

MINUTE RECORD OF LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

MEETING HELD ON THE

Second

DAY OF

March

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

The regular monthly meeting of the Los Angeles Metropolitan Transit Authority was held in the Board Room of the Los Angeles Chamber of Commerce Building, 1151 South Broadway, Los Angeles, California, on Tuesday, March 2, 1954.

The meeting was called to order by Chairman Pollard at 2 p.m. The roll was called showing the following members present:

Walter J. Brunmark
Fred S. Dean

Martin E. Pollard
Jim Wilson

Absent: H. C. McClellan Lloyd S. Whaley

Also in attendance: Ralph P. Merritt, General Manager
George W. Burpee, of Coverdale & Colpitts

It was moved by Mr. Brunmark, seconded by Mr. Dean, that the reading of the minutes of February 1, 1954, be waived. Motion unanimously carried.

The General Manager reported on his various activities as follows:

Since the hearings held by the Senate Interim Committee on February 2, 3 and 4, there has been wide publicity of the Engineers Report on transit, and many favorable comments. However, there is definite lack of support for legislative action on the proposed transit plan apparent in the position of the Mayor of Los Angeles and his newly created Committee on Transit, the Board of Supervisors who did not desire to hear the Engineers present their Report to them nor attend the meetings of the Senate Committee, or respond to the invitation of the Chamber of Commerce to attend the luncheon today, and also a lack of support in the Transit and Transportation Committee of the Los Angeles Chamber and the Long Beach Chamber. It appears that these organizations are influenced by the campaign of the California Transit Association.

On the favorable side, there has been a clean and effective endorsement by the Downtown Business Men's Association.

In Sacramento, the Governor has declined up to now to include the request of the Authority in the agenda of the Special Session on the ground that transit is "too controversial". The lobby of the Transit Association is actively at work among legislators creating opposition.

Following the General Manager's report, considerable discussion was had as to the methods to be used in having placed upon the agenda of the State Legislature at its present session the amendments to the Act by which the Authority was created, which would accomplish the recommendations of the Engineers by exempting the Authority from certain provisions in the present Act which limit the power of the Authority in negotiating banking commitments for the issuance of revenue bonds.

It was suggested by Mr. Brunmark that the Authority make every effort to obtain popular support of our petition by obtaining positive action on the part of local officials, public bodies and civic organizations, having such groups bring their influence to bear upon the Governor of California to have him place our request on the agenda of the present legislative session. Remarks by other members concurred with Mr. Brunmark.

The General Manager then called attention to the importance of clearly defining the ideas to be expressed in the proposed amendments to the Transit Authority Act. In their report the Engineers have spoken of tax burdens that are too great to permit bankers to look favorably on any revenue bond issue, but definition of the extent of tax exemption is still open for discussion. Similarly, there are many groups that feel that the Authority, even of setting its own rates,

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should not be completely free of control by the Public Utilities Commission or other state agencies. There is much fear of unrestricted powers.

The General Manager suggested that the Authority consider defining tax exemption as meaning exemption from all taxes on securities and all taxes on any new facilities created by the Authority, such as a mono-rail system. Real property purchased by the Authority and presently on the tax roll would thereby continue to pay taxes. These would include parking and station facilities.

Exemption from Public Utilities control might be defined as exemption from control of securities and rates of fares. Certificates of Public Necessity and Convenience, requirements for standard safety devices, standard accounting would continue to be under the Commission's control. In granting of certificates, the transit companies and others would have the right of protest and such protection as the state law provides, with final decision in the hands of the Public Utilities Commission.

The Chairman asked Mr. George Burpee to comment on these suggestions, and Mr. Burpee stated that he saw no objection and that they appeared to fulfill the requirements of the Report and were in practice in several other areas such as the Port of New York Authority on taxes.

After discussion by all members present, it was unanimously agreed to adopt in principle the definitions of exemptions as proposed by the General Manager.

It was moved, seconded and unanimously carried that the General

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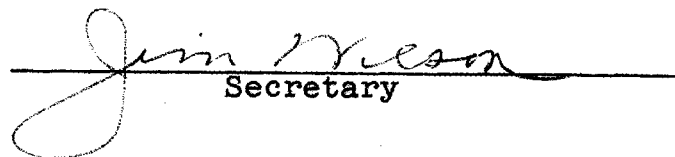
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Manager confer with the General Attorney who would be requested to word the two amendments to the Transit Act within the general definitions discussed and approved at this meeting.

There being no further business to come before the members, the meeting was adjourned at 3:30 p.m.


Secretary

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STANDARD MINUTE RECORD

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 Regular Meeting of March 2, 1954, in the Board Room of the Los Angeles Chamber of Commerce Building, 1151 South Broadway, Los Angeles, California, 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>Lloyd S. Whaley</u>	<u>5-3-54</u>
<u>Mark S. Sack</u>	<u>4/27/54</u>
<u>W. S. Bennett</u>	<u>4/21/54</u>
<u>Fred S. Bear</u>	<u>3-19-54</u>
<u>Gene Mason</u>	<u>3-2-54</u>
<u>Ken Lewis</u>	<u>6-28-54</u>

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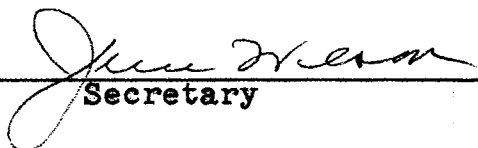
Notice is hereby given that the regular meeting of the Los Angeles Metropolitan Transit Authority will be held in the Board Room of the Los Angeles Chamber of Commerce at 1151 South Broadway, Los Angeles, California, on Tuesday, March 2, 1954, at 2 o'clock p.m.

On that date the Los Angeles Chamber of Commerce will be host at a 12 o'clock noon luncheon to the following:

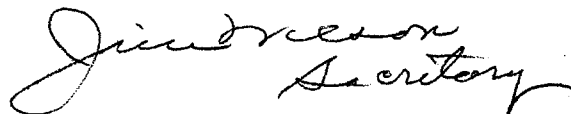
Los Angeles County Board of Supervisors
Los Angeles Metropolitan Transit Authority Members
Mayor of the City of Los Angeles
Members of the City Council of Los Angeles
Members Executive Committee Los Angeles Chamber
of Commerce Traffic & Transportation Committee
Members Citizens Traffic & Transit Committee of
Los Angeles

Mr. George W. Burpee, Senior Partner of Coverdale & Colpitts, Consulting Engineers of New York, will be the special guest of the Chamber of Commerce on this occasion, and will give a thorough explanation of the "Report to the Los Angeles Metropolitan Transit Authority on a Monorail Rapid Transit Line for Los Angeles" as submitted to the Authority on January 15, 1954.

The members of the Authority are invited to be the guests of the Chamber of Commerce at this luncheon. The meeting of the Authority will be held immediately following.


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 March 2, 1954.


Secretary