

The General Manager then gave something of the background of Mr. Burpee's qualifications to act as Consulting Engineer for the Authority, stating that in addition to his long experience in economic and other types of engineering, it was important to the Authority that Coverdale & Colpitts for the past seventeen years have been consulting engineers for the State Department of Public Works in California and that Mr. Burpee will be in touch with them before he leaves California this trip. Mr. Merritt stated that mass rapid transit and the free-ways are all one in the solving of the traffic problem in this area. He said that when the University Presidents' report was in preparation Mr. Burpee's office was called upon and Mr. Burpee was here in consultation with them; that he comes to us with this specialized background in California affairs.

Mr. Burpee then rose and gave a very complete summary of the work which Coverdale & Colpitts proposed to accomplish under their contract with the Authority. He stated that his company was one of those chosen by the University Presidents, that he had had only one meeting with them and that the money expired before the work was undertaken. He said he became interested in the Los Angeles traffic problem at that time and was particularly interested in monorail in that it looked like a solution to the problem.

He said he realized the money available for this survey was limited, that he was sympathetic toward the Authority and not sympathetic toward spending money for general purposes. He said he would like to see the amount of money expended controlled to the point where the Authority would get a specific answer for every dollar they put in. He added that the time to be liberal with the money is after the initial development has been studied. He stated that what they are pro-

proposing to do with the money that is available is to produce a "Feasibility Report" which will show whether the Authority has something which looks good or doesn't look good-- whether we have a project that can be financed. Beyond that time it should be possible for banking groups who are interested in this development to advance money for development which would tie in with more supporting data for bonds.

Mr. Burpee stated that his proposal developed to implement Authority Resolution No. 9 would be that Coverdale & Colpitts would:

1. Act as Consulting Engineers in the preparation of an economic study for a monorail system between San Fernando Valley to Long Beach; and
2. Engage other engineers to perform specific functions and coordinate the activities of these engineers and supplement them, if necessary, to produce a complete report on this project.
 - (a) Engage Donald Baker to collect data covering transportation facilities in the area, passenger development, yards, passengers available for the new facility. Mr. Burpee said that Donald Baker has been chosen because he has the largest inventory of facts as to local transportation movements. He added that he would not figure on an origin and destination survey as that would involve a cost of a million dollars for such a survey (or even a million and a quarter) and he did not think it was essential in this particular situation.
 - (b) As a second group of engineers he had chosen Gibbs & Hill to make an estimate of cost of equipping and operating the monorail; that they had been chosen because they are the outstanding engineers in electrical transit engineering in the United States. He added that they are the only engineering firm which has made a detailed study of monorail and that available information is for the most part in their hands. He would consider them as tops in the United States in a problem of this kind on any aspect.

Mr. Burpee stated that Coverdale & Colpitts would coordinate the information of these two engineering firms, would estimate the probable number of passengers to be carried on every part of the line, possible locations of stations, probable annual revenue and operating expenses, as well as the amount of revenue bonds that could be issued. He said with the money available they could not develop information which would be of great usefulness to planners of a mass rapid transportation outside of this area. He advised he would furnish 100 copies of this report; that each group of engineers would make their own report on economics. They would then make a complete report with supporting details including one public presentation.

Mr. Burpee said he was relying on the Authority on matters of policy, particularly city restrictions on elevated structures; to make contact with State, City and County officials to obtain information pertinent to this survey; to use its good offices in securing information; also provide necessary office space. He said he would also hope that in cases where damages or condemnations were concerned, they could have the help of the Authority in estimating the amount of damages.

Terms: Unable at this time to present limitations of overall costs. Mr. Burpee said he had made satisfactory arrangements with Donald Baker; that Gibbs & Hill, in making an estimate of cost, had run into a variety of complications so do not have at this time an estimate of necessary work that comes within the limits of funds available. He said he would not carry those negotiations any further until returning to New York on March 15. He stated that in his opinion it isn't worth while making this study unless we have a sound basis for capital cost;

that we should have an estimate, if possible, within 5% of what actual cost could be expected to be. He said it would mean lots of work--soil analysis, etc. To the south it could be determined where to locate the line; on the north in the Valley, at least three, possibly four, different routes could be followed. Once through the city the most economical way must be determined of getting through Cahuenga Pass; once through the Pass the Valley is simple. The route down the river requires very detailed study as to where the monorail would cross over the freeway north of Union Station, and is going to require detailed work. He said that Gibbs & Hill state that the amount of work is greater in scope than they had thought and he does not have a firm figure from them now and won't have until March. Therefore, he cannot make any firm commitment now.

