, "I talked to many of those who went, and they invariably stated they were impressed with the two systems, and agreed that something similar is needed in Metropolitan Atlanta. Everyone agreed that the stations in Montreal were beautifully designed and were well-coordinated with the buildings on the surface," he continued. "The bus tour of the surface development around the rapid transit stations in Toronto was of great interest to all of us," he stated. "We were able to see for ourselves the tremendous growth which has taken place within a five-minute walk of the stations, and I believe every one of us was visualizing what might take place around stations in Atlanta, Decatur, the Tri-Cities, Doraville and all other cities in his area."

"One of the most interesting reactions, I think, was the extemporaneous organization of the 'Excavation '69 Club' by several of the participants. Their motto is 'Dig!' and they are convinced that we need to get started as soon as possible actually building a rapid transit system. I agree with them one-hundred percent," Stuart said.

The inspection trip, dubbed "MARTA CHARTA," was organized by MARTA to allow local leaders the opportunity to ride modern rapid transit and to observe the impact rapid transit has had on real estate development and other phases of activity in the two Canadian cities. Those accepting the invitation made the trip at their own expense.

The group included a number of mayors, county commissioners, city aldermen and councilmen, members of the Georgia General Assembly, architects, engineers, planners, real estate developers, and others. Eight other persons who could not be accommodated on the charter flight flew by commercial air lines and made the tours with the "MARTA CHARTA" group.

The Eastern Air Lines charter jet left Atlanta at 8:53 a.m. Wednesday, June 12, and arrived in Montreal shortly before noon. The group toured the Montreal METRO during the afternoon, and flew to Toronto that evening by Air Canada commercial service. The visitors toured the Toronto system Thursday morning, June 13, as part of the Institute for Rapid Transit conference, which was in progress in Toronto. The group returned by charter jet that afternoon, arriving in Atlanta at 6:15 p.m.



Fulton Commissioner Walter Mitchell, MARTA Chairman Richard H. Rich, and State Highway Department Planner Leland Veal are in center of group of members of "MARTA CHARTA" and the Institute for Rapid Transit.



Mr. Robert Hainault, member of the Montreal Transportation Commission, greets "MARTA CHARTA" members at Cremazie Station. Listening are John Calhoun, EOA (with back to camera); Leland Veal, State Highway Department of Georgia; and Stel Hule, MARTA counsel.



Aerial view shows clusters of high-rise development around three Toronto subway stations. Subway parallels Yonge St.



"MARTA CHARTA" visitors inspect external development at Victoria Square Station. METRO exit is part of high-rise office building which contains the Montreal Stock Exchange and other business offices.



McGill Station is one of the most colorful and heavily used stations on METRO system.



Atwater Station opens up a multi-story development containing "Miracle Mart," business, shopping, and entertainment center built around an enclosed mall. The man who developed this center has expressed interest in the possibilities of a similar project at MARTA's proposed station in Decatur.



Group waiting to board train include Gwinnett Rep. Norris Nash (in green suit); Gwinnett Commission Chairman Ray Morgan (second from right); and MARTA Gwinnett Director, Ken McMillon (right).



MARTA Chairman Richard H. Rich (left), Atlanta Mayor Ivan Allen, Jr., and Atlanta Alderman Charlie Leftwich ride Montreal's METRO.



In Toronto, "MARTA CHARTA" members arrived at the subway station by bus, the way hundreds of thousands of commuters do each day, and walked down clean, well-lighted corridors to train platforms. Mrs. Lithangia Robinson, Valhaches Community Club; Senator Leroy Johnson, and Atlanta Alderman Q. V. Williamson are in the foreground.



A special train conducted MARTA people and members of the Institute for Rapid Transit on tour of entire east-west line.



Frontenac Station is another heavily-utilized station.



Toronto makes good use of "Bus 'n' Ride" service. Buses circulate through residential areas, pick up hundreds of thousands of people each day, and deliver them to a nearby subway station for completion of their trip downtown.



Five Atlanta Aldermen talk things over at Toronto subway station. Left to right are Robert Dennis, Hugh Pierce, Charlie Leftwich, Jack Summers, and William Knight.



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

“MARTA REPORTS TO THE PEOPLE IT SERVES...”

MAY, 1968
VOL. 3, NO. 4

MARTA CONDUCTS ITS FIRST PUBLIC HEARING



MARTA Director Mitchell C. Bishop presided at the public hearing in East Point . . .



. . . introduced the local officials and citizens, answered their questions . . .



. . . and answered questions raised by members of the audience after registered speakers had completed their remarks. About 90 persons attended the first public hearing.

The Metropolitan Atlanta Rapid Transit Authority conducted its first public hearing in April, and the opinions expressed by those attending it were generally favorable. The hearings are to allow the general public to hear in detail the proposals for rapid transit routes and station locations, and then to comment on them.

Mitchell C. Bishop, College Park, member of the MARTA Board of Directors, presided at the first hearing, which was held in the Tri-Cities area at the East Point City Auditorium, on April 29th.

In remarks formally opening the hearing, Mr. Bishop said, “The proposed routes and stations, though the result of exhaustive studies by MARTA’s consulting engineers, have not yet been approved by the MARTA Board of Directors.”

“The purpose of these hearings is to get your point of view to see whether you agree with the engineers’ recommendations or have alternative suggestions,” Mr. Bishop said.

“In short, we want to know what you think before these plans are finally adopted by the Authority.”

“The thoughts expressed in this series of public hearings will be given careful consideration before finalizing our plans,” he said.

“Locations of all routes and stations will be finalized before the ultimate decision on rapid transit is submitted to the voters in a referendum.”

After the proposed routes and station locations were outlined by John Coil, Resident Manager, Parsons Brinckerhoff-Tudor-Bechtel, engineering consultants to MARTA, Mr. Bishop opened the hearing to members of the audience.

The first statement from the audience was made by Mr. Marion Nolan, Mayor of College Park. He opened his remarks by saying, “Mr. Chairman, I don’t know much about rapid transit, but I do know we need it, and we are going to have to do something about it before too long. Our highways and our transportation system are outdated. I know that we are going to have to get something that is faster, larger and more economical than what we have today.”

Nolan continued, “Now, I have never seen a rapid transit system. I couldn’t tell you what kind of rapid transit we would need or how to operate it or how much it will cost, but I think that anything we do will be economical for the system we have now. Now, tonight, we only have a handful of people here. This place should be plumb full, with people standing out on the grounds around with loudspeakers so the people could hear what we have to say.”

“I have never spoken for rapid transit before, but this time I’m speaking for rapid transit. I think we need it. I will endorse it personally, and I think most of the people that

(Continued on Page 2, Col. 1)

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Marta Conducts Hearing

(Continued from Page 1)

realize that we need rapid transit will do the same," Mayor Nolan stated.

Mrs. Ruth G. Gunter, Mayor Pro Tem of East Point, extended an official welcome from the City of East Point to the MARTA officials, and expressed her appreciation that the first public hearing was held in East Point. She went on to say, "As far as I am personally concerned, I do see a great need for rapid transit in this area. It's going to cost money, but I notice on our schedule that a \$20,000 house, even at the highest point of return in the three mill tax raise which you're anticipating, will only be \$18.00 a year. Your time, efforts, parking and everything else will cost you people a great deal more than \$18.00 a year, and I can see where this would be beneficial to everyone in our area," she concluded.

Several other public officials and private citizens spoke in support of MARTA plans. Some asked questions about routes and station locations, or expressed their opinions about the proposed system. Mr. Jody Brown of Hapeville stated that there was some dissatisfaction in that area be-

MARTA WINS HUD AWARD

The Metropolitan Atlanta Rapid Transit Authority is one of the winners in the first nationwide Design Awards Competition sponsored by the U. S. Department of Housing and Urban Development. The Award of Merit was presented by HUD Secretary Robert Weaver in Pittsburgh at the Third Annual International Conference on Urban Transportation on March 11. The award was accepted by Earl W. Nelson, MARTA Chief Engineer.

