

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Transcript of Public Hearing

December 18, 1970 - 9:30 a.m.

Re: UMTA Capital Grant Project proposing  
to purchase 212 - 51-passenger buses,  
etc. for use as a part of District's  
existing transit system

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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PUBLIC HEARING in the matter of: )  
UMTA Capital Grant Project proposing ) REPORTER'S  
to purchase 212 - 51-passenger buses, ) TRANSCRIPT  
etc. for use as a part of District's )  
existing transit system. )

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The above-entitled matter came on  
for public hearing at the hour of  
9:45 A.M. on Friday, December 18,  
1970, in the District Board Room  
located at 1060 South Broadway,  
Los Angeles, California.

REPORTED BY  
Betty Ann McClung, C.S.R.

OUR FILE NO. 3140-70

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1 SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

2 -oOo-

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4 PUBLIC HEARING in the matter of: )

5 UMTA Capital Grant Project proposing )  
6 to purchase 212 - 51-passenger buses, )  
7 etc. for use as a part of District's )  
existing transit system. )

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REPORTER'S  
TRANSCRIPT

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9  
10 Roll Call:

Herbert H. Krauch, President  
11 Thomas G. Neusom, Vice-President  
Kermit M. Bill  
12 Charles E. Compton  
A. J. Eyraud, Jr.  
13 Leonard S. Gleckman  
David K. Hayward  
14 Michael E. Macke  
Don C. McMillan  
15 Douglas A. Newcomb  
Norman Topping

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I N D E X

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2 LOS ANGELES, CALIFORNIA, FRIDAY, DECEMBER 18, 1970, 9:45 A.M.

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4  
5 THE PRESIDENT: The meeting will please come to order.

6 Mrs. Rees, please read the roll.

7 THE SECRETARY: Herbert H. Krauch.

8 THE PRESIDENT: Here.

9 THE SECRETARY: Thomas G. Neusom.

10 (No response.)

11 THE SECRETARY: Kermit M. Bill.

12 MR. BILL: Here.

13 THE SECRETARY: Charles E. Compton.

14 MR. COMPTON: Here.

15 THE SECRETARY: A. J. Eyraud, Jr.

16 (No response.)

17 THE SECRETARY: Leonard S. Gleckman.

18 (No response.)

19 THE SECRETARY: David K. Hayward.

20 MR. HAYWARD: Here.

21 THE SECRETARY: Michael E. Macke.

22 (No response.)

23 THE SECRETARY: Don C. McMillan.

24 MR. McMILLAN: Here.

25 THE SECRETARY: Douglas A. Newcomb.

26 MR. NEWCOMB: Here.

1  
2 THE SECRETARY: Norman Topping.

3 (No. response.)

4 THE PRESIDENT: The first order of business will be a  
5 report from the General Manager on Urban Mass Transporta-  
6 tion Administration Capital Grant Project for the purchase  
7 of 212 - 51-passenger radio equipped, air conditioned,  
8 transit bype buses. Mr. Gilstrap.

9 MR. GILSTRAP: Mr. President, Members of the Board of  
10 Directors, ladies and gentlemen:

11 The Board of Directors on October 20, 1970  
12 authorized the General Manager to file an application  
13 with the Urban Mass Transportation Administration for the  
14 purpose of obtaining assistance to purchase 212 -  
15 51-passenger radio equipped, air conditioned, transit  
16 type buses; 30 supervisory-type air conditioned  
17 automobiles; 33 CEA-type, semi-compact automobiles; 6  
18 trucks with related equipment; 54 solid state two-way  
19 mobile radios with related control center equipment; two  
20 cyclone-type bus cleaning units, and one automatic bus  
21 washing unit.

22 All items are for use as a part of the  
23 District's existing transit system.

24 The approval of the application will enable the  
25 District to reduce the age of the bus equipment in service  
26 to 15 years or less and thereby place us back on our

1  
2 15-year replacement schedule.

3 In addition to the 212 busses, the application  
4 requests assistance for a purchase of other major items.  
5 Many of the items will replace equipment which has been  
6 used far beyond the normal retirement dates and are  
7 necessary for continued efficient operation.

