

Pursuant to its action taken at the regular monthly meeting on December 2, 1952, a special session of the Los Angeles Metropolitan Transit Authority was held on Monday, December 15, 1952, at its offices, 2233 Beverly Boulevard, Los Angeles, California, with the following members present:

Walter J. Brunmark	Martin E. Pollard
Fred S. Dean	Lloyd S. Whaley
H. C. McClellan	Jim Wilson

Absent: B. O. Miller

Also in attendance:

Ralph P. Merritt, General Manager
James L. Beebe, Attorney
Stephen Wells, Wells Agency

The meeting was called to order at 2:45 p.m. by the Chairman. It was moved by Mr. Brunmark seconded by Mr. Whaley that the minutes of December 2, 1952, be approved. Motion carried.

The Secretary reported that all members had been supplied with copies of the Summary of the General Manager's Report on his eastern trip and his recommendations of necessary steps to be taken.

The Chairman stated that the meeting had been called for the purpose of considering and acting upon the General Manager's report as submitted to the Authority at its previous meeting of December 2. Copies of a summary of this report had been supplied to all members for their information and study.

Mr. Brunmark posed a number of questions in connection with that report, particularly with respect to proposed amendments to Assembly Bill 3112, which were answered by the General Manager and the Attorney.

A discussion of Mr. Merritt's report followed. Mr. Beebe brought up the subject of the proposed amendments to the Act. He stated that

it was not possible to pass new legislation which substantially changes the powers of existing officers or creates new officers, as emergencies.

Mr. McClellan said we should have a clear picture of the measures to be submitted to the legislature and that they should be submitted to the State Legislature as soon as possible. Mr. Beebe stated he would have the amendments prepared inside of a week. Mr. Pollard asked Mr. Beebe if Public Utility and taxation features would have any chance of going through as emergency legislation, to which Mr. Beebe replied that taxation might go through as emergency legislation. If the other amendments get through the legislature now they can be in effect September or October, 1952, without the emergency clause attached.

Mr. Brunmark suggested that a meeting be called after Mr. Beebe had drawn up the amendments; also that we contact Attorney General as to which amendments would be acceptable as emergency measures.

Chairman Pollard reported that definite action on two or more amendments to the present Act had been taken at a meeting of the Authority held October 24, 1952, recommending that the provisions as to the Authority being subject to taxation by governmental agencies and to regulation by the State Public Utilities Commission be removed from the bill.

It was suggested that Mr. McClellan that Chairman write an interim report to Governor Warren to let him know what the Authority is doing. It was his thought that this step might help the situation later. He moved that submission of the progress report to Governor Warren be made. The motion was seconded and carried.

Mr. Pollard stated he would have progress report prepared for the

special meeting to be held between Christmas and New Years.

Mr. Brunmark moved and Mr. Whaley seconded the motion that the Attorney prepare the four amendments adopted in substance by the Authority October 24, 1952, as then recommended by the General Manager, and that the Attorney submit these amendments to the proper state officials to determine which of them can be considered by the Legislature as emergency measures. Motion carried.

The four amendments before the Authority on October 24 were (1) expand area; (2) expand scope; (3) strike out requirements for payment of taxes; (4) strike out Public Utilities Commission. Of these four, numbers 3 and 4 were suggested in the Manager's report as possible emergency legislation.

Mr. McClellan thought we should clear ourselves with the Los Angeles Chamber of Commerce Transit Committee before going before the Board of Supervisors, and Mr. Pollard suggested that we have the Committee meet here with the members of the Authority at the special meeting between Christmas and New Years. A motion was made and seconded that Mr. Pollard be given authority to set up a special meeting with the special committee of the Los Angeles Chamber of Commerce Metropolitan Traffic & Transit Committee. Further, Mr. Pollard was authorized to enter into unofficial conversation with members of the Board of Supervisors.

In answer to questions of the members, General Manager gave an explanation of what engineering studies consist of. Mr. McClellan gave as his opinion that our responsibilities go beyond the strip of the route of the proposed monorail; that money spent should contemplate operation with other forms of transportation and include the whole County.

Approval of recommendation Number Two was then taken up for consideration.

"Chairman be authorized to undertake to take such steps as in his opinion are appropriate to arrange with the Board of Supervisors of Los Angeles County for making available to the Authority the sum of \$100,000 to cover engineering, legal, administrative and incidental costs for the application for Revenue Bonds for the development and construction of the proposed monorail system."

The matter of proper presentation of our request to the Board of Supervisors of Los Angeles County for additional funds was discussed at length by Mr. McClellan and the General Manager. Mr. McClellan gave it as his opinion that another joint meeting with the special Sub-committee of the Metropolitan Traffic and Transit Committee of the Los Angeles Chamber of Commerce should be held before any further requests be made to the Board of Supervisors for additional funds.

Motion was regularly made, seconded and carried that the Chairman be authorized to call a special meeting of the Authority at a convenient date between December 25 and December 31, to be held jointly with the Subcommittee of the Los Angeles Traffic and Transit Committee, for the purpose of discussing the proposed request. The Chairman was also authorized to hold informal preliminary discussions with members of the Board of Supervisors, or other agencies, regarding the application for further County funds.