Mr. Burpee advised that the three companies would carry insurance on their own employees, and that Coverdale & Colpitts desire that each contractor be paid independently by the Authority and each have a direct contract with the Authority. The time involved would be from six to eight months from date work is authorized. Engagement would terminate on delivery of a report with a public presentation in such form as the Authority would desire. This would end this particular agreement.

Mr. McClellan asked if Coverdale & Colpitts would take complete charge and if the subordinate engineers would report to them. Mr. Burpee replied that his company would do this. Mr. McClellan also asked questions as to whether the budget would be enough to cover everything and Coverdale & Colpitts' responsibility.

Mr. Burpee said some of the questions he would like answered were: Is the public going to permit posts to be put up in public streets? In that case we would be forced to the river. Will freeways permit us to put up posts? These are questions of policy that must be resolved. If not resolved favorably, we would have no choice but to go to the river-- that the river may after all be the best route.

Mr. McClellan was excused from the meeting at 4:20 p.m.

Mr. Beebe said his understanding was that Gibbs & Hill would turn their work over to Coverdale & Colpitts, thus they would work together as a team practically from start to finish. He said that the drafting of a contract would provide for their collaboration with Mr. Burpee's firm. A contract with Coverdale & Colpitts would provide for that supervision and a contract with Gibbs & Hill would place them under Coverdale & Colpitts' supervision. Gibbs & Hill would turn in their report to them and Coverdale & Colpitts would furnish us with the finished report. Mr. Burpee confirmed Mr. Beebe's understanding.

Mr. Beebe questioned whether the Coverdale & Colpitts report would deal with any other form of transportation-- would there be any reference whatever to other types of transportation, and will the Authority receive the benefit of Mr. Burpee's advice as to other types of transportation.

Mr. Burpee replied that they would consider supplementary bus service to the monorail. He stated that the monorail is expensive and in order to obtain the best use of it, speed would be needed; that we could not have the stations too close together; that monorail would be strictly an express service, otherwise we would run into a situation where we would have to have a four track railroad. Therefore, we would need to

MINUTE RECORD OF LOS ANGELES METROPOLITAN TRANSIT AUTHORITY
MEETING HELD ON THE Twenty-Sixth DAY OF February 1953

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

supplement express service by local bus, and bus service must be considered in the report. He said that it may be in the study of this system the cost might prove prohibitive, but it is inevitable that we must consider bus service.

Mr. Beebe said if other types of transportation could do the work at a lower cost, the community might be interested in other types of transportation; that we would want to get the best type for the money. Mr. Burpee replied that his firm could indicate in their report that it would be more economical to perform this service by some other means if monorail proved too expensive.

Mr. Merritt asked Mr. Burpee if the report would be shown to the bankers in New York, to which Mr. Burpee replied that they would present the report to the bankers themselves.

A meeting of the Authority to be held on March 3, 1953, was discussed. It was the opinion of the General Manager that such a meeting should be held because of the necessity of taking certain action with respect to various matters that needed attention.

There being no further business, the meeting was adjourned at 4:55 p.m.


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 held on February 26, 1953, and do hereby declare them to be the acts, resolutions, appointments, proceedings, rules and regulations of the Authority and do hereby approve said minutes.

Hoyd L. Whaley 3/31/53

Fred Stearns 3/3/53

Paul [unclear] 3/3/53

Mark [unclear] 3/3/53

W. L. [unclear] 3/3/53

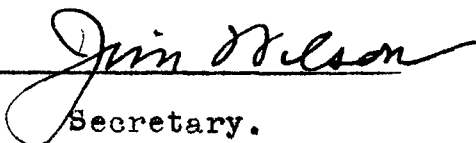
[unclear] _____

Jim Nelson Feb 26-53

Los Angeles, California
February 19 1953

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

You are hereby notified that a special meeting of the Los Angeles Metropolitan Transit Authority will be held at these offices, 2233 Beverly Boulevard, Los Angeles, California on Thursday, February 26, 1953, at 3:00 o'clock, P. M. for the purpose of conferring with Mr. George Burpee of Coverdale & Colpitts regarding engineering and other surveys relative to the construction of a mass rapid transit system.


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 notice delivered to all the members of the said Authority, giving due notice of the special meeting held on February 26, 1953.