8 The Public Hearing is in accordance with rules  
9 being promulgated by the Urban Mass Transportation  
10 Administration so that parties having a significant  
11 economic, social and/or environmental interest may be  
12 afforded the opportunity to appear and be heard.

13 I would now like to call on Mr. George W. Heinle,  
14 Deputy Administrator for Operations to present the  
15 Environmental Statement on the Project.

16 Mr. Heinle.

17 MR. HEINLE:

18 "The equipment to be  
19 purchased under this grant has a  
20 number of features which will make  
21 a positive contribution to the  
22 environment in the District's  
23 service area.

24 "The 212 new modern air-  
25 conditioned buses will replace  
26 buses which are 16 or more years

1  
2 old. Specifications for these  
3 vehicles will contain the air pollution  
4 control clauses required by the  
5 U.S. Department of Transportation,  
6 as well as all regulations of the  
7 California Air Resources Board.

8 In the event that the buses are  
9 diesel powered, and in the event  
10 that the California Air Resources  
11 Board has not yet established  
12 standards for diesel powered  
13 buses, the specifications will  
14 contain clauses limiting  
15 emissions to the established  
16 standards for gasoline powered  
17 vehicles converted to the basis  
18 of grams per horsepower hour.

19 While it does not appear that  
20 at present there is a commer-  
21 cially available bus power plant  
22 of sufficient size, range and  
23 operating characteristics with  
24 lower emmissions than the diesel  
25 engine, all of the latest  
26 technology regarding emissions



1  
2 will be incorporated into the bus  
3 specifications. As an example,  
4 should the Catalytic Muffler  
5 Demonstration, CAL-MTD-17, prove  
6 successful, a device of this type  
7 will be incorporated into the  
8 bus specifications.

9 "The 63 automobiles to be  
10 purchased for road supervisors  
11 and driver reliefs will replace  
12 automobiles, some of which are  
13 as much as eight years old having  
14 been purchased in 1962. Automobiles  
15 purchased prior to 1964 were not  
16 required to have "closed" crank  
17 case ventilating systems.  
18 Specifications for the new  
19 automobiles will contain the air  
20 pollution requirements of the  
21 UMTA Procedural Guide, as well  
22 as the requirements to meet the  
23 applicable standards of the  
24 California Air Resources Board.  
25 They will incorporate all the  
26 latest technology relative to

1  
2 emissions and, if gasoline powered,  
3 be required to burn no-lead or  
4 low-lead gasoline.

5 "Even the radio systems to  
6 be purchased for Transportation  
7 Supervisors will contribute a  
8 measure to an improved environment.  
9 The radios to be replaced are tube-  
10 type sets with a high vehicular  
11 battery drain. With the present  
12 radios, should it be necessary  
13 for a Road Supervisor to stay in  
14 one spot and keep his radio on,  
15 the vehicle engine must be idled  
16 to prevent the battery from  
17 running down. The new radios  
18 will be completely transistorized  
19 with a very low battery drain,  
20 and can be operated for extended  
21 periods without appreciable  
22 vehicle battery drain. Thus  
23 emissions from engine idling,  
24 particularly in the more  
25 congested areas, will be reduced.

26 "It is also expected that

1  
2 the new bus washing and cleaning  
3 equipment will enhance the  
4 District's ability to provide  
5 the public with cleaner, more  
6 attractive vehicles.

7 "Finally, any improvement  
8 to public transportation in  
9 themselves can be a positive  
10 contribution towards the  
11 environment. New, cleaner,  
12 air-conditioned, radio-equipped  
13 buses, when coupled with the  
14 improved reliability and  
15 flexibility to meet variations  
16 in service demands, to be provided  
17 with the equipment purchased  
18 under this grant, can be expected  
19 to make the public transportation  
20 system a more attractive  
21 alternative to those presently  
22 using their private automobile.  
23 To the extent that riders who  
24 formerly used their automobiles  
25 are attracted to the District's  
26 buses, it will improve the

1  
2 environment by reducing con-  
3 gestion and air pollution."

4 THE PRESIDENT: Thank you, Mr. Heinle.

5 We now have a report from John Curtis, Manager  
6 of Rapid Transit & Surface Planning, with respect to the  
7 transit development program as undertaken under the  
8 Regional Coordinated Transit Development Plan to the  
9 extent completed at the time of this Hearing.

