

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

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

June 30, 1967

OFFICERS:

Richard H. Rich, Chairman

Roy A. Blount, Vice Chairman

Glenn E. Bennett, Secretary

Henry L. Stuart, General Manager

GENERAL MANAGER'S QUARTERLY REPORT OF CONTRACT STATUS,

JUNE 30, 1967

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

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

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

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

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

covers:

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

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

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

The work is divided into three parts:

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

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

The work will check on our relationships to:

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

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

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

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

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