

MINUTE RECORD OF LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

MEETING HELD ON THE

Eighth

DAY OF

June

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

A special meeting of the Los Angeles Metropolitan Transit Authority was held at the office of the Authority, 2233 Beverly Boulevard, Los Angeles, California, on Tuesday June 8, 1954, in response to call by Chairman Martin E. Pollard.

Meeting was called to order at 3:15 p.m. by the Chairman. The following members were present:

Emmett E. Doherty  
Hayden F. Jones

Martin E. Pollard  
Jim Wilson

Members absent: Walter J. Brunmark  
Fred S. Dean  
Clarence A. Winder

Also in attendance: Ralph P. Merritt, General Manager

Upon motion made by Mr. Jones, seconded by Mr. Doherty and adopted by unanimous aye vote, the reading of the minutes of the meeting of the Authority on May 11, 1954, was waived and approved.

The General Manager presented a written resolution supporting the budget application of the Authority, previously submitted to the Board of Supervisors of Los Angeles County, for the fiscal year 1954-55.

Moved by Mr. Jones, seconded by Mr. Doherty, that resolution be adopted as written. Roll was called, all members voting aye, and resolution\* adopted and is attached hereto. All members have copies.

Chairman Pollard then reported to the members of the Authority upon the contacts which have been made by him with members of the Board of Supervisors to secure support of the proposed budget of the Authority for the ensuing fiscal year, and requested similar reports from other members of the Authority. After discussion by all members present it was agreed that the various members should continue their efforts to secure the support of all members of the Board of Supervisors to assure a continuation of the administrative and engineering responsibilities of the Authority.

Resolution #22.

Mr. George W. Burpee, Senior Partner of the firm of Coverdale & Colpitts of New York, Chief Consulting Engineers of the Los Angeles Metropolitan Transit Authority in the development of the Economic Report presented February 1, 1954, was introduced to the new members of the Authority and was welcomed by the Chairman with the request that Mr. Burpee should make any comments or suggestions which he believed to be of value in connection with the future development of Authority transit policies.

Mr. Burpee gave an interesting outline of the transit operations which he had observed in the past two months in Paris and in London. He stated that he was happy to be present at this meeting of the Authority at the invitation of the General Manager. Mr. Burpee then stated that he believed the first step that should be taken by the Authority was the appointment of a Financial Advisor who should be requested to study the present law passed by the Legislature of 1951 and the Preliminary Feasibility Report presented by Coverdale & Colpitts and their associated Engineers and make recommendations to the Authority with regard to the studies that would be essential to completion of all engineering, economic and legal phases of a mass rapid transit plan for Los Angeles County which would be required by investment bankers, and recommendations with regard to such amendments as may be required by investment bankers in the present law in order that marketable revenue bonds may be developed as the result of the studies which would be made. Mr. Burpee then amplified the statements made by him before the Los Angeles Chamber of Commerce Board of Directors on March 2 of this year, and discussed the importance of a countywide study of Mass Rapid Transit, which should give consideration to various types of transit applicable and appropriate to the needs of the Metropolitan Area and the economic factors es-

essential to the establishment of the requirements of transit and the financing of any proposed systems.

Mr. Emmett Doherty then asked the approval of the members of the Authority to request Mr. Burpee to state the wording of a policy which Mr. Burpee would recommend to the Authority as an overall countywide plan of procedure. Thereupon Mr. Burpee recommended that it should be the policy of the Los Angeles Metropolitan Transit Authority to devise a study of public transportation systems for all the Los Angeles Metropolitan Area, and including all types of transit, to serve the present and future public transportation needs of the area in the most economical ways and to the best advantage of the community.

After thorough discussion, motion was made by Mr. Doherty, seconded by Mr. Jones, that the Authority adopt as its policy the recommendations made by Mr. Burpee that the Authority undertake to devise a study of public transportation systems for all the Los Angeles Metropolitan Area, and including all types of transit, to serve the present and future public transportation needs of the area in the most economical ways and to the best advantage of the community. Motion was put by the Chairman and all members voted aye, no votes none.

Although the Authority at this time has neither the legal powers nor the funds with which to undertake the countywide transit study, it is the considered conclusion of the Authority that the policy as set forth in the adopted resolution should be stated wherever appropriate as the objective upon which general agreement throughout the Metropolitan Area should be sought.

The General Manager then asked Mr. Burpee if he would care to state whether the Authority might find competent financial counsel in California with whom the Authority might develop an appropriate

association in order to accomplish the recommendations which had been made by Mr. Burpee earlier in this meeting. Mr. Burpee stated that in his opinion there were a number of able financial advisors, but it was his suggestion that the Authority consult with Mr. Leland Kaiser of Kaiser & Company, Russ Building, San Francisco, who, in the opinion of Mr. Burpee, would be an independent, experienced advisor whose judgment would be recognized by leading investment houses throughout the country.