10 Mr. Curtis.

11 MR. CURTIS: Mr. President, Members of the Board:

12 "The Southern California  
13 Rapid Transit District and its  
14 predecessor, Los Angeles Metro-  
15 politan Transit Authority, have  
16 been active participants in the  
17 regional comprehensive and trans-  
18 portation planning effort since  
19 the inception of regional  
20 planning in the Los Angeles area  
21 in 1960. From 1960 to 1965 this  
22 participation was through  
23 coordination with the Los Angeles  
24 Regional Transportation Study.  
25 In 1965 the transit agency became  
26 a contract member of the

1  
2 Transportation Association of  
3 Southern California, which was  
4 organized in that year as a joint  
5 powers transportation planning  
6 agency of the Counties of  
7 Los Angeles, Orange, Ventura,  
8 Riverside and San Bernardino, the  
9 municipalities therein, the  
10 California State Transportation  
11 Agency and the District. Imperial  
12 County has subsequently been added  
13 to the membership.

14 "The District during the  
15 period 1966-68 developed a basic  
16 rapid transit program for the  
17 Southern California area. A  
18 proposal for financing development  
19 of major rapid transit failed  
20 to secure voter approval in  
21 1968. The plans developed by the  
22 District represent the basic rapid  
23 transit element in the continuing  
24 coordinated comprehensive and  
25 transportation planning program  
26 in the Southern California region.

1  
2 "Southern California Associ-  
3 ation of Governments, the  
4 agency responsible for compre-  
5 hensive and transportation planning  
6 in the Los Angeles region, and  
7 the Southern California Rapid  
8 Transit District are currently  
9 developing a transit improvement  
10 and coordination plan and program  
11 for the Los Angeles region. This  
12 study, administered by the  
13 Southern California Association  
14 of Governments, staffed by the  
15 District with the assistance of  
16 the other public transportation  
17 operations in the region and  
18 supported by the services of  
19 independent transit planning  
20 consultants, was initiated in  
21 July of 1970 and completion is  
22 estimated for the summer of  
23 1971.

24 "The Transit Improvement and  
25 Coordination Plan and Program  
26 involves the analysis of the

1  
2 thirteen (13) public and  
3 twenty-four (24) private transit  
4 operations within the Southern  
5 California region. The existing  
6 services of all carriers, their  
7 routes of service, schedules,  
8 traffic levels, rates of fare,  
9 and physical facilities are  
10 inventoried. Adequacy of service  
11 coverage is being evaluated and  
12 potential improvements  
13 identified. The physical  
14 arrangements for interchange of  
15 traffic among the systems,  
16 service connections and inter-  
17 system fare relationships are  
18 to be evaluated. The Plan and  
19 Program will provide  
20 recommendations for improvements  
21 in service coverage, operational  
22 changes to improve service  
23 quality and recommendations  
24 for coordination of services.  
25 The requirements of all systems  
26 with respect to operational

1  
2 budgets and facility improvements  
3 and replacements will be projected  
4 for an initial five-year period.

5 "The Plan will recommend a  
6 continuing organizational structure  
7 by which the responsible transit  
8 agencies in the region will  
9 implement the plans for service  
10 improvement and coordination and  
11 maintain the transit planning  
12 and implementation as an on-going  
13 program in future years.

14 "An additional element of  
15 the joint SCRTD-SCAG program is  
16 the development of a modal split  
17 model which will provide the  
18 analytical tool for continuing  
19 evaluation of transportation  
20 needs and for the testing and  
21 evaluation of transportation  
22 systems by all modes as a part  
23 of the comprehensive and  
24 transportation planning program  
25 of the region."

26 That concludes my statement.



1  
2 THE PRESIDENT: Thank you, Mr. Curtis.

3 We will now have a statement by Secretary  
4 Virginia Rees on the publication of the Notice of  
5 Intent to hold this Hearing.

6 Miss Rees.

7 MISS REES: Mr. President and Directors, I have  
8 affidavits of publication of Notice of Intent to  
9 hold this Hearing with the LA Opinion published  
10 November 30 and December 1; Los Angeles Herald  
11 Examiner published November 30 and December 1;  
12 Los Angeles Sentinel published December 3, pursuant  
13 to the requirements of the District Act and of the  
14 Urban Mass Transportation Administration of the  
15 United States.

