

MINUTE RECORD OF LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

MEETING HELD ON THE

First

DAY OF

February

1954

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

In response to call by Chairman Pollard the Los Angeles Metropolitan Transit Authority met in special session at the offices of the Authority, 2233 Beverly Boulevard, Los Angeles, California, on the date and hour above written.

The meeting was called to order at 2:10 p.m. with the following members present:

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

Absent: H. C. McClellan

Also in attendance: Ralph P. Merritt, General Manager  
James L. Beebe, General Attorney

Moved by Mr. Dean, seconded by Mr. Whaley, that the minutes of the regular meeting of October 6, 1953, and of the special meeting of December 2, 1953, be approved. Motion unanimously carried.

It was moved by Mr. Brunmark, seconded by Mr. Whaley, that the report and statement of the General Manager at the meeting of December 2, 1953, be included in the minutes. Motion carried.

The General Manager introduced Mr. George W. Burpee, Senior Partner of Coverdale & Colpitts, Consulting Engineers, who made complete report on results of the economic and engineering surveys made under contract with the Authority from April 15, 1953, to January 15, 1954, inclusive. Mr. Burpee's report included the reports of Gibbs & Hill of New York and Los Angeles, and of Ruscardon Engineers of Los Angeles, Engineering Consultants associated with Coverdale & Colpitts in the surveys.

Statements were made by Edward H. Anson, Vice President, Gibbs & Hill, and by Donald M. Baker of Ruscardon Engineers, supplementing the report made by Mr. Burpee. Mr. Baker's studies dealt principally

with population- past and future growth- with traffic, and especially with destination and origin data as reflected in probable patterns of travel.

Gibbs & Hill's report consisted mainly of car design and construction, motive power, speed, as well as routes of travel. Mr. Anson said that a suspended monorail rapid transit system would provide surface-free, economical transportation with all the objectional features of the orthodox elevated railroads eliminated-- all proposed structures to be made to fit each location.

Mr. Burpee, in summarizing, said that when in operation this system would be the only complete suspended system of public transportation in the world. He said if the construction of the monorail system were to be authorized at the present time it would be possible to have it in operation by 1960 and at that time the estimated annual number of passengers that would be carried on a line extending from Panorama City on the north to Long Beach on the south would be 79 million. If the length of the line were to be curtailed so that the northern terminus would be at North Hollywood and the southern terminus at Compton, the number of passengers is estimated at 69,500,000. Considering the increase in population forecast for the San Fernando Valley and for the section of the county south and southeast of Compton, there is every reason to expect a future substantial growth in passengers. Mr. Burpee added that passenger revenues from the monorail system would be 15% from other systems and 85% from automobile riders.

Subjects relating to construction costs, operating expenses, revenue bonds, claims for damages, use of public streets, were discussed by members of the Authority and Consulting Engineers.

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It was the unanimous expressed opinion of all members present that the Authority should ask the Governor to call a special session of the Legislature in March 1954 to amend the Act by which the Authority was created by:

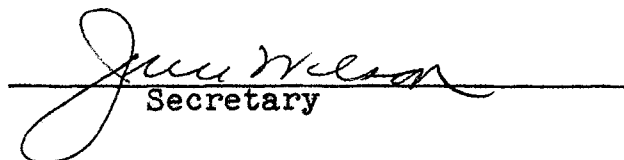
1. Eliminating the requirement that the Authority should be subject to taxation; and
2. Be relieved of regulation as to rates, schedules by the State Public Utilities Commission.

It was moved by Mr. Whaley, seconded by Mr. Dean, that the General Manager be authorized to use engineering funds to have additional copies of the Coverdale & Colpitts Report published, if and when consent to the publication is obtained from the County of Los Angeles. On roll call, motion was carried, five members voting aye, no members voting no.

It was moved by Mr. Brunmark, seconded by Mr. Whaley, that the Report submitted by Coverdale & Colpitts be accepted and that the Chairman and Treasurer be authorized to pay Coverdale & Colpitts the balance of \$14,000 still due them on the contract. Motion carried, five members voting aye, no members voting no.

On motion made by Mr. Dean, seconded by Mr. Whaley and unanimously carried, the General Manager was given authority to employ Sam Akers, now serving as economic investigator to the Authority, to continue his employment until February 20, 1954, at the same rate of pay.

There being no further business the meeting adjourned at 5:40 p.m.

  
Secretary

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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 minutes of the Special Meeting of February 1, 1954, and do hereby declare them to be the acts, resolutions, appointments, proceedings, rules and regulations of the Authority, and do hereby approve said minutes.

<u>Ken Lewis</u>	<u>3-12-54</u>
<u>Frank Adams</u>	<u>9-1-54</u>
<u>W. B. Brennan</u>	<u>2-1-54</u>
<u>Walter Green</u>	<u>2-1-54</u>
<u>Lloyd S. Whaley</u>	<u>2-1-54</u>
<u>Jim Wilson</u>	<u>2-1-54</u>

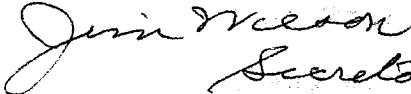
You are hereby notified that there will be a special meeting of the Los Angeles Metropolitan Transit Authority, called by its Chairman, at the offices of the Authority, 2233 Beverly Boulevard, on Monday, February 1, 1954, at 2 p.m. for the purposes of hearing the Transit Report of Coverdale & Colpitts and authorizing presentation of the Report to the Board of Supervisors and the Senate Interim Committee on Highways, Bridges and Transportation on February 2, 3 and 4.

All Engineers will be present at this meeting. Since this Report will not be delivered until January 30, on which date Mr. George Burpee will arrive in Los Angeles, all plans for earlier meetings are cancelled.

Upon the return of Chairman Pollard on January 22 this notice may be amended to call the special meeting at an earlier hour, in which case you will be advised immediately.

  
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 the notices delivered to all the members of the said Authority, giving due notice of the special meeting held on February 1, 1954.

  
Secretary