MARTA was honored for its Rapid Transit System Plan Concept. The judges said, "The relation of the planned Atlanta System to existing and proposed educational institutions, commercial and cultural facilities, will create a high quality of urban design."

Secretary Weaver stated in presenting the award, "The Department of Housing and Urban Development takes pride in recognizing the accomplishments of MARTA. The pioneering work we have here today points the way to urban transportation patterns of the future."

Three honor awards were presented to: San Francisco Bay Area Rapid Transit District; The City Planning Commission, Philadelphia; and The Massachusetts Bay Transportation Authority, Boston, Mass.

In addition to the award to MARTA, eight other merit awards were given: The Municipality of Metropolitan Seattle and City of Seattle; Washington State Highway Commission; The City of Seattle, Wash.; Southern California Rapid Transit District, Los Angeles; The Metropolitan Commuter Transportation Authority, New York City; The City of Philadelphia, Pa.; The Port Authority of Allegheny County, Pittsburgh, Pa. (two awards).

cause of the change in MARTA plans to provide direct service to the new proposed airport terminal, rather than to run the line through Hapeville as originally planned. Mr. Bishop responded by saying that the change was brought about by the plans to build a new airport terminal, and was necessary to provide service to both air passengers and to the 40,000 employees who will be working at the airport in the next decade or so. He assured Mr. Brown that a well-planned feeder bus service would be provided throughout the Hapeville area to transport residents to a nearby station.

A total of 12 public hearings were scheduled for late April and the month of May. MARTA is required by law to conduct public hearings on routes and stations, as well as other factors of the system in each jurisdiction represented in the Authority. After all the hearings have been completed the testimony will be transcribed, and MARTA directors will evaluate the comments and recommendations before a decision is made on routes and station locations.

A summary of comments and recommendations made at other hearings will appear in the next issue of RAPID TRANSIT PROGRESS.



Prior to the public hearings, MARTA officials briefed governmental leaders on the routes and station locations to be discussed at the public hearings. MARTA Chairman Richard H. Rich presided at a meeting with Atlanta officials on May 2. Attending were Mayor Ivan Allen, Jr.; Vice-Mayor Sam Massell, Jr.; Aldermen E. Gregory Griggs, William T. Knight, Q. V. Williamson, Hugh Pierce, Charles Leftwich, George Cotsakis, G. Everett Millican, Cecil Turner, Jack Summers, and Douglas L. Fowlkes; Earl Landers, Administrative Assistant to the Mayor; and Collier Gladin, Director, Planning Department.

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

SECOND ANNUAL REPORT 1967



METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

REPORT TO THE CITIZENS...

From: Chairman of the Board

A number of major steps were taken by MARTA during 1967 and many policy decisions were made.

The decision of the Georgia General Assembly to participate financially in MARTA is a most gratifying development. This decision gives substance to a financial proposal which allows for a full 10% State participation in rapid transit. The successful applications by MARTA for additional Federal funds encourage us to believe that substantial Federal funds will be available if local voters approve construction of the system.

The progress made in planning during 1967 encourages us to believe that we will be prepared to ask the residents of at least Fulton and DeKalb counties to vote on November 5, 1968, to finance construction of a basic rapid transit system.

During 1967 MARTA's approach became considerably broader than it had been in 1966. It was apparent that MARTA could not plan or develop a rail rapid transit to stand alone, but that MARTA would have to plan a system which would be an effective and integral part of a balanced transportation system. Rail rapid transit, along with an effective bus service, a highly developed network of arterial and surface streets and an expanded expressway system, if properly coordinated, could effectively reduce traffic congestion and make transportation faster, more efficient and more comfortable. To achieve these goals MARTA is participating fully in the Atlanta Area Transportation Study, and I represent MARTA on the Atlanta Area Transportation Policy Committee.

MARTA pledges its full support and cooperation to the effort to find effective solutions to our transportation crisis.

Recognizing the necessity for the best possible coordination among the professions involved in Rapid transit development, the MARTA board of directors created a five man Advisory Committee to assist the Authority. The Advisory Committee represents professional Engineers, Architects, Landscape Architects and Planners. The Committee has reviewed MARTA's work to date and has offered much constructive advice concerning our plans.

MARTA staff and consultants have spent many hours in coordinating rapid transit planning with other activities in organizations. Through such coordination and interchange of ideas, MARTA hopes to achieve the highest degree of excellence yet obtained in the creation of a rapid transit system.

The Directors of MARTA express their appreciation to the many business, civic and governmental leaders of this area who have supported rapid transit planning efforts during 1967 and earlier years. It now appears that 1968 may well be the year of decision — the year when the voters decide whether or not rapid transit will be built in the Atlanta area. With the continued enthusiastic support of the leaders in Metropolitan Atlanta, a referendum in 1968 could be successful, and 1969 see the actual start of construction on rapid transit.

Richard H. Rich

From: General Manager

The year 1967 saw much solid progress made in the development of a rapid transit system for Metropolitan Atlanta. Significant accomplishments were achieved in the fields of engineering, planning and coordination with public and private groups.

In the field of engineering, the Metropolitan Atlanta Rapid Transit Authority signed a contract with consultants to provide MARTA with preliminary engineering on the East-West line from the intersection of I-285 and Lynhurst Drive on the West, to the intersection of I-285 and Covington Highway on the East.

This contract extends the work of earlier contracts to provide preliminary engineering for the area between Doraville and Forest Park. The work now under contract encompasses a full system which will reach I-285 at four places. This is a workable basic system for this region and needs only public approval and final design work to be ready for construction.

In March, a "Corridor Impact Study" was begun; its goal was to assess the probable impact of the proposed rapid transit system on the communities and neighborhoods in which it would be located. Toward the end of 1967, this work began to develop tentative conclusions and to suggest modifications. Through the work of the "Corridor Impact Study" and the concomitant understanding of the effect of rapid transit, a system can be designed which will be completely sensitive to local needs and which will bring into reality more of the potential benefits than any other system ever built.

Another significant event of 1967 was the first direct financial contribution by the State of Georgia for rapid transit. The 1967 General Assembly appropriated \$500,000.00 for the two fiscal years beginning July 1, 1967, as authorized by a Statewide constitutional amendment in 1966. This appropriation is evidence of an awareness at the State level of the transportation problems in the Metropolitan Atlanta area, and of a determination to assist in the solution of these problems.

The activities of the Authority have been the subject of hundreds of presentations by MARTA directors and staff members to members of the general public and to elected officials and professionals at all levels of government. All the planning was brought up to date in "Rapid Transit for Metropolitan Atlanta," a special report which was introduced by the Atlanta Region Metropolitan Planning Commission at the end of the year. The report was distributed widely, received enthusiastically, and was declared "out of print" after a few weeks.

1967 was a productive year, and the way to even greater achievement in 1968 is clearly open to us.

Henry L. Stuart

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY STATEMENTS OF CASH RECEIPTS AND DISBURSEMENTS FOR THE YEAR ENDED DECEMBER 31, 1967 AND CUMULATIVE TOTAL SINCE INCEPTION (JANUARY 3, 1966)

	1967	Total Since Inception
CASH RECEIPTS:		
Participating local governments	\$304,552	\$595,447
U. S. Government	302,667	302,667
Interest on U. S. Treasury Bills	5,503	5,932
	<u>\$612,722</u>	<u>\$904,046</u>
CASH DISBURSEMENTS FOR:		
Joint project with Atlanta Region Metropolitan Planning Commission (Note)	\$ 65,939	\$ 97,189
Engineering services — Parsons Brinckerhoff-Tudor-Bechtel (Note)	283,624	325,222
Consulting services	12,928	12,928
Administrative and general expenses	168,634	264,706
	<u>\$531,125</u>	<u>\$700,045</u>
EXCESS OF RECEIPTS OVER DISBURSEMENTS	<u>\$ 81,597</u>	<u>\$204,001</u>
REPRESENTED BY:		
Cash		\$133,912
U. S. Treasury Bills		70,089
		<u>\$204,001</u>

The accompanying note is an integral part of these statements.

