

MINUTE RECORD OF LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

MEETING HELD ON THE

Sixth

DAY OF

October

195 3

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 Los Angeles Metropolitan Transit Authority met in regular monthly session at the offices of the Authority, 2233 Beverly Boulevard, Los Angeles, California, at 3 p.m. on Tuesday, October 6, 1953.

The following members were present:

Walter J. Brunmark
Fred S. Dean
Martin E. Pollard

Lloyd S. Whaley
Jim Wilson

Also in attendance: Ralph P. Merritt, General Manager

Absent: H. C. McClellan

The meeting was called to order by Chairman Pollard at 3:05 p.m. Minutes of the previous meeting of September 1 were approved on motion made by Mr. Dean, seconded by Mr. Whaley and carried by unanimous vote of all members present.

The Secretary read a letter from the Downtown Business Men's Association requesting certain information regarding origin and destination of persons riding Pacific Electric routes entering downtown Los Angeles. Moved by Mr. Dean, seconded by Mr. Whaley, that the General Manager be authorized to supply such information to the extent possible without divulging any of the confidential data being assembled by the Engineers making the current economic and engineering surveys. On roll call motion carried, all members present voting aye.

The Chairman advised the members that it had been impossible to obtain a mutually satisfactory date for meeting of the members of the Board of Supervisors and the Consulting Engineers and the Authority. A letter from County Administrator Arthur J. Will suggested that the proposed meeting be postponed until members of the Board of Supervisors would find it possible to be present. The Chairman was asked to continue his effort to obtain agreement for a meeting date, with special

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reference to the date of October 27.

Chairman Pollard reported to the Board that he had been invited to a meeting at the office of Mayor Poulson earlier in the day and that the Mayor had advised him that the Board of Supervisors of Los Angeles County and the Mayor were joining in the selection and appointment of members of a new Transit and Traffic Committee which was to be representative of the whole metropolitan area and which would consider all phases of the transit problem. The Mayor indicated it might be the purpose of the Committee to ask the State for funds for an enlarged engineering survey and report. Mr. Pollard stated that he was further advised that Mr. McClellan, Chairman of the Traffic and Transit Committee of the Los Angeles Chamber of Commerce and member of the Authority, was to be a member of this new Committee.

Chairman Pollard stated that he had pointed out to the Mayor that if this new Committee was to be substituted for the Authority, all the progress made by the Authority would be lost and its purposes would be defeated. Considerable discussion followed this statement of the Chairman, which resulted in a suggestion that further information would be asked of the Mayor and further conferences held between the Mayor and the Chairman in order that Mayor Poulson might be fully advised both upon the values that could be obtained from advisory citizen groups and the possible disastrous effects to mass rapid transit problems resulting from any lessening of prestige or position of the Authority.

General Manager Ralph Merritt then presented a summary of his monthly report which included the following matters:

For the clarification of policies of the Authority, General Manager recommended that the Authority accept definitions which were quoted from recognized sources.

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The definition of "mass rapid transit" quoted from Colonel W. C. Lancaster is as follows:

"Rapid Transit is Mass Transportation by rail at high speed with short intervals between trains and with headway operations rather than by schedule.

"By Mass Transportation we mean the movement of much larger numbers of people in a given time than by any other means of transportation."

An Authority has been defined by Mr. Ralph Budd, Chairman of the Chicago Transit Authority and former president of the Great Northern Railway, as follows:

"An Authority is a service at cost operation. It has no power to tax. As a public agency it is free of taxation. As a self-regulating public corporation an Authority is required to fix rates, fares and charges sufficient in the aggregate to pay all operating expenses, to service and retire revenue bond debt, provide for depreciation and payment of local charges.

"An Authority's operation and financial structure preserves the vital principle of private enterprise in that the Authority must be self-supporting. Its administrative setup is similar to a private organization, inasmuch as power to determine policy and direct operations is vested solely in the management. Management-customer relationship is more direct than in other public utility operations whose managements are not vested with regulatory powers over service and charges."

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The General Manager stated it was his opinion that the acceptance of these definitions would effectively separate the discussions of mass rapid transit from controversies concerning the operations of street cars and buses in urban systems. He further pointed out that the definition of an Authority as "service at cost operation" definitely placed the Authority in the category of private enterprise as separated from public ownership which has recourse to public tax support".

The General Manager reported that the origin and destination survey as of October 1st disclosed that 807 firms had supplied the Engineers with the residential zones of 327,665 employes. In addition, 59 firms supplied 96,833 names which were set aside for future study as being outside the present service area. It is of special interest to note, he pointed out, that from the aircraft industry, including manufacturers and suppliers, a total of 68,658 names had been received and processed. Seven downtown stores had supplied 18,131 travel patterns; eight banks broke down payrolls on 5,597 employees; governmental agencies on 37,410; railroads 18,484; automobile manufacturers 13,215; The Pacific Telephone & Telegraph 13,132; and many others.

The aircraft industry supplied an additional 88,620 names which have not yet been included in this study, as these plant locations are presently outside the area upon which the Authority is authorized to act. This fact emphasizes the interrelationship of countywide travel patterns.

The future responsibilities of the Administrative Staff of the Authority were outlined briefly covering the following points:

1. The assembling of economic information requested by Engineers on such matters as:

- (a) What clearance above street level is to be used in figuring the cost of construction of supporting structures?

It appears that there is no standard procedure established by law. The difference between clearance of 14 ft. and 16 ft. will probably result in the difference of approximately 12% in the cost of steel used in the cost of construction.

