

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

FIRST ANNUAL REPORT 1966



METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

REPORT TO THE CITIZENS...

From The...

CHAIRMAN OF THE BOARD

The progress made in the first year of our Authority has exceeded our most optimistic expectations. The successes achieved and the public and private acceptance of the rapid transit project have been most encouraging.

One of the first tasks facing the Authority when it officially came into being January 3, 1966 was that of obtaining funds to begin the revision of the 1962 plan for rapid transit and the preliminary engineering on the system itself. The \$300,000 financial support pledged by the participating governments provided funds to set up offices and matching funds for application for federal funds. Applications were made to and granted by the U. S. Department of Housing and Urban Development for funds to finance two programs. These funds were immediately put to work, and the work is under way.

Later in the year another application was made under the "Section 9" provision of the Mass Transportation Act, and this also was approved, providing us with \$369,000 to expand and continue the work being done.

In December, then-Governor Carl Sanders announced that the State budget would contain a request for \$500,000 over two years for MARTA. This was made possible by a constitutional amendment which was approved by 55 per cent of the voters in the State in November, and is the first financial support from the State in the rapid transit project.

The nucleus of the MARTA staff was formed with the appointment of Henry L. Stuart as General Manager. Mr. Stuart has begun the work of securing qualified persons to fill key positions.

The acceptance of the project by Federal, State, and Local Governments, and by the people of the State At Large, and in the Metropolitan Atlanta Area, has been most gratifying and inspires us to increase our efforts in 1967 for even greater strides toward our ultimate goal of providing our citizens the most modern, efficient, and economical rapid transit system possible.

RICHARD H. RICH,
Chairman

From The...

GENERAL MANAGER

On June 28, 1966 we signed a contract with the consulting engineers, Parsons Brinckerhoff-Tudor-Bechtel for preliminary engineering work on the North-South Line between Oglethorpe and the airport. The Atlanta Region Metropolitan Planning Commission also signed contracts with Parsons Brinckerhoff-Tudor-Bechtel and Hammer, Greene, Siler Associates to update the 1962 plan in its entirety. This committed to the work approximately 310 thousand dollars of which \$62,500 was local funds.

The financial report on page 3 and the charts on page 4 indicate the income and expenditures of the Authority during 1966. These figures include the non-recurring expenditures required to establish the offices for the staff, and the funds committed but not expended as "matching funds" for programs financed in part with federal funds.

The preliminary engineering and updated planning will result in definition of routes, operating expenses, fare structures, and service requirements in the light of changes that have occurred in Metropolitan Atlanta since 1962. This work will place your Authority in a position to proceed with detail design and right of way acquisition.

In the closing days of the 89th Congress the passage of the Urban Mass Transportation Act of 1966 was one of the most encouraging events of the year. It means that our work will continue without interruption.

This very complex job of developing the best rapid transit system in the world requires careful planning and engineering, which, in the early stages, is very time consuming. Work is moving ahead as rapidly as possible, considering the requirements for attention to detail and high-quality planning and engineering, and the year 1967 should see some major achievements in the engineering efforts.

HENRY L. STUART,
General Manager

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*
ROBERT F. ADAMSON, *Treasurer* GLENN E. BENNETT, *Secretary*

CITY OF ATLANTA:

MILLS B. LANE, JR. L. D. MILTON
RICHARD H. RICH RAWSON HAVERTY

CLAYTON COUNTY:

EDGAR BLALOCK

DEKALB COUNTY:

ROY A. BLOUNT DR. SANFORD ATWOOD

FULTON COUNTY:

W. A. PULVER MITCHELL C. BISHOP

WINNETT COUNTY:

K. A. McMILLON

COBB COUNTY (Observer)

OTIS A. BRUMBY, JR.

MARTA STAFF:

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



Richard H. Rich, Chairman (right-center, with pipe) presides over meetings of the MARTA Board of Directors. The Board meetings are held the first Tuesday of each month, and are open to the public.