ARTHUR ANDERSEN & Co.
ATLANTA, GEORGIA

To the Board of Directors of
Metropolitan Atlanta Rapid
Transit Authority:

We have examined the statements of cash receipts and disbursements of the Metropolitan Atlanta Rapid Transit Authority (a Georgia municipal corporation) for the year ended December 31, 1967, and cumulative total since inception (January 3, 1966). Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying statements present fairly the cash receipts and disbursements of the Metropolitan Atlanta Rapid Transit Authority for the year ended December 31, 1967, and cumulative total since inception (January 3, 1966).

Arthur Andersen & Co.

Atlanta, Georgia,
January 19, 1968.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY NOTE TO STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS FOR THE YEAR ENDED DECEMBER 31, 1967


The Authority was formed on January 3, 1966, by an act of the General Assembly of The State of Georgia to design and implement a rapid transit system for the Atlanta, Georgia, metropolitan area. Since its organization, the Authority's principal activities have included the updating of the 1962 plan and program of rapid transit for the Atlanta metropolitan region and contracting for preliminary engineering on the proposed transit system. The contracts let and the related sources of funds are as follows:

	Amount of Contract	Disbursements to Date		
		Total	Local	Federal
a. Atlanta Region Metropolitan Planning Commission —	\$ 61,189	\$ 61,189	\$ 61,189	\$ — (c)
Update 1962 plan	49,000	36,000	36,000	— (c)
Corridor Impact Study	<u>\$110,189</u>	<u>\$ 97,189</u>	<u>\$ 97,189</u>	<u>\$ —</u>
b. Parsons Brinckerhoff-Tudor-Bechtel —	\$125,000	\$ 90,000	\$ —	\$ 90,000
Preliminary engineering for initial system (702 loan project)	500,000	180,000	(32,070)	212,070(d)
Preliminary engineering and planning for major lines (Section 9 project)	100,000	55,222	55,222	—
Retainer contract for extended support	<u>\$725,000</u>	<u>\$325,222</u>	<u>\$ 23,152</u>	<u>\$302,070</u>

- c. The Department of Housing and Urban Development (HUD) of the United States Government is participating with the Atlanta Region Metropolitan Planning Commission (ARMP) by funding up to two-thirds of project costs.
- d. As of December 31, 1967, there was an additional \$90,000 payable to Parsons Brinckerhoff-Tudor-Bechtel for work completed to that date. Payment was made on January 24, 1968.

The Authority has received \$90,000 of a \$125,000 advance commitment from the United States Government under Section 702 of the Housing Act of 1954. The advance is non-interest bearing and repayable only upon the start of construction of the System.

The \$500,000 contract with Parsons Brinckerhoff-Tudor-Bechtel for completing preliminary engineering and planning for major lines is being funded under Section 9 of the Urban Mass Transportation Act of 1964. Under the provisions of the grant signed under the Act, two-thirds of the contract will be funded by the United States.

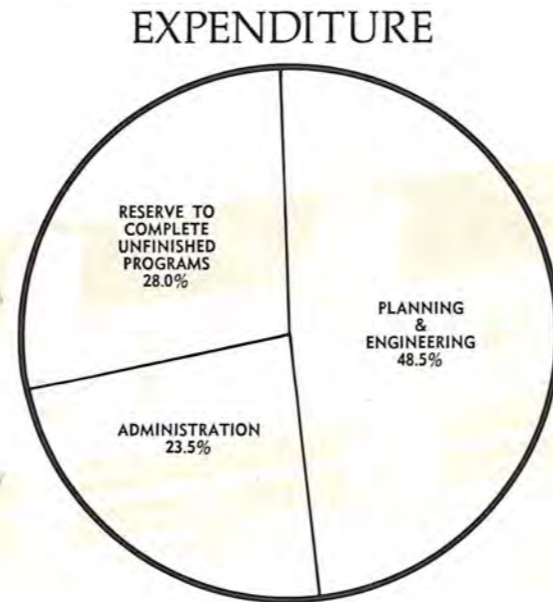
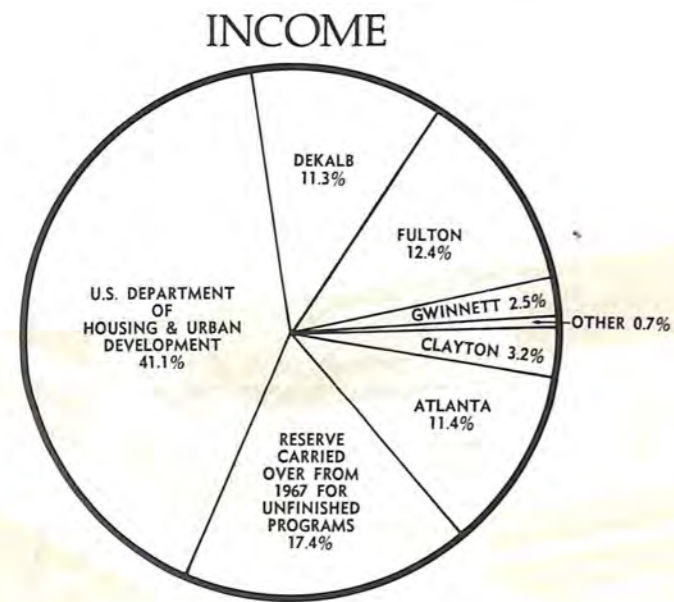


METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
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"DIRECTED BY THE GEORGIA STATE LEGISLATURE TO DEVELOP A RAPID TRANSIT SYSTEM FOR THE 5-COUNTY METROPOLITAN ATLANTA AREA."

BOARD OF DIRECTORS

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<p>CITY OF ATLANTA: ROBERT F. ADAMSON RICHARD H. RICH L. D. MILTON RAWSON HAVERTY</p>	<p>FULTON COUNTY: JOHN C. STATON MITCHELL C. BISHOP</p>	<p>MARTA STAFF: HENRY L. STUART <i>General Manager</i> KING ELLIOTT <i>Director of Public Information</i> EARL W. NELSON, <i>Chief Eng.</i> H. N. JOHNSON A. A.</p>
<p>GWINNETT COUNTY: K. A. McMILLON</p>		

Edited by KING ELLIOTT



HIGHLIGHTS - 1967

March—contract signed for Corridor Impact Study.

March 7—Charles M. Haar, Assistant Secretary for Metropolitan Development, U.S. Department of HUD, visited MARTA.

March 17—Gov. Lester Maddox signed appropriations bill, which included an allocation of \$500,000.00 for MARTA.

April 4—MARTA received the "Meritorious Award" of the Association of County Commissioners of Georgia for its multiple-county service.

April 24—Earl W. Nelson becomes MARTA chief engineer.

May—Robert F. Adamson becomes MARTA director, succeeding Mills B. Lane, Jr.

May 24-26—Institute for Rapid Transit convenes in Atlanta.

June 9—MARTA creates 5-man Advisory Committee.

June 9—Herbert J. Dickson named Treasurer of MARTA.

May 22—MARTA exhibits past and present work at the conference on Design in Urban Transportation in Washington, D. C.; conference sponsored by HUD.

August 4—Rapid Transit's first "hole in the ground" was dug at Trinity and Broad Street—first of 35 soil test holes.

August—Chief Engineer Nelson was appointed as MARTA's representative on the Technical Coordinating Committee of the Atlanta Area Transportation Study.

September 12—MARTA participates in formation of Atlanta Area Transportation Policy Committee.

October 22-26—American Transit Association Convention held in Atlanta.