The General Manager then stated that on previous occasions and at appropriate times he had informally discussed various financial problems with Mr. Kaiser and that there was no commitment or any direct or indirect connection existing at the present time, and that no such commitment would be made without full knowledge and concurrence by the Authority. The General Manager, however, stated that he would contact Mr. Kaiser at an early date and report to the Authority the results of his informal discussion of the problems which had been described by Mr. Burpee.

The General Manager then reported that there had been a second luncheon held today which had been called by Mr. Alden Roach for the purpose of having the members of the group, which had previously met on May 11, introduced to Mr. George Burpee of Coverdale & Colpitts. The luncheon had been attended by representatives of various industrial and business organizations with the addition of Mr. Walter J. Braunschweiger President of the Downtown Business Men's Association and Vice President of the Bank of America. Mr. Braunschweiger entered enthusiastically into the discussion of transit problems by this group. The General Manager reported that progress was made looking toward the development

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of an Institute or Foundation for the countywide study of Mass Rapid Transit problems to be financed by contributions of private industry.

The General Manager then stated that he had prepared a six point policy program for consideration by the Authority at the earliest appropriate time. It was suggested that consideration of this program should be postponed until the Authority might receive recommendations from the Financial Advisor and any public or private agencies whose advice might be of value in determining the public policies which should be given consideration by the Authority.

It was moved by Mr. Wilson and seconded by Mr. Jones that Resolution No. 3 of the Los Angeles Metropolitan Transit Authority adopted March 25, 1952, with reference to the day of regular meeting of the Authority should be amended to read as follows:

"The Los Angeles Metropolitan Transit Authority does HEREBY RESOLVE, DETERMINE AND ORDER that all meetings of the Authority shall be held at the office of the Authority and that all regular meetings of the Authority shall be held at 3 o'clock p.m. on the second Tuesday of each month, provided however that should said day fall upon a legal holiday, then the regular meeting shall be held at the same time on the next Tuesday thereafter, which is not a legal holiday. No notice of regular meetings need be given."

Roll was called and motion carried, all members voting aye, no members voting no.

The Chairman expressed the appreciation of the Authority to Mr. Burpee for his generosity in giving the time which had been required

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to come to Los Angeles to be present at this meeting, and for his valuable advice and counsel.

There being no further business, the meeting was adjourned at 5:15 p.m.

  
Secretary

RESOLUTION NO. 22

WHEREAS The Board of Supervisors of Los Angeles County has heretofore appropriated to the Los Angeles Metropolitan Transit Authority funds for the administration of the Authority for fiscal years of 1952-53 and 1953-54; and

WHEREAS the Board of Supervisors of Los Angeles County did by contract make available to the Los Angeles Metropolitan Transit Authority the sum of \$100,000 to be used by the Authority "for the purpose of payment of engineering and legal fees and incidental expenses for engineering and economic studies of rapid transit routes"; and

WHEREAS a contract was made by the Authority with Coverdale & Colpitts of New York as the Chief Consulting Engineers (copy of which is attached and made a part hereof) for a total cost within the limits of the amount so appropriated; and

WHEREAS Coverdale & Colpitts have made a report according to the terms of the contract, copies of which have been delivered to each member of your Honorable Board, to interested departments of the County Government and to other public agencies; and

WHEREAS the Coverdale & Colpitts Report is a feasibility report upon which additional studies and surveys must be made, as indicated at the time of its presentation by the Engineers, in order to provide the basis of plans of design, construction and financing of a system as may subsequently be determined through financing by revenue bonds; and

WHEREAS to accomplish further essential administrative and engineering steps toward the development of mass rapid transit for Los Angeles Metropolitan Area and prepare an integrated plan for presentation to the Legislature of 1955, as requested by the Governor of California, it has become necessary for the Los Angeles Metropolitan Transit Authority to prepare and present a budget to your Honorable Board for funds to be expended in the fiscal year 1954-55; and

WHEREAS this budget is for administrative expenses of the Authority and for engineering and legal studies (where required) for supplementing the Coverdale & Colpitts Report presented February 1, 1954, and will include studies of population movements, traffic counts, origin and destination information, possible alternate routes for construction of facilities, and any and all other data pertinent to or useful in planning transportation by the method and within the area served by the Authority; and

WHEREAS many and perhaps all of these studies will be useful whether the system finally to be constructed is monorail, elevated, subway, bus, or any combination of any or all such methods, and the studies and surveys as may be required as supplements to the original report by Coverdale & Colpitts; and be it

RESOLVED further, That the Los Angeles Metropolitan Transit Authority hereby expresses its grateful appreciation for the support given the Authority by your Honorable Board during the past two years, with the hope that the Supervisors of Los Angeles County will continue their financial and public support of the activities of the Los Angeles Metropolitan Transit Authority.

This Resolution shall be known as RESOLUTION NO. 22.