Mr. Whaley asked for information regarding cooperation with Los Angeles Traffic and Transit Committee, which was given by Mr. McClellan.

Proposal Number Three, as amended, reads:

"That the General Manager be authorized to prepare a memorandum in principal terms of a contract for consideration and approval by the Authority of contracts with Ruscardon Engineers, Monorail Engineering & Construction Corporation and Monorailway, and Coverdale & Colpitts

to accomplish the required services of Donald M. Baker, serving as Traffic Engineer; Gibbs & Hill and their associated engineers, acting as Chief Engineers for Construction and Design; and Coverdale & Colpitts acting as Consulting and Economic Engineers. The total cost of these contracts and all other expenses, including attorneys' fees and administrative costs, to be negotiated within the total sum of \$100,000, and within a completion date of June 1, 1953."

Discussion as to the preparation of a preliminary contract with several classes of engineering firms followed. The General Manager described in detail the types of information that will be required to establish a sound basis for issuing revenue bonds for construction purposes, as well as the kinds of origin and destination surveys necessary, and specific reliable data on capital costs, potential income, etc.

Mr. McClellan suggested that some effort be made to coordinate our activities with the report of the "University Presidents' Advisory Committee Report on Los Angeles County Transportation Problems", as submitted to the Los Angeles County Board of Supervisors. He suggested further that the General Manager contact Dr. L. A. DuBridge, Chairman of said Committee, relative to proposed amendments.

The General Manager of the Authority explained more fully the contents of his letter to the Chairman of the Authority (now in our files) with respect to steps to be taken in connection with Recommendation Number three.

In reply to question by Mr. Dean, the General Manager said that the engineering firm of Gibbs and Hill would report on the total capital cost of an installed monorail system adapted to the specifications of routes, stations and speeds proposed by report of Traffic Engineer and annual costs of operation of the system.

Also in reply to Mr. Dean's question, "If contract is made with

Gibbs and Hill and Monorail Engineering & Construction Corporation, what effect will that have on Coverdale & Colpitts?" The General Manager gave the information requested, that the answer is that there would be no more adverse criticism.

Mr. Brunmark made a proposal that the Chairman and General Manager of the Authority make a draft of the contractual commitment which should be made with Mr. Baker and Coverdale & Colpitts -- how much and for how long a time. A discussion was had as to the form of contract and it was thought wise to have a plan of contract to present to the Board. Mr. Dean suggested that the General Manager develop type of contract. Mr. Beebe suggested that Mr. Merritt make an outline of terms of contract for the convenience of the Board, covering the following points:

1. Scope of work
2. Compensation
3. Number of reports to be made and
with whom filed

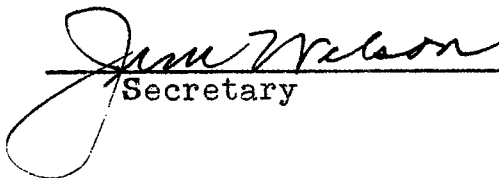
Mr. Dean moved that Recommendation Three of General Manager's report be adopted, with the change suggested by Mr. Beebe, i.e., that the words "prepare a memorandum in principal terms of contract" be used in place of just "prepare". The motion was seconded and carried.

Upon motion of Mr. Dean, seconded by Mr. Whaley, and unanimously carried, it was resolved and ordered that the General Manager is hereby authorized to make such trips in the State of California as are necessary in the performance of his duties, such trips to be made upon the approval of the Chairman of the Authority.

Moved by Mr. McClellan, seconded by Mr. Dean, that this meeting be adjourned to meet in special session at 2:00 p.m. on Monday,

December 29, at these offices to take action on matters discussed at this session; and that the members of the Subcommittee of the Los Angeles Traffic and Transit Committee be requested to meet with this Authority in these offices at 4:00 p.m. of said date. Motion carried.

Adjournment at 4:30 p.m.


Secretary

MINUTE RECORD OF LOS ANGELES METROPOLITAN TRANSIT AUTHORITY
MEETING HELD ON THE FIFTEENTH DAY OF DECEMBER

1952

STANDARD FORM 634 PRINTED IN U.S.A.

REG. U.S. PAT. OFF. STANDARD MINUTE RECORD

December 15, 1952

Mr. Martin Pollard, Chairman
Los Angeles Metropolitan Transit Authority
2233 Beverly Boulevard
Los Angeles 4, California

Dear Mr. Pollard:

You have asked me to prepare for your information a memorandum amplifying the scope of contractual relationship which it is proposed to establish with Donald Baker as Traffic Manager and Coverdale & Colpitts as Economic Engineers, in specific explanation of the recommendation made by the General Manager for consideration of the Authority on December 15, 1952.

In the recommendation to the Authority, it was stated that the General Manager should be authorized to prepare for the consideration and approval by the Authority of these proposed contracts, the total cost of which, together with all other contracts, attorneys' fees and administrative costs, were to be negotiated if possible within the total sum of \$100,000. It was also stated that these contracts were to be completed and the reports thereon to be made by June 1, 1953.

