

MEMBERS OF THE LOS ANGELES METROPOLITAN  
TRANSIT AUTHORITY

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CHAIRMAN: HAYDEN F. JONES, Puente, retired real estate broker and rancher. Past director of the California Taxpayers Association. President of Property Owners Association of California. Past president, California Real Estate Association.

GENERAL MANAGER & MEMBER: RALPH P. MERRITT, Los Angeles, a ten-year past member, board of directors, California State Chamber of Commerce. Six-year past member, board of directors, U.S. Chamber of Commerce. Food Administration of California, World War I. Past regent of the University of California. 15 years of public service.

MEMBER: FRED S. DEAN, Long Beach, past president Long Beach Chamber of Commerce. Past president Optimists Club of Long Beach, Past district governor, Optimists. Past President Long Beach Water Commission.

MEMBER: EMMETT E. DOHERTY, Los Angeles, Los Angeles Attorney and Civic Leader. Past director, American Red Cross, Los Angeles Area. Past director, Los Angeles Chamber of Commerce. Member American and Los Angeles Bar Associations. Former special assistant U.S. Attorney General and Assistant U.S. Attorney in Los Angeles.

MEMBER: MARTIN E. POLLARD, San Fernando, Valley Business and Civic Leader. Chairman Citizens Committee for Sewer Bonds. Former member, Airport Commission. President, Valley Presbyterian Hospital Board of Directors. Member of Board of Directors, San Fernando Valley Youth Foundation. Past President, North Hollywood Chamber of Commerce. Past President, San Fernando Valley United Chambers of Commerce. Past San Fernando Valley Chairman, Community Chest. Past San Fernando Valley Chairman, Red Cross.

SECRETARY & MEMBER: JIM WILSON, Los Angeles, former member Los Angeles City Council. Past member Board of Public Works, City of Los Angeles.

MEMBER: CLARENCE A. WINDER, Immediate Past Mayor of Pasadena. Consulting engineer (utilities) in transportation and electrical distribution. Former chief engineer Rural Electrification Administration.

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### WHAT IS THE LOS ANGELES METROPOLITAN TRANSIT AUTHORITY?

A legally-constituted agency of the State of California, created to do a specific job: integration, construction and operation of a mass rapid transit system for Los Angeles Metropolitan Area.

### WHAT IS MEANT BY "MASS RAPID TRANSIT"?

Mass Rapid Transit is a system of urban and interurban public transportation which moves large masses of people rapidly, economically and conveniently between any two points.

### WHEN WAS THE TRANSIT AUTHORITY FORMED?

On June 7, 1951, the Transit Authority Act was introduced into the California State Legislature as Assembly Bill 3112. On June 23rd, 1951, after four major amendments, severely limiting its powers, the Act was passed by the Legislature. No state funds were appropriated.

On March 2, 1952, Governor Warren appointed seven members of the Authority. On March 10, 1952, the Authority met for election of officers.

### WHO ARE THE MEMBERS OF THE AUTHORITY AND WHO APPOINTS THEM?

Seven members, all civic, business, or community leaders, serving in a public trust as private citizens are appointed by the Governor for four year terms. The members are from various parts of Los Angeles County. Members of the Authority, except for employees, have served without compensation.

MORE--

IS THE METROPOLITAN TRANSIT AUTHORITY A GOVERNMENTAL AGENCY OR A FREE ENTERPRISE ORGANIZATION? AND ON WHAT POLICIES DOES IT OPERATE TO SERVE THE PUBLIC?

The Authority combines the minimum governmental control with the maximum advantages of both public and private enterprise. The Authority cannot tax private property. As a governmental agency, the Authority may pay in lieu of taxes, and can thus compensate in equal measure agencies previously receiving taxes from private operators.

The policy of the Authority is to operate through employment of private operators who are experienced and acceptable to the Authority and Bond-holders. It is also the policy not to compete with privately owned transit, but to acquire such systems on mutually agreed terms by purchase through Revenue Bonds.

HOW CAN THE AUTHORITY IMPROVE THE SERVICE OF THE PRESENT TRANSIT SYSTEMS BY PURCHASING THEM?

By merging current facilities for greater effectiveness. By coordinating present schedules and equipment for greater efficiency and economy. By allowing the new coordinated system to be run by qualified private management under Authority supervision.