At the meeting of the Los Angeles Metropolitan Transit Authority held on the eighth day of June, 1954, the following action was taken:

It was moved by Mr. Wilson and seconded by Mr. Jones that Resolution No. 3 of the Los Angeles Metropolitan Transit Authority adopted March 25, 1952, with reference to the day of regular meeting of the authority should be amended to read as follows:

"The Los Angeles Metropolitan Transit Authority does HEREBY RESOLVE, DETERMINE AND ORDER that all meetings of the Authority shall be held at the office of the Authority and that all regular meetings of the Authority shall be held at 3 o'clock p.m. on the second Tuesday of each month, provided however that should said day fall upon a legal holiday, then the regular meeting shall be held at the same time on the next Tuesday thereafter, which is not a legal holiday. No notice of regular meetings need be given."

This shall be known as Resolution No. 23.



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STANDARD MINUTE RECORD

June 8, 1954

To: The Chairman and Members of  
Los Angeles Metropolitan Transit Authority

From: Ralph P. Merritt, General Manager

The General Manager of the Transit Authority herewith respectfully presents a statement of plans and policies to the members of the Authority for consideration and such conclusions as may be appropriate.

The following are important factors involved in consideration of an integrated transit plan to be presented to the 1955 Legislature of California, as requested by Governor Knight in his public statement of April 22, 1954, commending the Authority and requesting further developments of a solution of the transit problem.

Basic facts to be considered are:

1. Of all comparable areas in the United States, Los Angeles is the only one without surface-free Mass Rapid Transit. Through many reports made by many engineers and agencies it has been agreed that an integrated system of Mass Rapid Transit is essential to the stability and growth of this Metropolitan Area. The purpose of the Transit Authority should be, therefore, to create a plan for mass rapid transit.

2. The Los Angeles Metropolitan Transit Authority, created by the Legislature of 1951, is presently limited as to area and limited as to a single type of transit, and is prevented from exercising the usual exemptions given to State agencies as to freedom from taxation and freedom from control of rates by the Public Utilities Commission, which prevent the accomplishment of financing of any transit system by revenue bonds. The purpose of the Transit Authority should be to correct these defects in the present Act.

3. The privately owned transit systems of the Los Angeles Metropolitan Area, all of which are members of the California Transit Association, have vigorously and effectively opposed the Transit Authority in the development of essential powers for creating a transit system and any expansion of area. The purpose of the Authority should be to seek a harmonious settlement of differences.

4. The Transit Authority, through funds provided by the Board of Supervisors of Los Angeles County, has created and publicly presented a Preliminary Feasibility Report prepared by Coverdale & Colpitts of New York, Chief Consulting Engineers, and Gibbs & Hill of New York and Ruscardon Engineers of Los Angeles. This Report states that if the Authority's operations are exempted from taxation and from control of rates by the Public Utilities Commission, a monorail system from the San Fernando Valley through Los Angeles to Compton appears to be feasible. The purpose of the Authority should be to obtain funds to finalize this report.

5. There are in existence or in the processes of development a number of civic agencies which are concerning themselves with the problems of transit in the Los Angeles Metropolitan Area, which include:

- (a) The Committee on Transit and Transportation of the Los Angeles Chamber of Commerce.
- (b) The Transit Committee jointly appointed by the Chairman of the Board of Supervisors and the Mayor of the City of Los Angeles, of which Mr. Robert Mitchell is Chairman.
- (c) Downtown Business Men's Association of Los Angeles of which Mr. Harry Morrison is General Manager.
- (d) Town Hall Committee, presently preparing a report on the transit situation in Los Angeles, made up of Mr. Breivogel of the Regional Planning Commission, Mr. Chubb of the Public Utilities and Transportation Commission, Mr. Havenner of the Auto Club, and Mr. Miller of Town Hall.
- (e) A group which has met under the sponsorship of Mr. Alden Roach, President of Consolidated Western Steel, and which includes Mr. Oscar Smith of Pacific Electric, Mr. Jack Ashby of Kaiser Steel, Mr. Norman Chandler of the Los Angeles Times, Mr. Ernest Duque of the Cement Association, and others.

The purpose of the Authority should be to cooperate with these groups and request their advisory assistance.

The Board of Supervisors of Los Angeles County in the past two years has provided a total of approximately \$175,000 for Transit Authority administrative and engineering expenses and is being requested at this time for a further appropriation for the year 1954-55 of \$130,000 for administrative and engineering purposes, looking toward finalizing certain phases of the Coverdale & Colpitts Report. The purpose of the Authority must be to secure the requested funds.

The Governor's public statement of April 22 says, "I urge the public and civic agencies of the Los Angeles Metropolitan Area to join with the Los Angeles Metropolitan Transit Authority in efforts to reach an agreement by a cooperative and integrated plan to overcome problems of Mass Rapid Transit". To accomplish the purposes of the Governor's request the Los Angeles Metropolitan Transit Authority must therefore propose a cooperative and integrated plan and thereupon exert its leadership in undertaking an agreement among the agencies which have been named and others, in order to accomplish the purposes of presenting a solution of Mass Rapid Transit problems to the Legislature of 1955. The purpose of the Authority should be to adopt clear and constructive policies and authorize their accomplishment.

With these considerations in mind, it is proposed that the following six point program be adopted:

1. Creation of effective public relations with other agencies. The Authority shall publicly state that it welcomes association with all of the agencies concerned with transit problems for the purpose of