The essence of the proposals made in the General Manager's recommendation is to request that the Board of Supervisors make available to the Authority from funds already appropriated for transit surveys the sum of \$100,000 to accomplish the purposes of the Authority Resolution of May 12, 1952, to develop engineering studies "for the basic economic and industrial surveys to determine the economic feasibility of the Monorail project".

This limitation of the engineering expenditures apparently was established by the Authority to conform to the powers set forth in the wording of the Transit Authority Act. However, without violating the terms of the Act or its spirit, or the essence of the Authority Resolution, and in anticipation of the possibility of legislative action which would become effective about September, 1953, by which the scope of Authority powers would be extended to cover all of Los Angeles County and all types of public transit, it is believed that the expenditure of such funds as may be available at this time should, by the contract made by the Authority and engineers, anticipate as far as is practical the legislative amendments

to be proposed by the Authority. While it would be a basic requirement to center the engineering studies within the limits of Los Angeles County described in the present law, it will be the purpose of the General Manager to anticipate as far as possible the relating of a Monorail System within the prescribed area to all other types of transit within that area, and to relate the intensive studies of transit which are the primary requirements of the present engineering contracts, with all other major transit requirements of Los Angeles County.

In the event engineering studies indicate that a Monorail System would not be a completely satisfactory method of interurban mass rapid transit from Long Beach to the San Fernando Valley, the material developed in these studies will then be applicable as an economic study of any other system of mass rapid transit. It is believed that the report which is proposed can be so developed as to definitely indicate whether any system of interurban mass rapid transit can be economically justified based on revenue bonds.

The General Manager is undertaking to obtain the maximum results in engineering studies from the funds which may be available and within the limits of the present law and the Resolution of the Authority. At the same time the General Manager looks forward to the use of the results of these studies as a coordinated and essential part of any overall transit studies of Los Angeles County. Funds for a study of all of Los Angeles County may be obtained by legislative action during the forthcoming session of the Legislature. If such funds are not made available to the Authority, the source of funds would then be obtained by action of the Los Angeles Board of Supervisors. It is believed that a prompt constructive use, directed in practical channels, of funds presently to be made available by the Board of Supervisors in the sum of \$100,000, will be necessary to justify further and larger appropriations by the Supervisors for subsequent studies of economic development in transit requirements of all of Los Angeles County.

In requesting authorization from the Authority to proceed with the development of engineering contracts as outlined in paragraph three of the Summary of Report of the General Manager, the scope of the proposed economic reports in which the Traffic Engineer and the Economic Engineer will jointly participate is to accomplish as far possible a framework within which all subsequent traffic studies can be undertaken when funds are available and authorization by the legislature and the Board of Supervisors is forthcoming.

I trust that this statement of purpose and intention will meet with your approval and the members of the Authority.

Very sincerely yours,

Ralph P. Merritt
General Manager

MINUTE RECORD OF LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

MEETING HELD ON THE Fifteenth DAY OF December 1952

STANDARD FORM C34 PRINTED IN U.S.A. CHARLES R. HADLEY CO., PATHFINDERS, LOS ANGELES, SAN FRANCISCO, NEW YORK, CHICAGO REG. U.S. PAT. OFF. STANDARD MINUTE RECORD

Los Angeles, California
December 8, 1952.

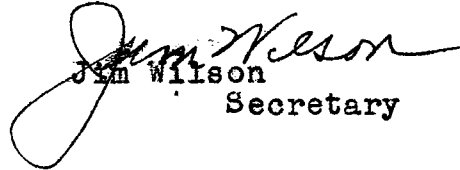
Name of Member.
Member Los Angeles Metropolitan Transit Authority
Member's address

Dear Sir:

You are hereby notified that there will be a special meeting of this Authority at its office, 2233 Beverly Boulevard, Los Angeles, California on Monday, December 15, 1952, at 2:30 P. M. for the purpose of considering the report of its General Manager and for the transaction of any other business as may properly come before it. This in accordance with a motion duly made, seconded and carried at the meeting of this Authority held on December 2, 1952.

signed Jim Wilson
Secretary.

I, JIM WILSON, Secretary of the Los Angeles Metropolitan Transit Authority do hereby certify that the above is a true and correct copy of notice delivered to all members of the Authority of the special meeting of the same held on December 15, 1952.

signed 
Jim Wilson
Secretary

We, the undersigned, being all the members of the Los Angeles Metropolitan Transit Authority, do hereby ratify, adopt and consent to all the acts, resolutions, appointments, proceedings, rules and regulations shown upon the above minutes for meeting held on December 15, 1952, and do hereby declare them to be the acts, resolutions, appointments, proceedings, rules and regulations of this Authority and do hereby approve said minutes.

<u>W. J. Beemer</u>	<u>12/29/52</u>
<u>Ray Whaley</u>	<u>12-29-52</u>
<u>Frank Dean</u>	<u>12-29-52</u>
<u>Ken [unclear]</u>	<u>12-29-52</u>
<u>Martin [unclear]</u>	<u>12/29/52</u>
<u>B. [unclear]</u>	<u>12-29-52</u>
<u>Jim Wilson</u>	<u>12-22-52</u>