

MINUTE RECORD OF LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

MEETING HELD ON THE Eleventh DAY OF May 1954

STANDARD FORM C34 PRINTED IN U.S.A.

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

A special meeting of the Los Angeles Metropolitan Transit Authority, on call of the Chairman, was held at the offices of the Authority, 2233 Beverly Boulevard, Los Angeles, California, on Tuesday, May 11, 1954.

The meeting was called to order at 3 p.m. by Chairman Pollard with the following members present:

Fred S. Dean	Martin E. Pollard
Emmett E. Doherty	Clarence A. Winder
Hayden F. Jones	Jim Wilson

Absent: Walter J. Brunmark

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

Moved by Mr. Dean, seconded by Mr. Winder, that the minutes of April 27, 1954, be approved as written. Motion carried by unanimous vote.

The General Manager requested the approval of the Chairman and members of the Authority to make a special report of immediate interest to the Authority. Approval was given and the General Manager reported as follows:

On April 30 a telegram was received from Alden G. Roach, President, Consolidated Western Steel Company, reading as follows: "I hope you can attend a luncheon I am giving at the California Club 12:15 Tuesday, May 11, to discuss Rapid Mass Transportation in Southern California." Mr. Merritt then stated: "Responding to the invitation of Mr. Roach, I attended the luncheon today, at which among the guests were Mr. Norman Chandler, Mr. Oscar Smith, Mr. George Hanson of the Southern Pacific, Mr. Ernest Duque, Chairman of the Cement Manufacturers Association, Mr. Reese Taylor of Union Oil, Mr. H. L. Clark of General Motors, Mr. Jack Ashby of Kaiser Steel, Mr. George Atwood of North American Aviation, a representative of Mr. Fuller of Bethlehem Steel, Mr. Ralph Seeley and

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Mr. Alden Roach of Consolidated Western Steel, and others.

"Mr. Roach invited me as the General Manager of the Transit Authority to make a brief statement of the origin of the Transit Authority, its accomplishments to date and its plans for the future. I referred to the press release of Governor Goodwin Knight commending the Authority and requesting that an integrated plan be presented to the legislative session of 1955, and also stated that the Authority was presenting to the Board of Supervisors of Los Angeles County an Administrative and Engineering Budget totaling approximately \$130,000 for the year 1954-55 upon which the productivity of the Authority would depend.

"After various guests had presented their views, Mr. Oscar Smith, Assistant to the President of the Southern Pacific, stated that as a result of his long experience as President of the Pacific Electric he believed that Los Angeles needed Mass Rapid Transit and that integrated transit could only be obtained by a public agency known as an Authority which should have jurisdiction over all types of transit in the Metropolitan Area, and further believed that the Transit Authority should be supported, in addition to public funds, by private donations comparable to those which have been made by citizens who originated the program of the Los Angeles Harbor. It appeared to be the consensus that Mr. Smith had expressed views upon which most of those present agreed. It was also indicated that types of transit other than monorail should be included in any studies that were to be made and that their plans should include the Metropolitan Area, the limits of which might even extend beyond Los Angeles County. It was suggested that amendments to the present Transit Authority Act were necessary and careful consideration should be given to the fundamentals of the tax exemption, control by the Public Utilities Commission and the scope of Authority jurisdiction

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"Mr. Roach, acting as Chairman, has requested that I make a report of this meeting to the members of the Authority, with the understanding that the group of his guests would be interested to know whether the Authority was in general agreement with the proposals that had been made and would regard the support of such a group as a constructive and necessary contribution to the development of a coordinated areawide plan for Mass Rapid Transit."

A general discussion among all members followed upon the statement that had been made by the General Manager. It was then moved by Mr. Jones, seconded by Mr. Doherty, that the report of the General Manager be received with appreciation by the Authority and that the General Manager be authorized to continue to contact Mr. Roach and his group, or similar groups, as the representative of the Authority and to say to Mr. Roach that the members of the Authority were in agreement with the tentative suggestions that have been made. The motion was put to a vote by the Chairman, six members voting aye, no members voting no.