WHAT DOES THE AUTHORITY COST THE TAXPAYER OF THE LOS ANGELES METROPOLITAN AREA?

Absolutely nothing. The Authority has no power to levy any taxes. The Authority, however, will pay "in lieu of Taxes" which means that it will pay certain sums to agencies now receiving tax revenues from private transit operators so that those counties or cities will not lose revenues through transfer of the lines to the Authority.

WHAT ARE THE AUTHORITY'S IMMEDIATE PLANS FOR THE FUTURE?

If the ~~proposed~~ <sup>pending before an interim committee</sup> legislation is passed by the Legislature ~~in 1955~~, plans call for the purchase of the existing Metropolitan Coach Lines and Los Angeles Transit Lines, and the correlation of these two systems as the first step in the creation of the vitally needed mass rapid transit system. This will be followed by the development of rail transit systems served by bus feeder lines.

HOW LONG WILL IT TAKE FOR THE MASS RAPID TRANSIT SYSTEM TO BE IN OPERATION?

It is estimated that three years following the passage of ~~current~~ <sup>pending</sup> legislation and purchase of private systems will be needed both to establish the Authority's credit on the nation's financial markets and to complete subsequent engineering studies. Following this period contracts could be let and estimated construction time is three to four years.

WHAT MUST BE DONE IF THE AUTHORITY IS TO CONTINUE TO FUNCTION IN THE PUBLIC'S BEST INTERESTS?

The legislation, now before <sup>an interim committee of</sup> the California State Legislature, must be passed giving the Authority the necessary powers for action. This will allow the Authority to work on the WHOLE problem over the ENTIRE area instead of being limited by law to only ONE phase of the problem in a LIMITED area as is the case now.

HOW DO THE EXISTING LINES FIT INTO THE OVERALL SYSTEM?

They will form the nucleus from which the Authority plans to develop an effective mass rapid transit system through extension, expansion and improvement of the present facilities. In addition, the present facilities will form excellent distribution and feeder lines for the contemplated mass rapid transit system.

### HOW ARE APPRAISALS MADE?

By calling in a competent transportation engineering firm and going over all available books, records and properties. The standard method of appraising sales price of a large utility is cost of reproduction less depreciation. The firm of Coverdale and Colpitts of New York, was retained by the Authority to do the appraisal of Los Angeles Transit Lines and Metropolitan Coach Lines and arrived at a total figure of about \$45,000,000.

### WHAT ARE REVENUE BONDS?

Revenue Bonds constitute a lien on the income of an operation only and not a mortgage on any property. Bonds issued by the Authority would eventually be bought by large financial concerns and would be retired from income of the transit systems operated by the Authority. Revenue Bonds are a well-recognized and widely accepted form of financing large governmental projects. Principal and interest of Revenue Bonds must be paid solely from operating revenues, and are not an obligation on any individual, city, county or the State of California.

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HISTORY OF THE LOS ANGELES  
METROPOLITAN TRANSIT AUTHORITY

On June 23, 1951, following 30 years of discussion and effort by many groups, and following 45 separate reports all of which agreed on the desperate need for mass rapid transit in Los Angeles, the Legislature brought into existence the Los Angeles Metropolitan Transit Authority (A.B. 3112)

As originally introduced on June 7, 1951 the bill would have created a seven-man board appointed by the Governor with powers to create interurban mass rapid transit of any type for all of Los Angeles with customary exemptions of State agencies as to taxes and control by any other State agencies, and providing for issuance of Revenue Bonds for financing of said purposes.

Limitations of the Act:

When actually passed, amendments:

1. Limited the area for study to the San Fernando Valley and a strip of land extending four miles to either side of the Los Angeles river bed to Long Beach.

2. Limited type of transit for study to monorail and ~~and~~ feeder lines.
3. Placed the Authority under control of the Public Utilities Commission re fares, rates, etc.
4. Required Authority to pay taxes.

Despite this limited bill the Authority began immediately to carry out its mandate. A Nov. 1952: Administrative Funds were granted by the Los Angeles County Board of Supervisors.

APRIL, 1953: Authority conducts first of a series of studies authorized by the existing legislation.

JANUARY, 1954: First of these reports is completed and others are to follow.