- (b) What schedule of employee pay shall be used by Engineers in figuring operating costs?

The pay schedule of the Brotherhood of Railway Trainmen is not the same as the schedule of the American Federation of Labor Amalgamated Street Car Workers. The recent 80-day strike of the Key System across San Francisco Bay raises this question.

- (c) What is the status of rights of way abandoned by Pacific Electric between Van Nuys and Hollywood over Cahuenga Pass?

- (d) What is the tax formula which will be used on all forms of property which may be owned by the Authority?

2. Preparation of completion of Engineers' Report and plans for public presentation of report to State, County, City, Civic and other agencies during the month of January 1954.
3. Development of legislative program for special session of Legislature in March 1954.

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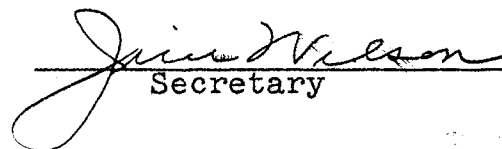
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No action was taken upon this report.

The Secretary then read a resolution required by the State of California under its Unemployment Insurance Act, copy of which is made a part of these minutes as Resolution No. 21.

It was moved by Mr. Dean, seconded by Mr. Brunmark, that said Resolution No. 21 be adopted. Roll was called and the resolution was adopted, five members voting aye, no votes none.

There being no further business, the meeting was adjourned at 4:30 p.m.


Secretary

RESOLUTION NO. 21

WHEREAS, a majority of the eligible employees for whom coverage is requested by the Los Angeles Metropolitan Transit Authority, hereinafter designated as "Public Agency", at an election or elections, voted in favor of the Public Agency making a formal application to the State Director of Finance, hereinafter designated as the State, for inclusion of the said eligible employees of said Public Agency in an agreement between the State and the Federal Security Administrator for the coverage of such eligible employees under the insurance system established by Title II of the Federal Social Security Act, as amended and implemented by Chapter 46, Statutes of 1950, 3rd Extra Session; and

WHEREAS, the Public Agency desires to file such an application with the State and to enter into an agreement with the State containing terms and conditions whereby the State will take the necessary steps to extend to such eligible employees coverage under the said insurance system on behalf of the Public Agency; and

WHEREAS, a form of application and agreement between the State and the Public Agency containing the terms and conditions for the inclusion by the State of the said eligible employees under the coverage of said insurance system on behalf of the Public Agency has been submitted to this body for consideration and action;

NOW, THEREFORE, BE IT RESOLVED that the Public Agency execute the aforesaid application and agreement and submit the same to the State for acceptance and that the State be, and it is hereby, requested to include all said eligible employees of the Public Agency in an agreement between the State and the Federal Security Administrator for the coverage of said employees under the insurance system established by

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Title II of the Federal Social Security Act, as amended or as may hereafter be amended; and

BE IT FURTHER RESOLVED, that for the purpose of said application and agreement, Jim Wilson, Secretary 2233 Beverly Boulevard, Los Angeles California, be, and he hereby is, designated as the Authorized Agent of the Public Agency and is hereby authorized and directed to execute said application and agreement, as submitted, on behalf of Public Agency and to forward the same to the State for acceptance and further action; and


BE IT FURTHER RESOLVED, that said Authorized Agency is further authorized and directed as the representative of the Public Agency to conduct all negotiations, conclude all arrangements and sign all agreements and instruments which may be necessary to carry out the letter and intent of the aforesaid application and agreement and in conformity with all applicable Federal and State laws, rules and regulation.

This shall be known as Resolution No. 21.

* * * * *

I, Jim Wilson, Secretary of the Los Angeles Metropolitan Transit Authority, State of California, do hereby certify the foregoing to be a full, true and correct copy of the resolution adopted by the members of the Authority at a regular meeting held on the 6th day of October 1953, as the same appears of record in my office.

IN WITNESS WHEREOF, I have hereunto set my hand affixed the Seal of said Authority, at my office this 6th day of October 1953.


Clerk Secretary

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STANDARD FORM NO. 604 PRINTED IN U.S.A.

CHARLES A. HUBLEY CO., PATENT OFFICE OF THE U.S. DEPARTMENT OF COMMERCE

REF. 515, PAT. 100, 101

STANDARD MINUTE RECORD

BE IT FURTHER RESOLVED, that for the purpose of said application and agreement, Jim Wilson, Secretary, 2233 Beverly Boulevard, Los Angeles, California, be, and he hereby is, designated as the Authorized Agent of the Public Agency and is hereby authorized and directed to execute said application and agreement, as submitted, on behalf of Public Agency and to forward the same to the State for acceptance and further action; and

BE IT FURTHER RESOLVED, that said Authorized Agency is further authorized and directed as the representative of the Public Agency to conduct all negotiations, conclude all arrangements and sign all agreements and instruments which may be necessary to carry out the letter and intent of the aforesaid application and agreement and in conformity with all applicable Federal and State laws, rules and regulations.

This shall be known as Resolution No. 21.

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I, Jim Wilson, Secretary of the Los Angeles Metropolitan Transit Authority, State of California, do hereby certify the foregoing to be a full, true and correct copy of the resolution adopted by the members of the Authority at a regular meeting held on the 6th day of October, 1953, as the same appears of record in my office.

IN WITNESS WHEREOF, I have hereunto set my hand affixed the Seal of said _____, at my office this 6th day of October 1953.



Clerk/Secretary