

Chronology of the Transit Planning Process

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| 1950 | Atlanta's Metropolitan Planning Commission published <i>Up Ahead</i> , a regional plan that recognized a need for transit in the long range. | | |
| 1954 | An update of the 1950 Metropolitan Planning Commission plan called <i>Now@ Tomorrow</i> noted the need for rapid transit "within a few years. " | 1962 | In April, the legislature created the Metropolitan Atlanta Transit Study Commission (MATSC) to undertake a study program to report the need, advisability, and economic feasibility of rapid mass transportation of passengers. MATSC hired Parsons, Brinckerhoff, Quade and Douglas to plan. |
| 1959 | The Metropolitan Planning Commission published two expressway policy reports, "Access to Central Atlanta" and "Crosstown and Bypass Expressway s," recommending that transit planning start immediately. | | In November, an amendment to the State constitution to allow the Georgia legislature to delegate transit planning and operating authority to cities and counties was defeated in a statewide referendum. |
| 1960 | In August, Atlanta's private transit company, the Atlanta Transit System, released <i>Rapid Atlanta</i> , proposing a \$59 million 16-mile rapid transit system on existing rail rights-of-way. Downtown distribution would be provided with a "carveyor" conveyor-type, second-level system. A self-supporting transit authority was proposed to build and own the system, with Atlanta Transit System contracted as operations manager. | | In December, MATSC published its report, <i>A Plan and Program of Rapid Transit for the Atlanta Metropolitan Region</i> . The report recommended a 66-mile, five-county rail system at a cost of \$292,000,000. |
| | In September, the Atlanta Region Metropolitan Planning Commission (a five-county agency that replaced the Metropolitan Planning Commission in 1960) issued a discussion report, <i>What You Should Know About Rapid Transit</i> . Forty community meetings followed asking for public input in developing the forthcoming transit plan, due one year later. | 1963 | In January, Atlanta's transit leaders formed the Rapid Transit Committee of 100 to undertake a full-scale public relations campaign promoting rapid transit. |
| 1961 | In June, the Atlanta Region Metropolitan Planning Commission published the <i>Atlanta Region Comprehensive Plan—Rapid Transit</i> , calling for a 60-mile, 32-station, \$215 million system. The plan recommended creation of a regional transit authority. | | In March, the Georgia legislature created the Georgia State Study Commission on Rapid Transit to work on behalf of rapid transit for Atlanta after the Metropolitan Atlanta Transit Study Commission disbanded. |
| | A regional conference of civic and elected leaders hosted by Georgia Governor Ernest Vandiver in November created a regional Rapid Transit Steering | 1964 | In November, an amendment to the State constitution enabling Atlanta to plan and operate mass transit was approved in referendum. Unlike the 1962 situation when a statewide referendum was held, in 1964 the issue was submitted to Atlanta region voters only. |
| | | 1965 | In March, the Metropolitan Atlanta Rapid Transit Authority Act passed the |

