



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

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

DECEMBER 1966
VOL. 1, NO. 3

PBTB, MARTA DIRECTORS MEET IN ATLANTA

Eight members of the board of directors (Board of Control) of Parsons-Brinckerhoff Tudor-Bechtel, engineering consultants to the Metropolitan Atlanta Rapid Transit Authority, met in Atlanta with the MARTA board of directors December 5. Both boards of directors received a briefing on the status of development of the Atlanta rapid transit system.

Members of PBTB attending were W. S. Douglas, Senior Partner, Parsons Brinckerhoff, Quade and Douglas; M. Den Hartog, Partner, Parsons Brinckerhoff, Lord & Den Hartog; W. O. Salter, Vice President, PBQ&D, and director of the MARTA project; J. R. Kiely, Senior Vice President, Bechtel Corporation; John P. Buehler, Vice President, Bechtel Corporation; Louis Riggs, President, Tudor Engineering Corporation; Stan Froid, Vice President, Tudor Engineering Corporation; and W. A. Bugge, Project Director, PBTB.

The PBTB board members attended the December board meeting of MARTA directors, then entertained MARTA directors at a dinner meeting where the system was discussed in further detail.

John Coil, PBTB Resident Manager in Atlanta, escorted the PBTB directors on tours of the various lines under consideration for the Atlanta system, including the railroad "gulch" area downtown, where Transit Center will be located.

The Atlanta PBTB staff showed aerial photographs of the area, and discussed various alignments of the system lines. Several proposals for subway locations and levels were outlined.

Phil Hammer, of Hammer, Greene, Siler Associates, discussed several methods of financing the first two phases of the Atlanta System. Under the basic plan, predicated on maximum federal and state aid, local funds of approximately \$100 million would be required for the two principal lines to be constructed for about \$310 million. If the local part is received through 30-year revenue bonds, the maximum tax cost would be about two mills in Fulton County where assessments are lowest, and less in the other governments participating in MARTA.