December—Up-dated rapid transit plan received from consulting engineers.

December—MARTA Director Sanford Atwood of DeKalb, L. D. Milton of Atlanta and Ken McMillon of Gwinnett, reappointed to new 4-year terms.

MARTAdditions

Three new additions have recently been made to the MARTA Board and Staff.

John C. Staton has been appointed by the Fulton County Commission as Fulton County member of the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority. Staton, Staff Vice-President of the Coca-Cola Company, will fill the unexpired term of W. A. "Dick" Pulver, who recently assumed new duties with the Lockheed Aircraft Corporation in California. Staton's term will expire December 31, 1970.



John C. Staton joined the Coca-Cola Company in 1925. He has served in executive posts in Canada, New Zealand, Australia, and Brazil. In 1948, he was elected Vice-President in Charge of Manufacturing, making his headquarters in Atlanta. He was named Staff Vice-President and Assistant to the President in August, 1966.

A 1924 graduate of Georgia Tech in Electrical Engineering and All-Southern end on the football team. Staton also received a law degree from the Atlanta Law School and was admitted to the Bar in 1928. He has served as President of the Georgia Tech Alumni Association and other Georgia Tech groups; and has been a leader in Boy Scouting, Rotary Club and numerous other organizations.

Edmund W. Hughes has been appointed as Secretary to the Authority. Hughes is Managing Director of the Greater Atlanta Traffic and Safety Council. He succeeds Glenn E. Bennett, Executive Director of the Atlanta Region Metropolitan Planning Commission, who has served as Secretary since MARTA was officially organized in January, 1966.



Edmund Hughes has been Managing Director of the GAT&SC since 1962. Prior to that, he was Editorial Associate with *The Atlanta Journal* and had been a reporter with the *Journal* since 1955. He is currently President of the Association of Safety Council's Advisory Group for Safety Organizations. He is a member of the Governor's Traffic Safety Study Committee.



Sue Logan

Sue Logan is the new Secretary to the Public Information Director, and assists in the editing of *Rapid Transit Progress*. Miss Logan attended Keystone Junior College in La Plume, Pennsylvania, after graduating from Northside High School. Before coming to MARTA, she was Receptionist and Secretary to the Manager of the International Division of an Atlanta-based textile chemical firm.

MONTREAL-TORONTO TRIP PLANNED

Some 87 prominent Atlanta businessmen and governmental officials will make a two-day tour of rapid transit facilities in Toronto and Montreal in June. MARTA is organizing the trip to allow local leaders the opportunity to ride modern rapid transit systems and to observe the impact rapid transit has had and is having on real estate developments and other phases of activity in the two Canadian cities.

Over 300 individuals were invited to make the trip—those accepting are paying their own expenses. Cost of the trip to each is \$180.00.

The Eastern Air Lines charter flight will leave Atlanta at 8:00 A.M., Wednesday, June 12, and fly to Montreal. The group will tour Montreal the rest of the day and fly to Toronto that evening. After spending the night in Toronto,

EXPERTS SEE NEW SYSTEM

MARTA General Manager Henry L. Stuart was among a group of transit experts which inspected the new \$85 million Lindenwold-Philadelphia Rapid Transit Line being constructed by the Delaware River Port Authority (DRPA).

The tour was conducted Tuesday, April 23 in conjunction with 1968 Rail Transit Group Conference of the American Transit Association in cooperation with the Institute of Rapid Transit in Philadelphia Monday through Thursday. Some 400 visitors were to be transported by bus to visit the new facility along the 10.4 miles of new construction between Camden, N. J. and Lindenwold, N. J.



Train at station, Delaware River Port Authority System.

The morning trip included a ride on one of the new stainless steel transit trains now undergoing tests. In the afternoon, separate inspection trips for various advisory committees were arranged to the maintenance and shop facilities, the control center at Camden, power substations, passenger stations and various track structures.

Stuart commented after riding the system, "The 75 miles per hour automated rapid transit ride is no longer a theory; it is now a fact of life. The same is true for the automatic train control concept, which will allow trains to run only 90 seconds apart. This system is doing now what is being planned for San Francisco, Atlanta, and a host of other cities."



Large parking lots are being built at suburban stations to accommodate cars of the "park and ride" passengers.

He continued, "The train accelerated from a standing start to 75 miles per hour in 55 seconds, and the ride is not as noisy or as rough as the average automobile ride. There is no doubt in my mind that a modern, comfortable rapid transit system such as this can be built in Atlanta; and when the people in Atlanta see it and try it, they will like it and ride it."

the group will tour rapid transit facilities along with a group of individuals who will be attending the Institute for Rapid Transit meeting in Toronto. The group will return to Atlanta Thursday evening, June 13.

MARTAction

At its meeting March 5, the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority by resolution accepted preliminary engineering work on the North-South Line from Oglethorpe to the Airport. The work was performed by Parsons Brinckerhoff-Tudor-Bechtel under Section 702 of the Urban Mass Transit Act.

The Board established the amount of \$200 million as the appropriate local share for constructing the system. The balance of the cost would come from federal and state funds.

John C. Staton, newly appointed member of the Board from Fulton County, was welcomed to the Authority. Edmund W. Hughes, Managing Director of the Greater Atlanta Traffic and Safety Council, was appointed Secretary to the Authority. (See separate stories on page 3.)

At the meeting April 2, the MARTA Board reviewed the auditors' report for 1967, and adopted it unanimously. The 1967 Annual Report contains the auditors' report.

Four contracts were presented for work to be done subject to approval by the U. S. Department of Housing and Urban Development. The four contracts cover the following work:

1. To determine value of Atlanta Transit System \$20,000.
2. To develop system-wide criteria and standards for engineered facilities; compilation of design control data in connection with Transit Center; and other engineering work \$99,000.
3. Technical studies for accounting and financial control systems, etc. \$25,000.
4. Research on certain parcels of land deemed critical right-of-way (work to begin after routes are definitely established) \$49,000.

General Manager Henry L. Stuart reported that HUD had asked that the proposal for a cost/benefit analysis be withdrawn as it is the type study which should be done by a university system instead of a transit system. Stuart recommended that the money for the study (\$30,000) be used instead to study a line in the Model Cities area. The Board approved the change, subject to approval of the federal application by HUD.

The Board approved in principle a set of rules for the conduct of public hearings.

Stuart reported that competitive bids had been received for the printing and distribution of *Rapid Transit Progress*. Darby Printing Company was the low bidder at \$992.50 per issue, based on printing 12,500 copies, addressing 12,000 copies, mailing, and adding an average of 200 new addresses per month. This was the first MARTA contract to be let under competitive bids.

The Board adopted a resolution expressing sorrow at the death of Mr. Robert L. Sommerville, President of the Atlanta Transit System, and expressing deepest sympathy to his family and business associates.

CAN SUBWAYS SERVE AS FALLOUT SHELTERS?

MARTA is discussing with Civil Defense officials the possibilities of incorporating facilities in the design of subways to allow them to serve as shelters for protection against radioactive fallout in the event of a nuclear war.

Three high-ranking Civil Defense officials met with MARTA Chief Engineer Earl Nelson, April 5, to begin initial talks. The officials were Gen. W. R. Woodward, Director, and Col. W. E. Smith, Assistant Director, Atlanta Area Civil Defense; and Dr. Robert N. Bruce, Jr., Tulane University, Technical Advisor to the Federal Office of Civil Defense.

After reviewing MARTA subway plans, Dr. Bruce stated an opinion that, "With minor design changes, the basic subway structures could be converted to highly effective fallout shelters for little or no increase in cost. The major problem," he said, "would be to provide service areas for the storage of shelter supplies." He added, "The cost to make the subways into blast shelters would be prohibitive. It would be more economical to provide for this protection in some of the downtown buildings."

A set of the preliminary engineering plans and transit station drawings were sent to the Civil Defense office in Washington.