The Chairman then called for the report of the General Manager, who presented the proposed budget to be submitted to the Board of Supervisors, made up of recommendations for Administrative Budget and Engineering Budget. After a thorough discussion of all items involved, it was moved by Mr. Dean, seconded by Mr. Jones, that the part of the budget in the amount of \$50,000 for administration for the year 1954 to June 30, 1955 be approved. The roll was called, six members voting aye, no members voting no.

The budget for engineering, legal and other studies was presented and after thorough discussion it was moved by Mr. Jones and seconded by Mr. Doherty that this budget should be approved in the sum of \$80,000 for the employment of Coverdale & Colpitts as Chief Consulting Engineers

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Donald M. Baker, S. P. Barnes, Leslie H. Appel and such other engineers and assistants as might be determined, and for such legal fees as might be necessary to accomplish the 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 the transportation by the method and within the area served by the Authority.

Upon roll call the motion was unanimously adopted, six members voting aye, no members voting no.

It was moved at the suggestion of the Chairman, and seconded, that the General Attorney and General Manager be authorized and directed to prepare the proper wording for the budget for presentation to the Board of Supervisors of Los Angeles County and that the Chairman and members of the Authority should present this budget to various members of the Board of Supervisors to secure their approval and favorable action. Upon motion, all members present voted aye.

The General Manager then referred to his recommendations of April 27 and stated that there would be remaining in the Economic and Engineering account of the Authority on June 30, 1954, a balance of approximately \$5,000 which, according to the terms of the contract, might be expended by the Authority "for the purpose of engineering and legal fees and incidental expenses for engineering and economic studies of rapid transit routes".

The General Manager requested authorization of the Authority to expend all or part of the remaining balance for studying the location and possible uses of Pacific Electric rights of way which might be used by public transportation systems and which might connect with or be keyed into any transportation line constructed by the Los Angeles

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Metropolitan Transit Authority. For this purpose it was proposed to employ the services of Consulting Engineer Leslie H. Appel, formerly Chief Research Engineer of the Pacific Electric Railway Company, Mr. Sam Akers, formerly of the staff of Donald M. Baker, and S. P. Barnes, Construction Engineer, for estimates of construction costs. The General Manager pointed out that it was necessary at this time to determine the availability and validity of Pacific Electric rights of way for use in the proposed rapid transit system from San Fernando Valley through Los Angeles. He also pointed out the potential values to the proposed mass rapid transit system of integrated public transit systems which might be developed under proper legal authorization by the Transit Authority. The report which it is proposed to make with expenditure of this sum of money will include information with respect to the Pacific Electric rights of way across Cahuenga Pass and from Los Angeles to Long Beach, from Los Angeles to Pasadena, to Santa Monica and such other rights of way as might be appropriate.

It was moved by Mr. Jones, seconded by Mr. Dean, that the General Manager be authorized to employ Engineers and other personnel as required for the making of the reports on Pacific Electric rights of way within the time and funds available, subject to the approval of General Counsel and subject further to the consent of the County Counsel. On roll call the motion was unanimously adopted, six members voting aye and no members voting no.

The Chairman then called the attention of the members to the fact that the officers of the Authority had been elected in March 1952 and that in view of the recent appointments of three new members and reappointment of two former members made by Governor Knight, the Authority should at this time vote on the determination of Chairman and other

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officers. Motion was then made by Mr. Jones, seconded by Mr. Doherty, that the Secretary of the Authority should cast the unanimous ballot of all members present that the present officers of the Authority continue in office. These officers are: Martin E. Pollard, Chairman; Jim Wilson, Secretary; James L. Beebe, General Attorney; Ralph P. Merritt, General Manager; and Lois Wright, Treasurer.

The Chairman then requested that a roll call be taken, six members present voting aye, no members voting no. The motion was unanimously carried and the officials duly elected.

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


Secretary

ATTORNEY.

