

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  
Betty Ann McClung, C.S.R.

OUR FILE NO. 3140-70

Laura Crowell and Associates  
CERTIFIED SHORTHAND REPORTERS  
233 NORTH RAMPART BOULEVARD  
LOS ANGELES, CALIF. 90026  
TELEPHONE 381-7971

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

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

<u>REPORT BY:</u>	<u>PAGE:</u>
Mr. Gilstrap	5
Mr. Heinle	6
Mr. Curtis	9
Miss Rees	14

<u>COMMENTS BY:</u>	<u>PAGE:</u>
Mr. Watts	14

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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.

1  
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

1  
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

1  
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



1  
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

1  
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

1  
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

1  
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

1  
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.

1  
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.

1  
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



1  
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  
2 do acquire new buses?

3 And I thank you very much and I hope you get  
4 rid of both of these reports and vote them down, if  
5 that's what it takes. Thank you.

6 THE PRESIDENT: Thank you, Mr. Watts, for your  
7 suggestions and they will be taken under consideration.

8 Is there anybody else that would like to talk  
9 on the subject? Are there any questions or comments?

10 (No response.)

11 MR. HAYWARD: I move the Hearing be closed.

12 MR. COMPTON: I second.

13 THE PRESIDENT: The Meeting is adjourned. This  
14 meeting will be followed immediately by a regular meeting  
15 of the Board of Directors.

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

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4  
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.

17  
18 Betty Ann McClung  
19 Notary Public in and for the County  
20 of Los Angeles, State of California  
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