The idea for using subways for fall-out shelters was suggested to MARTA by Georgia's Fourth District Congressman Ben Blackburn of Decatur.

Congressman Blackburn stated that he would propose legislation enabling the federal government to provide up to 90% of the costs to modify rapid transit systems for civil defense use.

RAPID TRANSIT BRIEFS

THE TORONTO TRANSIT COMMISSION opened, on May 11, 1968, for regular service, two new subway sections, totalling six and a quarter miles.

Added to the 14-mile East-West (Bloor St.—Danforth Ave.) line, the additions are three new stations and 2.77 miles eastward — and six new stations and 3.49 miles westward.

Total cost of the two extensions, approximately \$77 million, is being met by Metropolitan Toronto and the Toronto Transit Commission with assistance from the Province of Ontario.

LOS ANGELES has completed preliminary engineering for the 89 mile proposed rapid transit system. Voters are expected to decide this November on financing the \$2.5 billion project.



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

808 GLENN BLDG. · 120 MARIETTA ST., N.W. · ATLANTA, GEORGIA 30303
PHONE 524-5711 (AREA CODE 404)

VOL. 3, NO. 4 MAY, 1968

Mr. Dan E. Sweat, Jr., Director of
Governmental Liaison, City of Atlanta
City Hall
Atlanta, Ga. 30303

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**U.S. DEPARTMENT OF HOUSING
AND URBAN DEVELOPMENT
Washington, D.C. 20410**

A city must be a community where our lives are enriched. It must be a place where every man can satisfy his highest aspiration. It must be an instrument to advance the hopes of all its citizens. That is what we want our cities to be. And that is what we have set out to make them.

Lyndon B. Johnson

The modern city by the volume and rapidity of the movements of its people and goods can in large part grow or atrophy depending on the efficacy of its transportation systems. A transit system has to be more than vehicles and tracks. There are also social and political dimensions. A forward looking transportation system can inject new economic vitality into a failing and deteriorating isolated area. It can be the means of directing and encouraging new and untapped areas of metropolitan growth. In short, it can give the city a new image for urban design.

Robert C. Weaver
Secretary

**U.S. Department of Housing and
Urban Development**

The Federal Government has a responsibility to make clear the positive potentials of well designed transit for meeting the needs of our urban people. There is a national need for a stronger concern with the urban design features in urban transportation development. For much of the future of the quality of urban life hinges upon transit development. Design components in public transit play an extremely important role — not only in shaping our cities — but in making them more attractive and stimulating places in which to live and work.

Charles M. Haar
Assistant Secretary for
Metropolitan Development
**U.S. Department of Housing and
Urban Development**

The life blood of the city is carried through the arteries of public mass transportation. Indeed, public transportation can be the most important single force in shaping the development of the Nation's metropolitan areas. We think it is exciting to be tackling such a huge and complex problem; for the goal we have in mind is a most important urban design goal — that of meeting the human needs of urban life.

Leo J. Cusick
Director, Urban Transportation
Administration
**U.S. Department of Housing and
Urban Development**

program

The 1968 Design Awards Program in Urban Transportation is initiated by the U.S. Department of Housing and Urban Development to recognize superior design in public transportation. Awards will be made for winning entries in two categories: systems or major portions of systems, and components such as stations, vehicles, and trackage.

Judging will consider how design is related to comprehensive planning and the contribution of the entry to the physical, economic, social, and aesthetic development of the metropolitan area, the central city and the neighborhood.

Announced at the HUD-sponsored Design in Urban Transportation Conference on May 22, 1967, this program will stimulate awareness of the affirmative role of good design. It will encourage active exchange of new ideas and broader concepts in urban transit development.

eligibility

Public agencies which have received financial assistance from HUD's urban mass transportation programs are eligible to submit one or more entries. The entry itself need not have received HUD assistance. Total systems or major segments thereof, and individual items (including rolling stock, stations, rights-of-way) may be entered. Eligible projects include those completed after World War II, or planned by January 1, 1968.

form and method of entry

Mail entries to:

**'68 Design Awards Program in
Urban Transportation
Department of Housing and
Urban Development
1626 K Street, N.W.
Washington, D.C. 20410**

Insert all material in a standard Ful-Vu Economy Binder containing ten 9" x 11" transparent Mica-film window sleeves for displaying up to 20 inserts, back to back. More than one binder may be used. The identification sheet should be completed and inserted in the first transparent window of the entry binder. Category must be specified as:

System Design (Completed project or plan)
Item Design (Completed project or plan)

The entry will consist of a descriptive statement, supplemented by such photographs and plans as are necessary to fully evaluate the project.

Photographs must be 8" x 10", glossy finish, and reproducible. They may be in color or black and white. Photographs should completely convey the qualities of the design.

Plans should be folded to 8½" x 11" size. They may be in any medium. Scales must be shown graphically.

Descriptive data must be limited to five typed pages, 8½" x 11", and be inserted in the entry binder. The statement should include all information relevant to the evaluation of the project. The following factors will be among those considered in judging entries.

system design

1. System impact on immediate environment (right-of-way):

Urban development patterns (contribution to future community development, control of factors disruptive to neighborhood stability, preservation of historic sites and open space, urban design considerations).

User needs (attention to scheduling, travel time, accessibility, orientation, comfort, safety).

Comprehensive traffic flow (effect on congestion at collector stops, distributor stops, along right-of-way; ease of transfer among modes).

Efficiency (social, environmental, economic costs and benefits in meeting transportation needs).

2. System impact on total environment:

Urban development patterns (strengthening of business districts, promotion of group interaction, responsiveness to changing area needs, urban design considerations).

User needs (service for those without autos; access to hospitals, schools, employment centers, etc.).

Comprehensive traffic flow (interfaces between transit, auto, etc.).

Efficiency (social, environmental, economic costs and benefits in meeting transportation needs).

item design

1. Rolling stock (buses, rail transit cars, etc.):

Planning (inherent design features, attractive display of signs and information, lighting, noise, ability to see outside, innovation in color and design of equipment).

Safety (incidence of property damage,

personal injury, fatal accident).

Comfort and convenience (temperature and circulation, seat size and leg room, ease of boarding and alighting, provisions for handicapped).

Economy and efficiency (present condition of equipment, freedom from breakdown, cost of operation and maintenance, flexibility — adjustment to peak and nonpeak periods).

2. Right-of-Way:

Planning (inherent design features; signs; landscaping; compatibility with adjacent development, including other rights-of-way).

Safety.

Economy and efficiency (cost of construction — use of materials, maintenance, durability).

3. Stations:

a. Building:

Planning (inherent design features, aesthetic and functional consistency with adjacent development, access to other transportation modes).

Safety (police protection, areas hidden from view, adequate lighting).

Comfort and convenience (cleanliness, stairs-escalator, capacity, seating, weather exposure, heating, facilities for handicapped, attractive display of route and scheduling information, covered and heated walkways).

Efficiency (construction, maintenance, durability).

b. Site Area:

Planning (inherent design features, landscaping, aesthetic and functional consistency with adjacent

land use, accessibility from roadways; separate access routes and facilities for feeder bus, park and ride, automobile drop-off, pedestrian access).

Convenience (sheltered waiting area, protected walkways leading to station).

Safety.

Efficiency (construction, maintenance, durability).

jury and judging

Entries will be judged on the basis of aesthetic and functional design of the project with consideration given to both current and future impact. **System Design** will be evaluated in terms of impact on the immediate environment and total environment over a fifty year period. **Item Design** will be judged with particular reference to user and community benefits. The time frame for performance will be 10 years for bus, 30 years for rail transit car, 50 to 100 years for buildings and rights-of-way.