16 And I also on December 30, 1970 mailed a  
17 copy of Notice of Intent to hold Hearing to a list of  
18 Federal, State and local agencies with jurisdiction  
19 by law or special expertise, and authorized to develop  
20 and enforce environmental standards which could be  
21 interested in the Project.

22 THE PRESIDENT: Thank you, Miss Rees.

23 I have a request from Mr. Howard Watts,  
24 3123 1/2 Marathon Street, Los Angeles, California,  
25 to comment on this Hearing.

26 Mr. Watts, are you in the audience?

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2 MR. WATTS: I am.

3 Mr. President, Mr. General Manager and Board  
4 of Directors and interested citizens in the audience:

5 First of all, the item numbers 1, 2 and 3 are  
6 the things I'll address myself to.

7 The 212 - 51-passenger radio-equipped air-  
8 conditioned buses are not needed at this time.

9 Secondly, 30 supervisory-type air-conditioned  
10 autos are not needed at this time.

11 Thirty-three CEA-type semi-compact autos are  
12 not needed at this time.

13 Six trucks with related equipment are not  
14 needed at this time.

15 The only thing that is needed are 54 solid  
16 state two-way mobile radios with related controlling  
17 center equipment, and I'm for that part of the report.

18 Two cyclone-type bus cleaning units, I'm for  
19 that, and one automatic bus washing unit for use as  
20 part of the District's existing transit system.

21 Item No. 2, the Draft of the Environmental  
22 Statement, personally it's not needed. You are not  
23 going to do anything about environment anyway and it's  
24 a hoax, this environmental ecology mess.

25 Item No. 3, Regional Planning, that's  
26 beautiful. Since when do we have regional planning in

1  
2 this country without elective officials involved in it?  
3 Since when do we have SCAG as one of our elected  
4 organizations? When did the State Legislature regulate  
5 them as one of our representative bodies?

6 In 1968 and '69 you had two issues turned  
7 down by the voters. So what happens? you go to the  
8 United States Government under the Urban Mass Trans-  
9 portation Administration to get Capital Grants for  
10 these items.

11 Regional planning is certainly not what we  
12 need in this country. As you may or may not have read  
13 a proposed constitution calls for regional planning and  
14 this proposed constitution is by the Center for Study  
15 for Democratic Institutions.

16 If you need any more information about  
17 regional governments, read that and you'll find out  
18 what it's like.

19 Thank you.

20 THE PRESIDENT: Thank you, Mr. Watts, for your  
21 suggestions. They will be taken under consideration.

22 Is there anybody else in the audience who would  
23 care to speak on this subject?

24 (No response.)

25 If not, this Hearing is adjourned and will be  
26 followed by a similar hearing with respect to the purchase

1  
2 of 19 small transit buses.

3 MR. HAYWARD: Do you want a motion on that,  
4 Mr. President?

5 THE PRESIDENT: There is no motion, no.

6 MR. HAYWARD: I think for the record's sake I will  
7 move this Public Hearing be closed.

8 MR. BILL: Seconded.

9 THE PRESIDENT: It has been moved and seconded that  
10 this Public Hearing be closed.

11 All in favor signify by saying "Aye."

12 (Chorus of ayes.)

13 THE PRESIDENT: Opposed?

14 (No response.)

15 THE PRESIDENT: It has been moved and seconded we  
16 adjourn. The meeting will stand adjourned.

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2 STATE OF CALIFORNIA, )  
3 County of Los Angeles. ) ss.  
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6 I, Betty Ann McClung, C.S.R., a Notary Public in and  
7 for the County of Los Angeles, State of California, do  
8 hereby certify:

9 That said hearing was taken down by me in shorthand  
10 at the time and place herein named and was reduced to  
11 typewriting under my direction;

12 That the within transcript is a true and correct  
13 transcript of my shorthand notes.

14 I further certify that I am not interested in the  
15 event of the action.

16 WITNESS MY HAND AND SEAL this 3rd day of January,  
17 1971.

18  
19  
20 Betty Ann McClung  
21 Notary Public in and for the County  
22 of Los Angeles, State of California  
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26