The Second International Conference on Urban Transportation will be held in Pittsburgh, Pa., April 17-19, 1967. Theme for the Conference will be "The Urban Push: Cities in Motion."

"If an urban rapid transit system never earned an operating profit, it would still pay for itself a thousand times over through its beneficial impact on real estate values and increased assessment." G. Warren Heenan, Past President of the Toronto (Ontario) Real Estate Board.

STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS

FOR THE YEAR ENDED DECEMBER 31, 1966

Cash Receipts From:

Local Governments	\$290,895.00
Other	429.48
TOTAL	\$291,324.48

Cash Disbursements For:

Planning and Engineering (Note 1)	72,848.09
Administrative & General	96,072.07
Unexpended Funds	\$122,404.32
TOTAL	\$291,324.48

ARTHUR ANDERSEN & Co.
ATLANTA, GEORGIA

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

We have examined the statement of cash receipts and disbursements of the Metropolitan Atlanta Rapid Transit Authority (a Georgia municipal corporation) for the year ended December 31, 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 statement presents fairly the cash receipts and disbursements of the Metropolitan Atlanta Rapid Transit Authority for the year ended December 31, 1966.

Arthur Andersen & Co.

Atlanta, Georgia,
January 12, 1967.

1. The Authority has a contract with the Atlanta Region Metropolitan Planning Commission to update the 1962 plan and program of rapid transit for the Atlanta metropolitan region. The Authority is committed to pay \$61,188 for this work of which \$31,250 has been paid as of December 31, 1966. The remainder of the funds required by the Planning Commission for this project (approximately \$122,000) will be provided by the United States Government under Section 701 of the Housing Act of 1954. The Commission also has (1) a contract with Parsons Brinckerhoff-Tudor-Bechtel to provide the engineering services required to update the 1962 plan, and (2) a contract with Hammer, Greene, Siler Associates, Inc. to update the financial and organization considerations of the 1962 plan.

The Authority has a contract with the same engineers to provide extended work and engineering support in addition to that provided under the Commission contract. The engineers are to be paid cost plus a fee for each project under the contract (total cost not to exceed \$100,000).

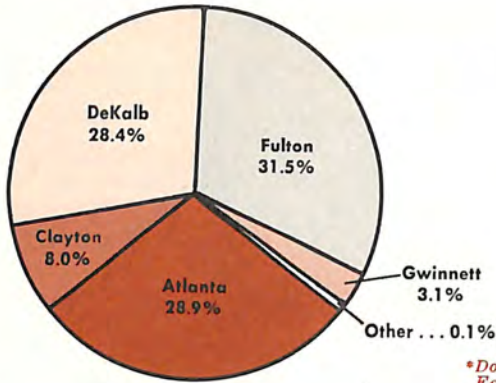
2. The Authority has a commitment from the Department of Housing and Urban Development of the United States Government to advance \$125,000 to it to be used for preliminary planning and engineering for the construction of the initial operations of the rapid transit system. The advance is noninterest bearing and repayable only upon the start of construction of the system. The Authority has entered into a contract with Parsons Brinckerhoff-Tudor-Bechtel to perform this work.



Drawings of rapid transit cars now in use or on order by existing rapid transit systems. MARTA engineers will examine all types of rapid transit cars before final design is determined.