A jury including distinguished persons in the fields of planning, architecture, engineering, sociology, and graphics will be appointed to evaluate entries and recommend awards to the Secretary. Ralph J. Warburton, A.I.A., Associate A.I.P., Special Assistant to the Secretary for Urban Design, will serve as Professional Advisor.

awards

A limited number of Honor Awards will be given, and in addition several Merit Awards will be made. Award categories are **System**

Design and Item Design. Suitable certificates will be presented by the Secretary to each entry receiving an award. The certificate will include the names and affiliations of all those participating in the project design.

publicity

The Department plans to prepare brochures and other printed materials describing the program and award winning projects. Therefore, all material submitted for award must be cleared for release upon submission by the entrant. No responsibility will be assumed for copyrights or photographic fees. All photographs and material submitted with entries will become the property of HUD, and will be actively used in program development efforts.

time schedule

Entries must be received no later than January 15, 1968.

Judging will take place in February 1968. The date of the Awards Ceremony will be announced.

for more information

Additional information may be obtained by writing to:

Mr. Robert H. McManus, Chairman
Committee on Design Awards in
Urban Transportation
Department of Housing and
Urban Development
1626 K Street, N.W.
Washington, D.C. 20410
or phoning: 202 — 382-5374.

check list

The following list is provided as an aid in the proper preparation of submission. Full instructions on the preparation of the items noted will be found in your program announcement.

- Remove all white sheets **between** (not within) transparent window sleeves.

Identification:

- Information is complete.
- Information is accurate as to credits, spelling and punctuation.
- Insert in first window sleeve, **facing** front cover.

Descriptive Data:

- Type. Insert in binder, beginning with second window sleeve.

Photographs — 8" x 10" — Glossy:

- Do not glue, tape, or otherwise adhere photographs to any backing within window sleeves.
- All photographs and plans are cleared for publication.
- At least one photograph is reproducible.
Horizontal photos —
 - All such photos are to be placed in window sleeves so that the bottom of the photo is parallel with the right edge. (In relation to the inside back cover).
- No transparencies are included.

Plans:

- Folded to 8½" x 11" size.

Mailing:

- Allow sufficient time to reach the Department by January 15, 1968.



U.S. DEPARTMENT OF HOUSING
AND URBAN DEVELOPMENT
Washington, D.C. 20410



1968 Urban Transportation Design Awards Program

(Please type)

Category _____

Date Completed _____

Entry Submitted By:

Authorized Representative _____

Name of Agency _____

Address _____

Phone Number _____

Signature _____

Please submit the following information as necessary:

Architect

Name _____

Address _____

Signature _____

Transit Operator

Name _____

Address _____

Signature _____

Urban Designer

Name _____

Address _____

Signature _____

Graphics Designer

Name _____

Address _____

Signature _____

Transit Consultant

Name _____

Address _____

Signature _____

Engineer

Name _____

Address _____

Signature _____

Urban Planner

Name _____

Address _____

Signature _____

Additional Participants

Name _____

Address _____

Signature _____



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.

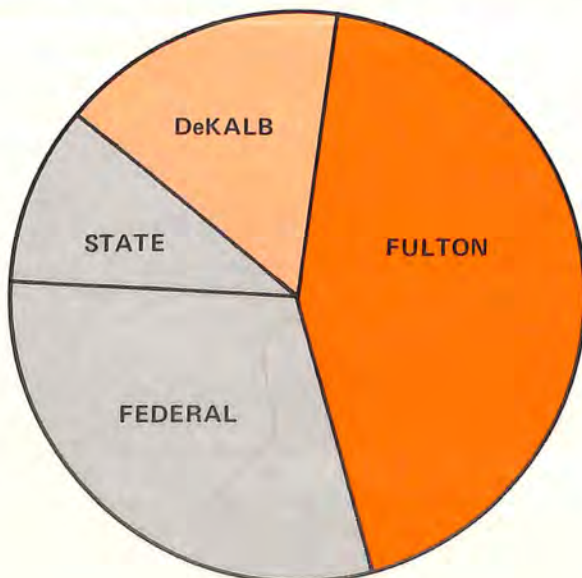
"When Clayton and Gwinnett counties assume their share of the costs, their rate would be a maximum of 1.5 mills, or about \$6.00 a year to the owner of a \$15,000 house," Stuart explained.

"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.

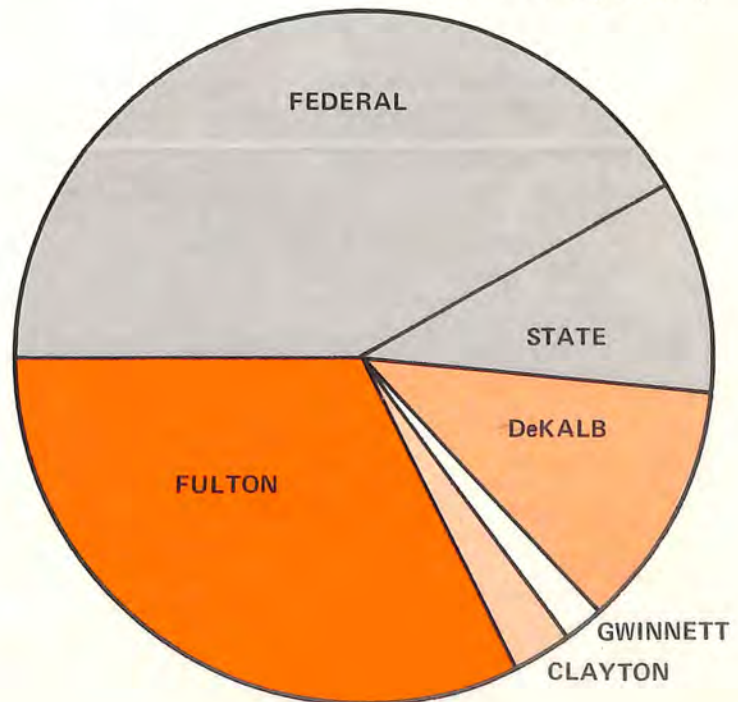
"We need to begin construction as early as possible," he concluded, "since every year's delay costs us \$18 to \$20 million thru inflation and increased construction costs.

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)

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.

... COULD REMOVE MANY CARS FROM HERE



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)

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.



METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

808 GLENN BLDG. • 120 MARIETTA ST., N. W. ATLANTA, GA. 30303 • PHONE 524-5711

"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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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

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY



808 GLENN BLDG. • 120 MARIETTA ST., N.W. • ATLANTA, GEORGIA 30303
PHONE 524-5711 (AREA CODE 404)

SEPTEMBER 1967 . VOL. 2, NO. 9

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



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

"MARTA REPORTS TO THE PEOPLE IT SERVES... MAY 1967
VOL. II, NO. 5

IRT CONVENES IN ATLANTA, MAY 24

Some 300 of the nation's top transit leaders are expected to attend the 1967 Convention of the Institute for Rapid Transit to be held May 24-26 at the Atlanta Marriott Motor Hotel.

An unusual in-depth program featuring national experts in urban transportation and special work shop sessions will center around the theme, "Growing Cities MOVE... With Rapid Transit," according to George L. DeMent, IRT President and Chairman of the Board of the Chicago Transit Authority.

The Annual Conference of the Institute for Rapid Transit, which represents this industry in the United States and Canada, is expected to be attended not only by experts in various phases of the rapid transit field, but also by city planners, traffic engineers, public works officials, government officials and many others concerned with urban transportation problems.

Henry L. Stuart, General Manager of Metropolitan Atlanta Rapid Transit Authority, stated, "We consider it a tribute to Atlanta and its growing importance in rapid transit to have such a group as the Institute for Rapid Transit to meet for its annual convention here in our city." He continued, "Atlanta is on its way to joining the rather select group of American cities which have rapid transit systems operating, and feel that the presence of so many persons concerned with transporting people will give increased impetus to our efforts. We welcome the Institute for Rapid Transit to this great metropolitan area," Stuart concluded, "and we are confident that all who attend the convention will find it both profitable and enjoyable."

