

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Transcript of Public Hearing

December 18, 1970 - 9:45 a.m.

Re: UMTA Capital Grant Project proposing
to purchase nineteen (19) small transit
buses with two-way radios 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)	
to purchase nineteen (19) small)	REPORTER'S
transit buses with two-way radios)	TRANSCRIPT
for use as a part of District's)	
existing transit system)	
)	

The above-entitled matter came on for public hearing at the hour of 10:10 A.M. on Friday, December 18, 1970, in the District Board Room located at 1060 South Broadway, Los Angeles, California.

REPORTED BY
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OUR FILE NO. 3140-70

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1 SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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4 PUBLIC HEARING in the matter of:)
5 UMTA Capital Grant Project proposing)
6 to purchase nineteen (19) small) REPORTER'S
7 transit buses with two-way radios) TRANSCRIPT
8 for use as part of District's)
9 existing transit system.)

10 Roll Call: Herbert H. Krauch, President
11 Thomas G. Neusom, Vice-President
12 Kermit M. Bill
13 Charles E. Compton
14 A. J. Eyraud, Jr.
15 Leonard S. Gleckman
16 David K. Hayward
17 Michael E. Macke
18 Don C. McMillan
19 Douglas A. Newcomb
20 Norman Topping
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I N D E X

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2 LOS ANGELES, CALIFORNIA, FRIDAY, DECEMBER 18, 1970, 10:10 A.M.

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4
5 THE PRESIDENT: Will the meeting please come to order.

6 Miss Rees, will you call the roll, please.

7 THE SECRETARY: Herbert H. Krauch.

8 THE PRESIDENT: Here.

9 THE SECRETARY: Thomas G. Neusom.

10 MR. NEUSOM: Here.

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.

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.

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2 THE SECRETARY: Norman Topping.

3 MR. TOPPING: Here.

4 THE PRESIDENT: We will now turn the meeting over to
5 our General Manager, Mr. Jack Gilstrap for his report on
6 the Capital Grant Project for the nineteen small transit
7 buses.

8 MR. GILSTRAP: Thank you, Mr. President, Members of
9 the Board, ladies and gentlemen:

10 "On October 6, 1970 the
11 Board of Directors authorized the
12 General Manager to request amendment
13 to our Capital Grant Contract to -- "
14 Which has been approved in Washington.

15 "---provide for the purchase of
16 nineteen small transit buses with
17 two-way radios for use as part of
18 the District's transit system.

19 "The approval of this
20 application will enable the
21 District to initiate an experimental
22 minibus service within the Central
23 Business District which will
24 provide improved passenger cir-
25 culation in the central area.

26 These small transit buses will be

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2 powered by engines utilizing
3 compressed natural gas as a
4 major fuel source, thus reducing
5 the emission within the congested
6 area whrough which these vehicles
7 will operate.

8 "This public hearing is in
9 accordance with rules being
10 promulgated by the Urban Mass
11 Transportation Administration
12 so that parties having a significant
13 economic, social or environmental
14 interest may be afforded the
15 opportunity to appear and be
16 heard.

17 "I want to now call on
18 Mr. George W. Heinle, Deputy
19 Administrator for Operations,
20 to present the Environmental
21 Statement on the Project."

22 Mr. Heinle.

23 MR. HEINLE: Mr. President, Members of the Board,
24 members of the public:

25 "The nineteen small transit
26 buses included in the Southern

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2 California Rapid Transit District's
3 amended application under this
4 Project --"

5 CAL-UTG-24.

6 "-- will have internal combustion
7 engines equipped to burn natural
8 gas. The natural gas fuel system
9 has been approved as a low emission
10 system meeting the 1971 standards
11 of the California Air Resources
12 Board which are the most stringent
13 in the nation. Furthermore, although
14 the natural gas system has not yet
15 been formally approved as meeting
16 the 1974 standards, the low emission
17 characteristics of this system
18 are such that there is every reason
19 to believe that it will have such
20 approval before these vehicles go
21 into service.

22 "While the buses will be
23 equipped to burn low lead gasoline
24 as an alternate fuel, it is the
25 District's intention to use the
26 gasoline system only in emergencies

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2 or abnormal conditions which
3 require the vehicle to remain in
4 service beyond the limits provided
5 by the natural gas fuel storage
6 tanks. The engines will,
7 nevertheless, be equipped with all
8 emission control devices required
9 by the California Air Resources
10 Board for gasoline engines.

11 "Improved public transpor-
12 tation can in itself be expected
13 to contribute toward an improved
14 environment. Although many of
15 the people who will use this new
16 service will be persons who
17 formerly walked or did not make
18 the trip at all, many of the
19 bus riders will be persons who
20 formerly used their private
21 automobile to make the trip.
22 To the extent that the minibus
23 service attracts persons who
24 formerly used their automobiles,
25 it will improve the environment
26 by reducing traffic congestion

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2 and air pollution."