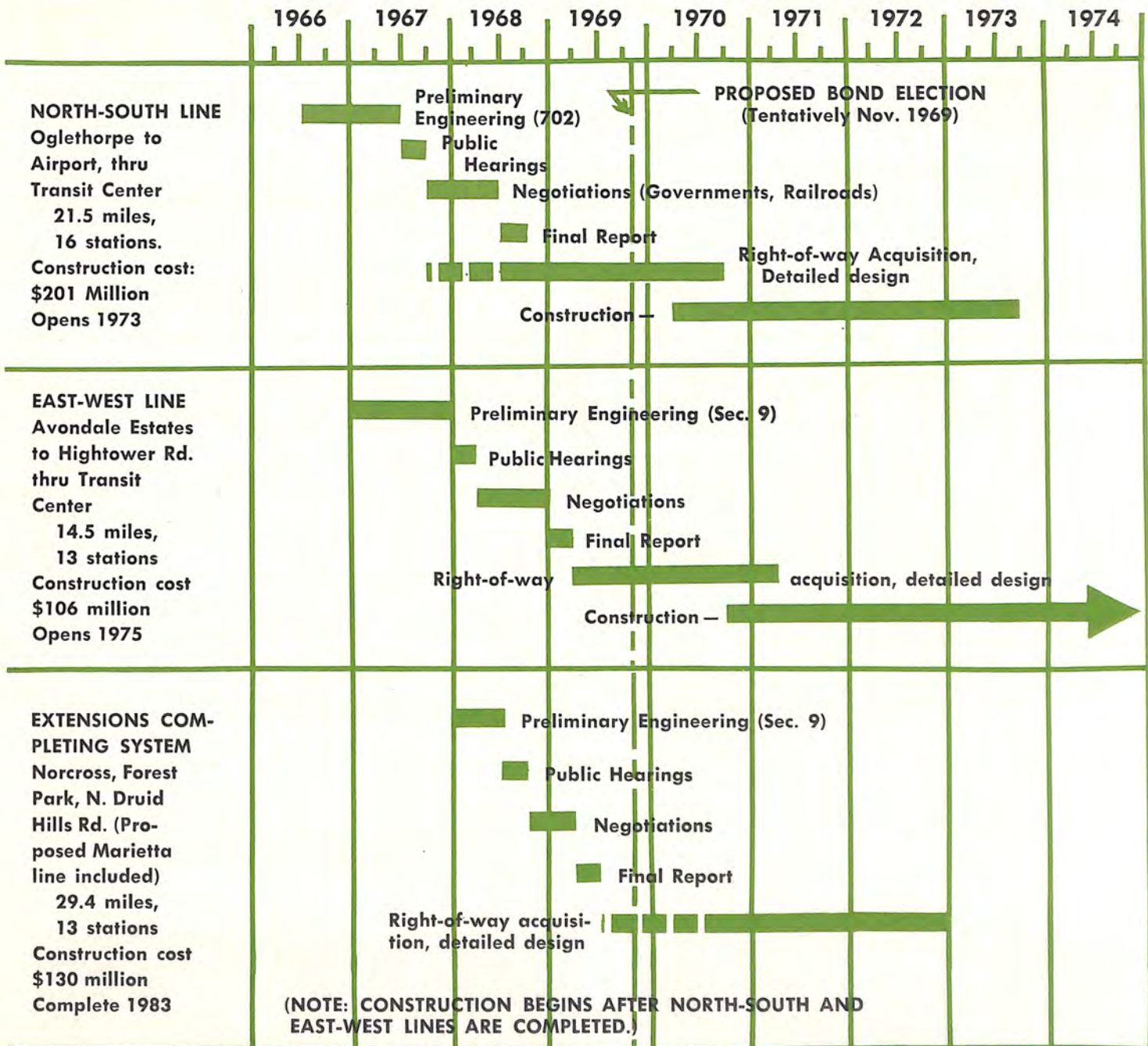


Richard H. Rich (left), MARTA Chairman; Stan Froid, Tudor V-P; Martin Den Hartog, PBL&DH; Win O. Salter, PBQ&D V-P; Henry L. Stuart, MARTA General Manager; W. A. Bugge, PBTB; W. A. Pulver, MARTA Director.



Ray O'Neil, PBTB Deputy Resident Manager explains route alignments on aerial mosaic map.

RAPID TRANSIT SYSTEM DEVELOPMENT SCHEDULE



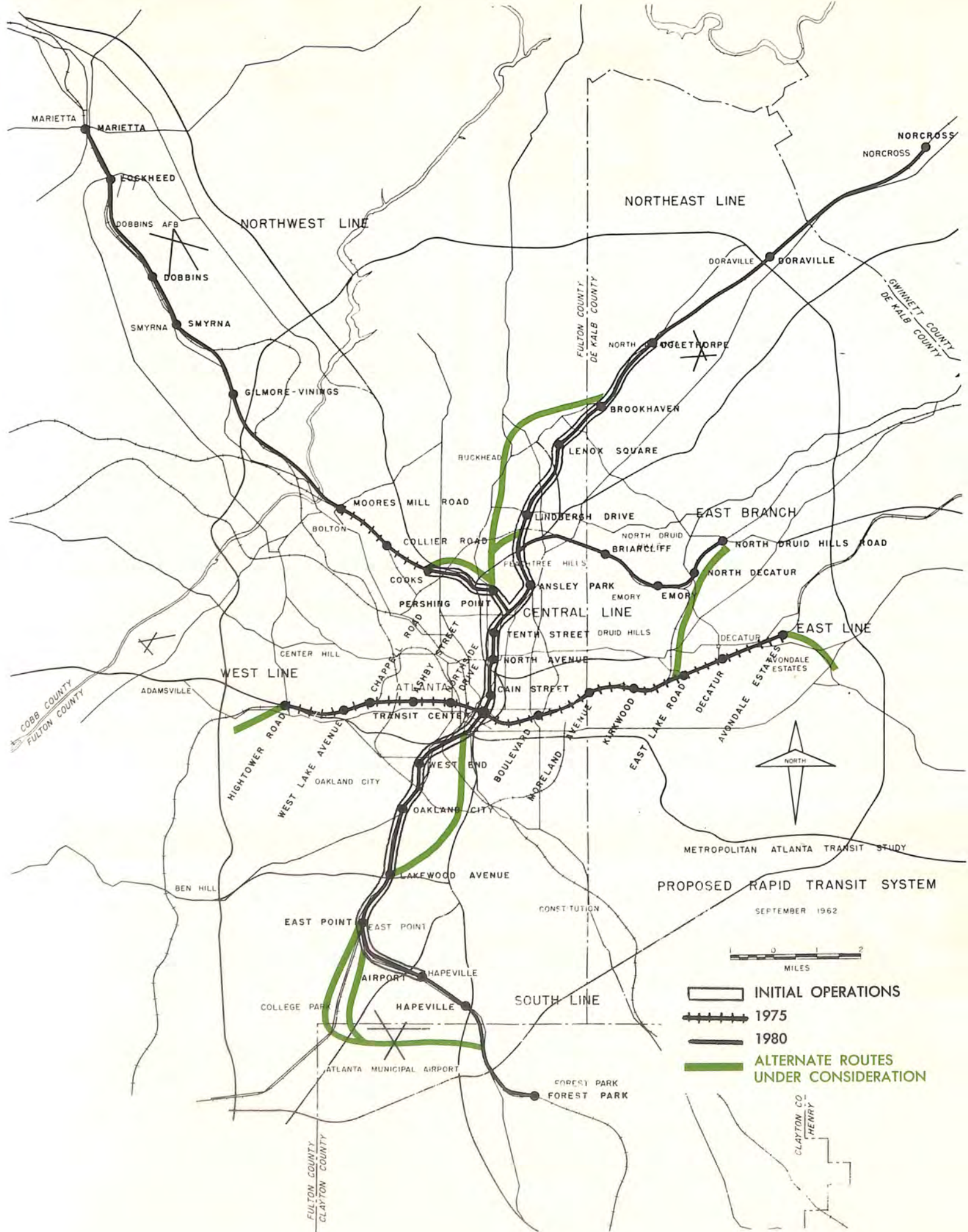
The above chart and the map on the opposite page outline some of the work being done and plans for the future development of the rapid transit system in Metropolitan Atlanta.