"The Annual Conference of the Institute for Rapid Transit will provide a special insight into the vital field of developing modern and efficient mass transportation systems for our growing American cities," said DeMent.

"We are fortunate in having a group of outstanding experts whose presentations will set the stage for the special workshop sessions in which all persons attending the convention will participate," DeMent explained.

"Major cities in the United States and Canada, with existing rapid transit systems, are concerned with plans for enlarging those systems. Many other cities, with prospects of great metropolitan growth, are now searching for guidance and expert help in planning new mass transportation systems for the future.

"The 1967 Annual IRT Conference, patterned after our successful workshop conference last year at Boston College, will provide an excellent opportunity for an exchange of ideas by the experts, as well as developing further ideas in the mass transportation field," DeMent said.

After a welcoming address by Atlanta's mayor, Ivan Allen, Jr., Charles M. Haar, Assistant Secretary for Metropolitan Development of the United States Department of Housing and Urban Development, will keynote the IRT Conference at an opening luncheon May 24.

William J. Ronan, Chairman of the Metropolitan Commuter Transportation Authority (New York), will make the first presentation for a workshop session on the afternoon of May 24. The subject of this initial workshop will be "Environmental Support."

For the second workshop session, "System Characteristics," on the morning of May 25, the major presentation will be made by Henry L. Stuart, General Manager of Metropolitan Atlanta Rapid Transit Authority, and by Leo J. Cusick, Director of the Urban Transportation Administration of the Department of Housing and Urban Development.

As a "challenging educator," Noah Langdale, Jr., President of Georgia State College, will address the IRT Conference Luncheon on May 25.

(Continued on Page 2)



George L. DeMent



Charles M. Haar



Leo J. Cusick



Walter S. Douglas

IRT CONVENTION ISSUE

**METROPOLITAN ATLANTA
RAPID TRANSIT AUTHORITY**

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METRO AREA BOOMS!

The expanding economy of the five county metropolitan Atlanta area is making an increasing impact on the four counties surrounding Fulton County: Clayton, Cobb, DeKalb and Gwinnett. Brunswick A. Bagdon, Southeastern Regional Director of the Bureau of Labor Statistics, reports that 47 percent of all non-residential construction during the first half of the 1960's came in the four counties outside Fulton. These same counties had 71 percent of the industrial growth of the Metro area.

The central city had 75 percent of all office construction; 56 percent of the value of stores and other mercantile buildings was in the central city.

Fulton County still has the bulk of the payroll employment, but the suburban share increased from 11 percent in 1959 to 13 percent in 1965.

Using the rate of employment growth as a yardstick, Atlanta's rate is almost three times the average of the eleven other Metro areas surveyed, 32 percent compared with the twelve-area average of 12 percent rate of employment increase.

Atlanta is building toward another record breaking year in construction. Building permits issued during the first four months of 1967 total more than \$66.5 million in value, an increase of more than \$22 million for the same period last year.

"It's obvious that the Metro area is going to continue to grow and develop," says MARTA General Manager Henry L. Stuart, "and as jobs and population increase, and as more people move into this area, the need for rapid transit grows more and more critical. And, if what has happened in Toronto is any indication, the presence of rapid transit will cause this growth to accelerate."

The pictorial chart, from ATLANTA Magazine April 1966, across the bottom of these two pages shows evidence of the building boom in Atlanta during the 1960's.

Atlanta's building boom got off the ground in 1960 and kept going with 1. Atlanta Merchandise Mart; 2. Commerce Building; 3. Georgia Power Building; 4. National Bank of Georgia Building; 5. Atlanta Airport Terminal Building; 6. Peachtree Towers Apartments; 7. Lenox Towers (South); 8. Landmark Apartments; 9. First Federal Building; 10. Atlanta Towers; 11. Hartford Building; 12. Peachtree Center Building; 13. Georgia Archives Building; 14. Atlanta Stadium; 15. Peachtree North Apartments; 16. First National Bank Building; 17. Lenox Towers (North); 18. Regency Hotel; 19. Life of Georgia Building; 20. Gas Light Tower; 21. The Equitable Building; 22. C & S North Avenue Building; 23. Trust Company of Georgia Building; 24. The Bronze Building; 25. University Towers; 26. Tower Apartments; 27. Ivey Building.

**"RAPID TRANSIT WILL KEEP
ATLANTA MOVING...RAPIDLY!"**

"Of the many developments and changes which have taken place in and around Atlanta in the past few years, including those in progress now and on the planning boards for the future—regional shopping centers, trade areas, skyscrapers, Atlanta's expanding airport, the expressway system (which perhaps one day will be complete, but will never be adequate), the Stadium with its Braves, Falcons, and Chiefs, the new Auditorium-Convention complex, the Cultural Center—none will be more relevant to nor affect the daily lives of so many Atlantans as Rapid Transit," says MARTA Director Rawson Haverty.



Rawson Haverty

"Any growing metropolitan area reaches a point where it must develop an alternate to automobile-highway transportation in and out of its central city, or movement bottlenecks and the central city deteriorates. The central city is the magnet and service center of the metropolitan area. If it declines, the satellite business, industrial, and residential areas are not properly served, the metropolitan area as a whole declines in importance, everyone suffers.

"Rapid, efficient, pleasant, and safe movement of masses of people from their homes, outlying points of business, outlying industrial areas directly into the central, financial, business, shopping and cultural core is an essential requirement for a city's health and prosperity," he explains.

"The March 10 issue of *The Kiplinger Washington Letter* is a prediction of the Seventies. If their projections are accurate, Atlanta can expect to increase in population from 1,211,000 in 1967 to 1,532,300 in 1973 (the year the North-South line of Rapid Transit will be ready). We in Atlanta can be glad we are well advanced in our planning for Rapid Transit and that we have definite target dates for completion. We have stepped ahead of most other metropolitan areas in this program, and when the Seventies arrive Atlanta's citizens will, we hope, continue to be 'moving rapidly' while many other cities are plagued by traffic bottlenecks," Haverty concludes.

(Rawson Haverty is President of Haverty Furniture Companies, past president of Atlanta Chamber of Commerce and Atlanta Retail Merchants Association, President of Forward Atlanta, and has held numerous other business and civic responsibilities.)

STUART REPORTS PROGRESS

Considerable progress is being made under the several contracts which have been let by the METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY, according to Henry L. Stuart, MARTA General Manager.

In a quarterly report of contract studies for the period January 1 through March 31, 1967, Mr. Stuart says, "Our contractual obligations total \$962,566, of which \$616,709 (64%) represents the Federal portion, and \$345,857 represents the local matching funds." Stuart explains that, "The majority of funds are being spent under three major contracts: the updating of the 1962 rapid transit report; the preliminary engineering on the north-south line, and the greater portion of the east-west line; and the technical studies program.



Henry L. Stuart

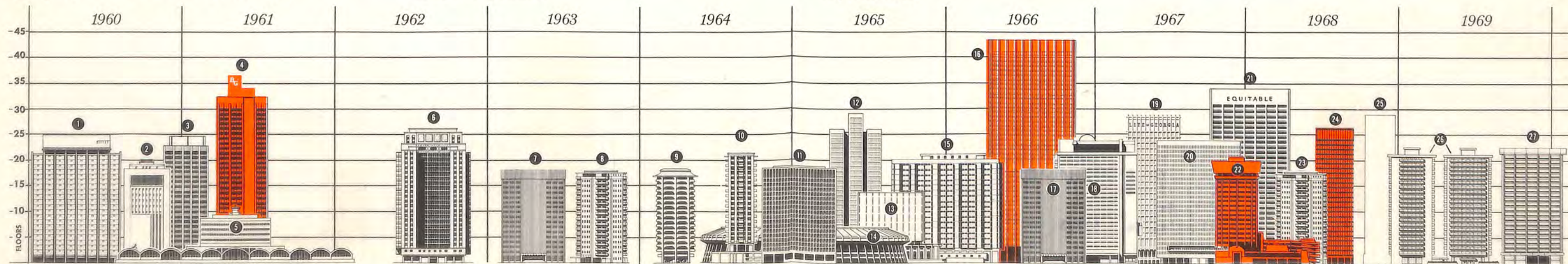
The updating program, referred to as the "701" contract (\$183,566), encompasses revision of the financing of the proposed rapid transit system and is about 70 percent complete. Another segment of this same contract updates the other parts of the 1962 report and is about 70 percent complete. This segment includes the re-study of the routes and station locations, which are about 90 percent complete, and patronage, revenues, and operating cost predictions 75 percent complete.