3 THE PRESIDENT: Thank you, Mr. Heinle.

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

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

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

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

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

26 "Southern California Association

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

23 "The Transit Improvement
24 and Coordination Plan and Program
25 involves the analysis of the
26 thirteen (13) public and

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2 twenty-four (24) private transit
3 operations within the Southern
4 California region. The existing
5 services of all carriers, their
6 routes of service, schedules, traffic
7 levels, rates of fare, and physical
8 facilities are inventoried.

9 Adequacy of service coverage is
10 being evaluated and potential
11 improvements identified. The
12 physical arrangements for inter-
13 change of traffic among the systems,
14 service connections and inter-
15 system fare relationships are to
16 be evaluated. The Plan and Program
17 will provide recommendations for
18 improvements in Service coverage,
19 operational changes to improve
20 service quality and recommendations
21 for coordination of services. The
22 requirements of all systems with
23 respect to operational budgets
24 and facility improvements and
25 replacements will be projected for
26 an initial five-year period.

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

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

22 That concludes my statement.

23 THE PRESIDENT: Thank you, Mr. Curtis.

24 We will now have a statement by Secretary
25 Virginia Rees on the publication of Notice of Intent to
26 hold this Hearing.

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2 MISS REES: Mr. President and Directors:

3 I have affidavits of publication of Notice
4 of Intent to hold this Hearing from LA Opinion published
5 November 30 and December 1; the Los Angeles Herald
6 Examiner published November 30 and December 1; Los
7 Angeles Sentinel published December 3, pursuant to the
8 requirements of the District Act and of the Urban Mass
9 Transportation Administration of the United States.

10 And also on December 3, 1970 I mailed a copy
11 of Notice of Intent to hold this Hearing to a list of
12 Federal, State and local agencies with jurisdiction by
13 law or special expertise and authorized to develop and
14 enforce environmental standards.

15 THE PRESIDENT: Thank you, Miss Rees.

16 I now have a request from Mr. Howard Watts,
17 3123 1/2 Marathon Street, Los Angeles, California to
18 speak on the subject.

19 Mr. Watts, are you in the audience?

20 MR. WATTS: I am.

21 I'd like to turn this copy of the Constitution
22 over, if you can give it to the Board President.

23 THE PRESIDENT: Just give it to the Secretary.

24 What is the report?

25 MR. WATTS: That is the proposed Constitution for a
26 United States Constitution.

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2 THE PRESIDENT: Thank you.

3 MR. WATTS: It has regional government materials in
4 it.

5 My name is Howard Watts and I live at 3121 1/2
6 Marathon Street, Los Angeles 90026.

7 Again a Public Meeting has been called for
8 another useless Grant by the Federal Government regarding
9 the purchase of nineteen small transit buses with two-way
10 radios.

11 First of all, Section 1, we don't need luxury-
12 type vehicles. We need better service. Nineteen small
13 transit buses supposedly will decorate the downtown area
14 but not give better service. Plus the fact that .10 cents
15 per ride will be charged to every passenger using those
16 buses, including the people that buy the .30-cent fare
17 or the \$12 passes per month or the \$9 passes per month
18 for senior citizens.

19 The second part of the report, Environmental
20 Statement, again, phoney, actual statement of draft
21 regarding environment statement proposals which won't
22 do a darn thing.

23 The third part, SCAG again, regional
24 coordinated transit development planning. I don't
25 think I have to put too much emphasis.

26 The mini buses are not included because the

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2 service ought to be improved before we go off for luxury
3 awarding proposed contracts.

4 On December 18th another public meeting was
5 called to hear pros and cons regarding this issue which
6 would have been less expensive had the Board of Directors
7 called the public meeting on the same day as the regular
8 Board Meeting. What happens to the buses running in the
9 downtown area? The contract should have never been
10 available to anyone. This is an experimental project
11 and funded under the District by a 50 percent grant from
12 the Public Transportation claim, from the Public
13 Transportation Improvement Fund created by California
14 Law, 1969, Chapter 1567. Approval of this action of
15 the awarding of the contract will be subject to approval
16 of SCAG, Southern California Association of Area
17 Governments.

18 Passenger service will be improved by the
19 so-called mini-bus project and by the acquisition of
20 the 212 previous buses. What happens to the buses that
21 are replaced by the new acquisition? Do the new buses
22 have a back door which opens automatically or do the
23 passengers have to open the back doors of these buses
24 with their hands filled with bundles and which is very
25 awkward to try to get off the buses in this manner?
26 Will the air-conditioning be used on all buses when you

1 STATE OF CALIFORNIA,)
2 County of Los Angeles.) ss.

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5 I, Betty Ann McClung, C.S.R., a Notary Public in and
6 for the County of Los Angeles, State of California, do
7 hereby certify:

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

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

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

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

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