

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

PUBLIC HEARING

re

**APPLICATION FOR FEDERAL FUNDING
FOR EMERGENCY POWER FACILITIES.**

**Board Room
Transit District Building
1060 South Broadway
Los Angeles, California 90015**

**9:30 a.m.
February 19, 1974**

MEMBERS OF THE BOARD PRESENT:

**Thomas G. Neusom, President
R. K. Kissick, Secretary
George W. Brewster
Victor M. Carter
A. J. Eyraud
Adelina Gregory
Jay B. Price
George Takei**

SNYDER & HEATHCOTE, INC.

**REPORTED BY K. J. DeVall, Notary
Public**

OUR FILE NO. 13548

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1 MR. NEUSOM: The Public Hearing will come to order.
2 The Secretary will call the roll.

3 MR. KISSICK: Mr. Neusom?

4 MR. NEUSOM: Present.

5 MR. KISSICK: Byron E. Cook?

6 (No response.)

7 MR. KISSICK: Arthur Baldonado?

8 (No response.)

9 MR. KISSICK: George W. Brewster?

10 MR. BREWSTER: Present.

11 MR. KISSICK: Hugh C. Carter?

12 (No response.)

13 MR. KISSICK: Victor M. Carter?

14 MR. CARTER: Here.

15 MR. KISSICK: A. J. Eyraud?

16 MR. EYRAUD: Here.

17 MR. KISSICK: Adelina Gregory?

18 MS. GREGORY: Here.

19 MR. KISSICK: Don C. McMillan?

20 (No response.)

21 MR. KISSICK: Jay B. Price?

22 MR. PRICE: Here.

23 MR. KISSICK: George Takei?

24 MR. TAKEI: Here.

25 MR. NEUSOM: Item 1 on the agenda, report of General
26 Manager on the District's Urban Mass Transportation Administra-
27 tion Capital Grant Project adopted January 3, 1974 to purchase
28 and install diesel-powered electric generators, battery power

1 packs and other equipment necessary to meet the minimum power
2 requirements required by District operations in the event of
3 an outage of electric energy brought about by the energy
4 shortage.

5 Mr. Stubs, you'll take care of that.

6 MR. STUBS: Mr. President, members of the Board: The
7 Board of Directors, on January 3, 1974, adopted a resolution
8 to file a capital grant with the United States Department of
9 Transportation to purchase and install diesel-powered electric
10 generators and battery-powered lighting equipment to cope with
11 possible scheduled power outages resulting from the energy
12 shortage emergency.

13 This Public Hearing is in accordance with rules
14 which have been established by the Urban Mass Transportation
15 Administration so that parties having a significant economic,
16 social or environmental interest may be offered the opportunity
17 to appear and be heard.

18 Installation of the emergency standby power equip-
19 ment will insure that District operations can continue and
20 that passenger safety will be maintained in spite of power
21 outages.

22 MR. NEUSOM: Item 2 on the agenda, report of Richard
23 Gallagher, Chief Engineer, with respect to a general descrip-
24 tion of the proposed purchase and installation and the
25 environmental statement on the project.

26 Mr. Gallagher.

27 MR. GALLAGHER: Thank you, Mr. President.

28 The project justification is as follows: The

1 current shortage of fuel for electric generating plants has
2 caused local electric utilities to plan a possible program of
3 blackouts. Therefore, the District must take the steps

4
5 service areas. To accomplish this task, the bus fleet must be
6 fueled daily and must be maintained in a safe operating
7 condition.

8 Power blackouts under consideration are of three-
9 hour duration, two times a day, at random locations. It is
10 likely that one blackout will occur during the late afternoon
11 peak period at a time when most bus-fueling and maintenance
12 operations are heaviest. Power is required to operate fuel
13 pumps, air compressors, air-powered tools, and a minimum
14 amount of lighting.

15 In comparing costs for fixed generating equipment
16 with costs for portable units that could be moved from point
17 to point, it was noted that local alterations are required in
18 either case and that, because of the distances between loca-
19 tions, portable generators may not always be available when
20 needed or where needed. Further, the requirement of possible
21 relocation, disconnecting and reconnecting twice daily, is
22 costly, and sound control would be difficult.

23 20 bus-loading areas at District bus line terminals
24 are now lighted at night for passenger safety. Battery
25 lighting units are proposed that can automatically supply
26 adequate lighting at these locations for up to three and one-

27 half hours to insure continued safety at night. Photocells
28 will insure that needless use during daylight power outages

1 will not occur.

2 Alternatives considered were to delay fueling during
3 blackouts, and for personnel to use hand lanterns for maintenance. This concept is unacceptable because it would impair
4 transportation services to the public.