Work on this latest segment incorporates the latest highway statistics by the Highway Department. The "701" contract should be completed by early summer.

The preliminary engineering work is being conducted under the "702" contract (\$125,000). This program originally encompassed only the north-south system from Oglethorpe to the Airport. It has been expanded to include all the preliminary engineering for the basic forty-four mile system, Doraville-Forest Park on the north-south line, and on the east-west line from the Perimeter Road (I-285) west of Hightower Road to the Perimeter Road east of Avondale Estates.

Preliminary engineering involves the development of information on utilities, existing buildings, highways, railroads and geology. The preliminary design of typical structures and stations and the functional layout of Transit Center and the shops and yards, and the analysis of equipment requirements. It also includes plans for alignment of tracks and station sites, and cost estimates for construction, and purchase of right of way. The work is being integrated with the work under the Technical Studies Program and should be completed by the end of 1968.

Continued on page 4



MARTA NAMES CHIEF ENGINEER

A Deputy Director of the Ohio State Department of Highways has been appointed Chief Engineer for Rapid Transit here.

Henry L. Stuart, General Manager of the Metropolitan Atlanta Rapid Transit Authority, announces that Earl W. Nelson of New Philadelphia, Ohio, assumed his new duties here April 24, 1967.

Nelson was Division Deputy Director for the Ohio State Department of Highways, and was responsible for the design, construction, maintenance, and acquisition of right of way for the 1400 miles of State and United States routes in his division. His duties included preparation of all construction and maintenance projects, which total \$70 million under construction as of October 1966; supervision of all engineering and right of way acquisition; control of purchases of material and equipment; and personnel responsibilities for 700 employees.



Earl W. Nelson

As MARTA Chief Engineer, he reports directly to the General Manager, will participate in policy decisions of the Authority, and will administer those policies having to do with design and engineering. He will review engineering work performed by MARTA consultants; and, when construction of the system begins, will supervise all construction projects.

Nelson is a Registered Professional Civil Engineer in the State of Ohio. He is a graduate of the University of Kentucky with a Bachelor of Science degree in Civil Engineering, and had done graduate work at the University of Cincinnati. He is a Fellow in the American Society of Civil Engineers and is a member of the Ohio Society of Professional Engineers.

He was a Division Deputy Director of the Ohio Department of Highways from 1963 until his resignation to accept the position with MARTA. Prior experience includes two years as City Engineer, Steubenville, Ohio; and 13 years as Design Engineer and Project Engineer with Hazelet and Erdal, Consulting Engineers, Cincinnati, Ohio.

Nelson, a native of Peru, Illinois, and his wife, Shirley, have three children: Candi 19, Mark 17, and Jeffery 9. His family will join Nelson in Atlanta at the end of the current school term.

STUART REPORTS (cont'd)

The third major program is the Technical Studies Program (\$554,000) which includes portions of the work under the "702" program. It also includes the Corridor Impact Study which will assess the probable impact of the proposed rapid transit system on the total community. The Impact Study will survey MARTA's relationship to, and impact on, land use and related controls, public improvement planning; local, public and private development plans; urban renewal projects; and benefits to disadvantaged groups, and other public programs.

A separate study under this program will examine the probable impact of rapid transit on the existing Atlanta Transit System and the privately operated bus system.

A separate contract covers planning, consulting, or engineering services not covered by existing contracts (\$100,000).

In addition to these existing programs, MARTA's staff is in process of developing a new application for approximately two million dollars of Federal funds, using the \$500,000 in State funds approved by the 1967 General Assembly as matching funds. When Federal funds are approved, this two and one-half million dollar program will cover the following:

- 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)
- 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.

"As these four programs are completed we will have more and more of the detailed information required to determine the best methods for financing this system; and, to develop a specific plan to bring to the voters for their approval, probably in November 1969," Stuart said.

MARTA ACTION

The Board of Directors of MARTA announced the appointment of Robert F. Adamson as a director representing the City of Atlanta. Adamson was appointed by Mayor Ivan Allen, Jr., and the Board of Aldermen to fill the unexpired term of Mills B. Lane, Jr., who resigned his position as Metropolitan Atlanta Rapid Transit director because of increased pressures of his many business interests.

Adamson has been Treasurer of MARTA since its organization, and will continue in this post as well as serve as its director.

The next meeting of the Board of Directors has been changed to Friday, June 9, 1967 at 3:30 P.M. in Room 619 of the Glenn Building, 120 Marietta Street, N.W.



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

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MAY 1967, VOL. II, NO. 5



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Aid on Transit Seen by Volpe

Atlanta in 'Excellent Position' For Federal Funds, He Says

By BILL COLLINS

The U.S. secretary of transportation says Atlanta will be in "an excellent position" to get two-thirds of the money for a rapid transit system from the federal government.

John Volpe, former governor of Massachusetts and one of the front-runners for the vice presidential nod at the 1968 Republican presidential convention was in Atlanta Saturday night to address the 11th annual meeting of the National Conference of State Legislative Leaders.



John Volpe

The secretary, at a news conference before his speech, explained the Nixon administration's \$10 billion, 12-year public transportation bill and said Atlanta "may get the jump on other cities" for funds under the bill, if the measure is approved by Congress.

He said the bill would authorize him to make \$3.1 billion available immediately upon its being signed into law. The federal money would be spent over five years.

He also said Atlanta would be "in an excellent position" to get a federal grant totaling two-thirds of the cost of a rapid transit system because of the planning it has done and also because it is one of five "center cities."

VOLPE POINTED OUT, however, that under the proposed bill no one state could get more than 12½ per cent of the total appropriation.

He also told newsmen the Vietnam war is not draining funds he has requested for his department and added, "The administration and the director of the Bureau of the Budget have approved the two transportation bills I have requested."

Volpe says the two measures he would like to see enacted include the \$10.1-billion public transportation bill and the airport-airways bill which would provide \$2.5 billion for air-traffic control and \$2.5 billion for construction of new airports and expansion of existing facilities.

He said the administration is concerned about in-flight crashes and feels the airport-airways bill would help diminish the possibility of future collisions.

With \$2.5 billion of the airport-airways bill, Volpe explained, the federal government would work towards development of a fully automated system of air-traffic control system.

"THE OTHER \$2.5 billion would be used to help build 90 airports and expand 2,700 airfields around the country," Volpe said.

The secretary said the Nixon administration hopes to restrict the number of incoming flights at five of the nation's busiest airports and to better control the flights at 22 other airports, including Atlanta's.

In his remarks to the 800 legislative leaders attending the four-day conference, Volpe talked about the need for federal-state-local government coop-

eration in solving the nation's problems.

"Much of the glamour, power and prestige that once surrounded state Capitols shifted to Washington in the past 25 years," he said.

"And when the power went to Washington, many of the talented young men went also. Washington has been the mecca for young Americans who wanted to dedicate their lives to fulfillment of the American dream," he added.

VOLPE SAID there has been a trend towards reversing the growing dependence on the federal government in the past few years.

"This new trend first became strongly evident under President Johnson," he added.

"But President Nixon has gone a step further. He has proposed a program of revenue sharing between the states and Washington. And, although it is a modest beginning, it will be stepped up," Volpe said.