3-25,52. .9-23-52. .3-3-53. 3-24-53. .10-7-52 . . 6-15-53 . . 7-7-53
6-30-54 . .10-22-54 . . 11-18-54 . .1-4-55 . .2-15-55 . .3-15-55
3-22-55 . .5-19-55

APPEL Leslie H.

5-11-54 . .6-25-54 . .6-30-54 . .8-30-54.

AKERS Sam

12-2-53 . .2-1-54 . .6-30-54.

AMENDMENTS Proposed

10-24-52 . . 2-10-53 . . 3-3-53 . . 5-5-53 . . 5-18-53 . . 2-1-54

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3-2-54. . 4-27-54 . . 6-8-54 . . 1-4-55 . . 1-25-55

BUDGETARY

5-11-54 . . 6-8-54 . . 5-12-52 . . 6-20-52 . . 10-17-52 . . 7-7-53

BANKING

11-4-52 . .

BOARD OF SUPERVISORS

5-12-52 . . 6-20-52 . .12-15-52 . . 2-10-53 . .6-11-53 . . 3-2-54

5-20-54. . 6-30-54

BARNES S.P.

6-30-54 . . 11-9-54

COVERDALE & GOLPITTS

12-29-52 . . 2-9-53 . . 3-24-53 . . 4-7-53 . . 12-15-52 . . 2-26-53

8-4-53 . . 9-1-53 . . 2-1-54 . . 6-30-54 . . 7-14-54 . . 8-3-54

8-20-54 . . 8-30-54 . . 9-14-54 . . 10-6-54 . . 6-8-54 . . 2-11-55

3-22-55

CHAMBERS OF COMMERCE

COUNTY OF LOS ANGELES	Kennedy. . 5-6-52 . . 5-12-52 . . 3-3-53 . . 5-5-53 . . 10-22-54 . . 1-12-55.
LEGISLATIVE	1-9-53 . . 2-10-53 . . 3-24-53 . . 5-5-53 . . 5-18-53 . . 6-9-53.
MEETINGS:	Organizational . 3-25-52 . . 2-9-53 & 12-2-53 joint. 1-8-54 ⁵³
MERRITT RALPH P.	5-15-52 . . 3-25-52 . . 5-52-52 . . 7-15-52 . . 9-2-52 . . 12-15-52 2-10-53 . . 3-3-53 . . 12-2-53 . . 6-8-54 . . 9-14-54 . . 10-7-54 11-9-54 . . 11-18-54 . . 1-4-55 . .
GOVERNOR KNIGHT	4-27-54 . . 6-8-54 . . 2-15-55
PUBLIC HEARINGS:	Backstrand Committee 11-3-53 . . Collier Com. Jany. 12-13-14-54
PUBLIC RELATIONS:	3-25-52 . . 12-29-52 . . 3-5-53 . . 3-24-53 . . 4-7-53 . .
SIGNATURES OF OFFICERS	7-15-52 . . 4-12-55 . .
RESOLUTIONS:	Nos. 1-2-3-4..3-25-52 . . No. 5,. 4-1-52 . . NO.6. .5-12-52. No.7 11-4 Nos. 8-9-10-11. .1-9-53 . No.12 2-10-53. No. 13. 3-3-53. No.14 3-24-53 No. 15. 4-7-53. No. 16- 4-7-53 . .No. 17 . .5-5-53. .No. 18 No. 19 7-7-53 . .No. 20 . .7-7-53. .No. 21 10-6-53. . No. 6-8-54
O'MELVENY & MYERS:	
MONORAIL ENGINEERING SALARIES	3-25-52 . . 4-2-52 . . 4-3-52 . . 7-15-52 . . 11-4-52 10-24-52 . . 2-10-53 . . 3-3-53
L.A. Transit Lines	11-18-54 . . 1-4-55
METRO COACH LINES	11-18-54 . . ; 1-4-55
FISCAL AGENTS	11-18-54
Leland Kaiser	2-11-55
Arthur Jenkins	3-22-55