	Georgia State legislature. The MARTA Act created a regional authority but gave no powers of taxation or eminent domain.		In April, an amendment to simplify and strengthen the MARTA Act passed the Georgia General Assembly 150 to 51 and was vetoed by Governor Lester G. Maddox.
	In June, local referenda were held to ratify participation in MARTA. Fulton, De Kalb, Clayton and Gwinnett Counties voted to participate in MARTA; only Cobb County elected to stay out.		In November, MARTA presented a 40.3-mile, four-county \$750 million transit proposal to Atlanta region voters, over 55 percent of whom voted no.
1966	MARTA, created by Georgia legislature in March 1965, began operating in January.	1969	In April, the Voorhees team submitted its recommendations to the Policy Committee of the AATS, the organization originally created to coordinate transportation planning in the region. The draft plan called for a \$475 million package consisting of 10 miles of rapid rail, 54 miles of busways, new expressways, and street improvements.
1967	In May, the Atlanta Transit System under president Robert Somerville issued a report recommending a 32-mile network of exclusive busways to provide "interim" transit service until completion of rail transit construction. MARTA rejected the proposal after a hasty 3-week review.		In May, the AATS Policy Committee designated the Voorhees report as the guide for all agencies to use in developing priorities and implementation plans, and requested MARTA and the State Highway Department to take the lead in initiating studies that would enable the AATS Policy Committee to reach decisions on priorities, implementation, and financing.
	Also that spring the General Assembly defeated a set of legislative amendments to the MARTA Act that would have eased financing of the system.		In August, the MARTA board adopted a 2-year work program that included further work on the Voorhees report, refinement of an adopted system in the same detail as the 1968 plan, a new financial plan, and a public information program.
	In September, the Atlanta Region Metropolitan Planning Commission, on behalf of MARTA, published an update of the 1962 rail transit plan called <i>Rapid Transit for Metropolitan Atlanta</i> . The author was the consortium Parsons, Brinckerhoff-Tudor-Bechtel. The plan recommended a 54-mile, four-county rail system plus an n-mile future extension into Cobb County at a total cost of \$421 million.		In October, MARTA completed a study on the possible use of existing railroad tracks for interim commuter service. The study found that, while the concept was technically possible, the many grade crossings, side-tracks, existing train schedules, slow speeds, and high operating costs ruled out any such interim service.
1968	In January, the newly reconstituted Policy Committee of the Atlanta Area Transportation Study hired Alan M. Voorhees & Associates to develop a comprehensive, long-range regional transportation plan. The study was intended to resolve the busway versus rail controversy generated by the <i>Rapid Busways</i> proposal. It was also designed to comply with UMTA requirements.		In January, the AATS Policy Committee rejected the Voorhees study proposal to put busways in the east-west corridor.
	In March, the Atlanta Region Metropolitan Planning Commission published <i>The Impact of Rapid Transit on Atlanta</i> . The UMTA-sponsored study analyzed the effects the rapid transit proposal would have on land use.	1970	In October, MARTA formally declared its intention to acquire the Atlanta

Transit System as early as possible under terms to be mutually negotiated.

1971 In January, the final Voorhees report, *Development and Evaluation of a Recommended Transportation System for the Atlanta Region*, was published. The report said both rail and bus could provide the needed service on the east-west line; they would attract equal ridership; and fixed costs for bus would equal those for rail if three bus lanes were built in accordance with MARTA engineering standards.

In March, Governor Jimmy Carter signed three transit bills passed by the General Assembly. One bill amended the Georgia sales tax law to permit a local sales and use tax for rapid transit purposes; a second bill authorized a 1 percent local sales and use tax in metropolitan Atlanta for rapid transit purposes; and the third bill modified and clarified certain provisions in the original MARTA Act.

In August, MARTA adopted a rapid transit proposal outlined in the Parsons, Brinckerhoff-Tudor-Bechtel report called *Metropolitan Atlanta Rapid Transit Plan* published in September. The plan proposed 56 miles of rapid rail, 14 miles of busways, and 1,530 route miles of surface bus operations at a total cost of \$1.3 billion.

In the November referendum, De Kalb and Fulton county voters authorized a 1-cent increase in the sales tax to implement the transit plan and to make improvements in the highway system.

The key selling point was the provision to reduce bus fares from 40 cents to 15 cents.

1972 In February, MARTA purchased the Atlanta Transit System for \$12.8 million.

In March, the City of Atlanta adopted a set of goals, policies, and development objectives for MARTA station areas.

In November, MARTA released a draft Environmental Impact Statement assessing the transit system. MARTA claims the EIS process, the first for an UMTA project, delayed its schedule by 1 year.

1973 In May, the City of Atlanta Planning Department published the *Urban Framework Concept Plan*, which laid forth the process the city would follow in station area development planning.

In June, the Georgia General Assembly created the Metropolitan Atlanta Rapid Transit Overview Committee.

1974 MARTA continued final design on core portions of the rail system.

1975 Groundbreaking took place in February.

In May, UMTA offered \$600 million contract authority to MARTA for a 6-year period, pending Congressional approval in appropriations hearings. Because this sum (plus \$200 million in earlier capital grants) will build only 13.7 miles of rapid rail, MARTA requested an additional \$200 million. In June UMTA denied the request.