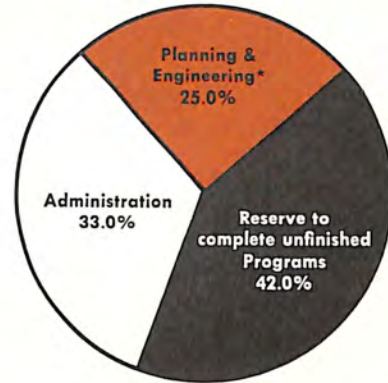
WHERE THE MONEY

CAME FROM



IN
1966

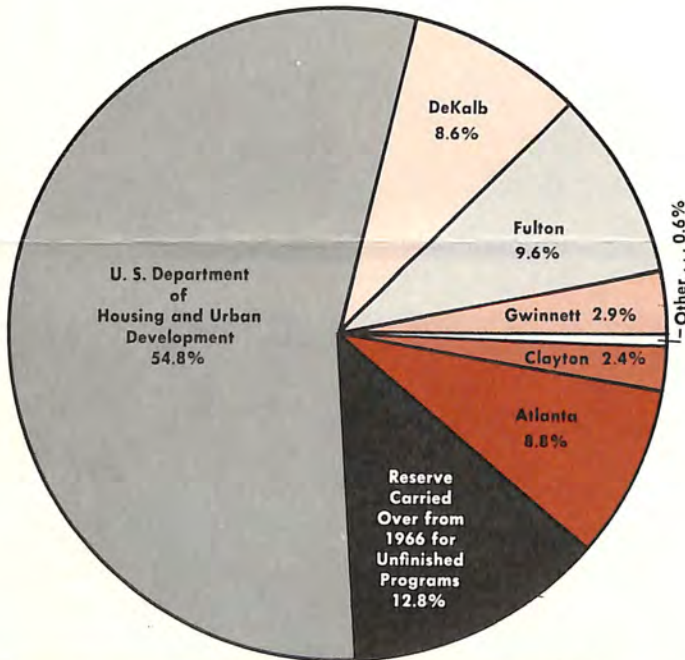
AND WENT



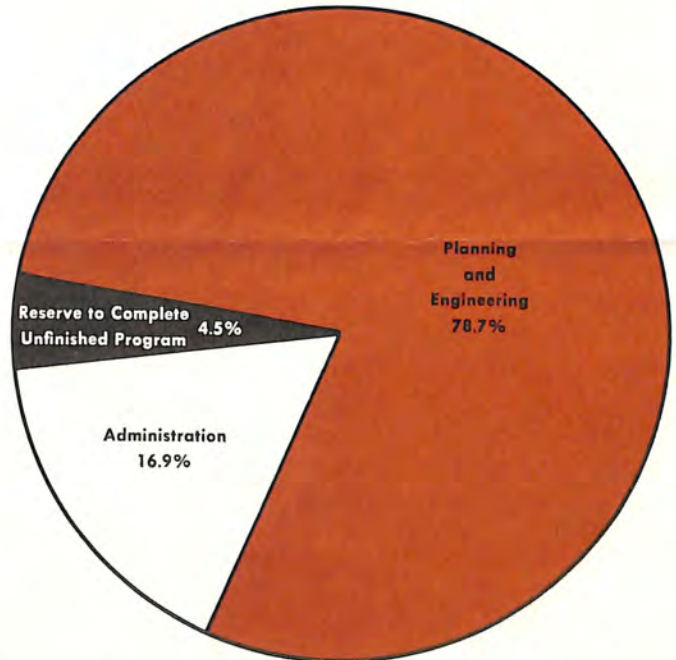
**Does not include Federal Funds for ARMPC's Transit Project*

And in 1967 We Should See...

INCOME



EXPENDITURES



BAY AREA RAPID TRANSIT

as seen by:

Sprague Thresher, Staff Architect,
Parsons Brinckerhoff-Tudor-Bechtel.

"The reason for building the system itself gives rise to a comprehensive set of environmental design requirements that need most serious consideration. Though the system is a utility, in the sense that it is a useful necessity, it isn't like water, or light or heat, or even telephones, in that everybody needs some for his own use. It's equally a necessity to those who don't use it. Those, for instance, who drive on less crowded roads and find parking spots easier as a result of it. So that there is no one who is not affected by the existence of the system, whether he rides on it or just looks at it, or never even heard of it—if that's possible . . . If there can be more to it than just fast, safe transportation and if it can contribute to the life and the growth of the community and if it can enrich the rider a little bit, then truly it will be a design for people and this is really what is happening."