The chart shows a "working schedule" rather than a precise timetable, and is subject to change. On the North-South line, "Preliminary Engineering (702)" is financed with a loan under Section 702 of the U. S. Housing Act of 1954. "Preliminary Engineering (Sec. 9)" anticipates approval of an application under Section 9 of the Mass Transportation Act of 1966 for \$369,333. These funds will also provide for planning to extend East-West line on each end to I-285 perimeter expressway.

The beginning of "Acquisition of Right-of-way and detailed design" of the North-South line is based on the pros-





pect of state funds and additional federal funds. With the passage of Constitutional Amendment 14 in the November General Election, the state can now appropriate funds to assist in rapid transit development. If the new General Assembly approves such an appropriation, application will then be made for four times the amount in federal funds. If such funds become available, purchasing of right-of-way and drafting of detailed designs could begin after July 1, 1967. Initial work would likely begin on Transit Center in downtown Atlanta, where the North-South and East-West lines will cross.

On the map on the opposite page, the lines of the original 1962 plan are in black; the green lines show alternate lines being considered. Final lines will be determined in 1967.



METROPOLITAN ATLANTA TRANSIT STUDY
PROPOSED RAPID TRANSIT SYSTEM
 SEPTEMBER 1962



-  INITIAL OPERATIONS
-  1975
-  1980
-  ALTERNATE ROUTES UNDER CONSIDERATION

CLAYTON CO.
HENRY

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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KING ELLIOTT, *Director of Public Information*
H. N. JOHNSON, *Secretary to General Manager*

MARTA ACTION

In the December meeting, the MARTA Board of Directors re-elected present officers to another one-year term. Richard H. Rich will continue to serve as MARTA Chairman, and Roy A. Blount as Vice Chairman.

The board also approved the budget for 1966. Total income and unappropriated surplus are expected to be \$810,871.98; total expenses will be \$764,448.00; a surplus of \$46,423.98 is anticipated.

The income anticipates approval of a pending application for a federal grant under Section 9 of the Mass Transportation Act of 1966. The application is for \$369,333, of which \$276,000 would be spent in 1967, and \$93,333 in 1968. The local support from Atlanta and Fulton, DeKalb, Clayton, and Gwinnett counties remains the same as 1966—\$300,000 on a pro rata basis.

The 1967 budget will provide funds for completion of the preliminary engineering on the North-South line; for most of the preliminary engineering on the East-West line; additional work on the North-South line; Rapid Transit Corridor Impact Study; a study of the impact of the proposed system on the Atlanta Transit System; and other work.

RAPID TRANSIT BRIEFS

A study committee of the Georgia House of Representatives has been briefed on the status of rapid transit in Atlanta. On December 9, MARTA General Manager Henry L. Stuart and Rep. Jack Ethridge, legal counsel for the Authority, appeared before the State of Local Governments Study Committee.

Rep. Ethridge pointed out that rapid transit is going to benefit residents of many counties outside the area encompassed by the Authority itself. He stated that, in several nearby counties, more than half the people who have jobs are employed in Atlanta, and could be expected to drive to the nearest rapid transit station to "park and ride."

Stuart discussed the system itself, its cost, and methods of financing the work. He noted that through 1966, local governments had spent \$790,000 from local funds on the project, and \$730,000 in federal funds. He said that while the state has not been able to participate financially in the project, passage of Amendment 14 in November will now allow the state to take part. He stated that he is "encouraged" in his belief that the next budget will include an allocation for rapid transit.



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PHONE 524-5711 (AREA CODE 404)

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