REPORTS MADE TO THE AUTHORITY,  
PERIOD 1953-1955

1. January, 1954; Economic Report of Coverdale & Colpitts, New York, on surface-free transit systems
2. January, 1954: Traffic and Population Survey by Donald M. Baker, Los Angeles, including and Origin and Destination Study assisted by 900 industries developing 450,000 individual transit patterns.
3. January, 1954: Estimate of Capital and Operating Costs of subway, elevated and monorail, by Gibbs & Hill, New York and Los Angeles.

4. August, 1954: Survey of Available Rights of Way by Leslie H. Appel, Los Angeles Engineer.
5. OCTOBER, 1954: Feasibility Study of use of Pacific Electric tunnel and subway terminal for mass rapid transit, by S.B. Barnes, consulting engineer.
6. JANUARY, 1955: Study of Bus Transportation as a means of mass rapid transit for Los Angeles, by Coverdale & Colpitts. Concludes that bus transportation is a necessary adjunct to mass rapid transit but cannot be considered a complete and satisfactory answer in itself.
7. FEBRUARY, 1955: Appraisal of Los Angeles Transit Lines and Metropolitan Coach Lines, by Coverdale & Colpitts, on an accepted sales formula of cost of reproduction less depreciation.

L.A.T.L.	\$29,285,000
M.C.L.	\$16,107,000
Total	\$45,392,782

In addition to these valuable reports, the Authority considers two further accomplishments:

1. Over long years of discussion many interests who formerly opposed the Authority, now favor its general plans.
2. Despite many problems, all of the members of the Authority have kept their public interest alive and their desire for mass rapid transit in Los Angeles.

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#### IMMEDIATE PLANS OF THE AUTHORITY

Two things have become clear to the Authority in the past year:

1. A foundation must be laid immediately for the integration of existing bus and surface rail services.
2. Private enterprise is unable and unwilling to furnish the capital outlay necessary to effect modernizations under conditions which force transit lines to wear the harness of monopoly.

Both points lead to only one conclusion: present private lines must be merged under public supervision.

#### PURCHASE PLANS:

Accordingly, the Authority now seeks enabling legislation which will allow it to acquire the L.A.T.L. and M.C.L. and to expand, extend, and improve these facilities in the public interest. Purchase is planned through revenue bond financing, which would be a lien only on the revenue and not upon the property and not supported by taxes.

Acquisition of these lines would result in immediate and immense savings occasioned by:

1. Integration of two administrations into one.
2. Elimination of a large number of "dead-head" miles by integrating present routes.
3. Freedom of the Authority from Federal and overlapping taxation - but with the right to pay political subdivisions in lieu of existing revenues.
4. Freedom of the Authority from OK by the Public Utilities Commission.

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LEGISLATIVE PLANS:

Pending legislation seeks to modify the Authority's enabling Act so as to fit the increased needs of a dynamically growing Los Angeles. Pending bills would allow the Authority to construct ANY TYPE of mass rapid transit for the WHOLE of Metropolitan Los Angeles.

COMPLETION OF IMMEDIATE PLANS

WOULD MEAN:

1. Improved service from present facilities for all residents in Los Angeles.
2. Making available an adequate distribution and feeder system for the contemplated mass rapid transis system when completed.

## WHAT WILL THE FUTURE BRING?

We know the future will bring new problems in transit..more population, more automobiles, more industry.

But the future can also bring the solution to our transit problems IF the Metropolitan Transit Authority is ~~allowed to finish~~ <sup>permitted complete</sup> the job it ~~has been successfully to date.~~

The Authority must be taken out of the "limited action" category. It must be made an "agency of action" so it can solve the transit problem.

In it's present state, the Authority CANNOT create an integrated mass rapid transit system. It cannot sell the necessary bonds to create such a system. It is not allowed by law to study more than ONE type of transportation, and to work in more than a LIMITED area.

The Authority cannot purchase existing facilities of other transit lines under its present legal restrictions. It cannot meet the problem of mass rapid transit WHEREVER and WHENEVER help is needed.

Today, in America, there is not one single major city which does not have, or is not planning, some form of transit system under an agency similar to the Authority.

It is <sup>the responsibility of</sup> squarely up to the Legislature to determine whether the future of this area will see an effective, efficient, economical mass rapid transit system, or a continuation of the chaos which is now the traffic problem in this area.