5
6 Implementing this program will permit the fueling
7 and maintenance of SCRTD buses throughout the District's four-
8 county service area without interruption caused by utility
9 outages. It will insure continuation of lighting that is now
10 provided for the safety and convenience of passengers at our
11 bus terminals during times of power failure in the local region.
12 By allowing the replenishing of fuel and continued repair of
13 buses, normal operations can continue, thus avoiding the
14 stranding of passengers on the way to their homes, to their
15 jobs, schools, shopping centers and other places. Emergencies
16 which interrupt electric power to a region will be kept from
17 disrupting the transportation portion of the urban environment.

18 Now, dealing with protection of the environment:
19 An Environmental Impact Statement and the resultant Negative
20 Declaration were prepared for this project and filed with the
21 District Secretary on January 17, 1974. A copy of these
22 documents is being placed in the record of this hearing, along
23 with a list of the regional and local agencies to whom they
24 were mailed.

25 The installation of the emergency lighting units
26 and power-generating equipment is designed to maintain the

27 existing quality of the environment during emergencies when
28 power failures occur.

1 No significant adverse environmental effects are
2 anticipated as a result of providing the generators or the
3 battery-operated lights.

4 The emergency generators would operate only during
5 the expected three-hour blackouts or other unexpected emer-
6 gencies. All the generators will be located at the existing
7 bus maintenance locations rather than on new sites.

8 The exhaust fumes will be carried in stacks above
9 the adjacent buildings to dissipate more easily, and the
10 general quantity of exhaust will be less than that produced
11 by a single bus.

12 The generators will be enclosed to fit the appear-
13 ance of the surrounding buildings. They will have exhaust
14 silencers and sound-reducing features to keep the noise level
15 below that of a bus and will meet local noise standards.

16 The generator plants are being designed to prevent
17 any deterioration of the existing environmental conditions.

18 The following were sent copies of the Environmental
19 Impact Statement and Negative Declaration:

20 The Mayor, City of Los Angeles.

21 Each councilman, City of Los Angeles.

22 The City Administrative Officers, City of Los
23 Angeles.

24 Each supervisor, County of Los Angeles.

25 The County Administrator, County of Los Angeles.

26 That's the end of my statement, Mr. President.

27 MR. PRICE: Mr. President.

28 MR. NEUSOM: Yes.

1 MR. PRICE: Back in that sentence where he says reloca-
2 tion is needed, otherwise sound control would be difficult,
3 do you mean good control would be difficult or there is going

4 MR. GALLAGHER: Possibly should have said noise instead

5 MR. GALLAGHER: Where was that, sir?

6 MR. PRICE: Back in the third paragraph. I just wondered,
7 where you said sound control, I thought maybe you meant good
8 control.

9 MR. GALLAGHER: Oh, yes.

10 MR. PRICE: I thought you anticipated some problems.

11 MR. GALLAGHER: Possibly should have said "noise" instead
12 of "sound."

13 MR. NEUSOM: All right.

14 Item 3 on the agenda, report of John Curtis,
15 Manager of Rapid Transit and Surface Planning, with respect to
16 the transit development program as undertaken under the
17 Regional Coordinated Transit Development Plan to the extent
18 completed at the time of this hearing.

19 Mr. Curtis.

20 MR. CURTIS: Mr. President, members of the Board: My
21 statement on that statement is as follows:

22 The Southern California Rapid Transit District and
23 its predecessor, Los Angeles Metropolitan Transit Authority,
24 have been active participants in the regional comprehensive
25 and transportation planning effort since the inception of
26 regional planning in the Los Angeles area in 1960. From 1960

27 to 1965, this participation was through coordination with the
28 Los Angeles Regional Transportation Study. In 1965 the transit

1 agency became a contract member of the Transportation Associa-
2 tion of Southern California, which was organized in that year
3 as a joint powers transportation planning agency of the

4
5 Bernardino, the municipalities therein, the California State
6 Transportation Agency and the District. Imperial County was
7 subsequently added to the membership. In 1971 the function of
8 the Transportation Association of Southern California was
9 assumed by the Southern California Association of Governments'
10 Comprehensive Transportation Planning Committee, of which the
11 Southern California Rapid Transit District is an active
12 member.

13 Southern California Rapid Transit District will
14 complete an updated rapid transit development plan in the
15 spring of 1974, with the objective of financing implementation
16 by election in November, 1974.

17 Orange County Transit District is likewise engaged
18 in a rapid transit planning study, and Ventura, Riverside and
19 San Bernardino Counties are preparing transit development
20 programs. All of these programs are being conducted as
21 integrated elements of the unified transportation work program
22 of the Southern California Association of Governments, the
23 agency responsible for comprehensive planning in the Los
24 Angeles region. All parties to the work program are actively
25 participating in the activities required for the adoption of
26 a "Critical Issues" determination by SCAG in the spring of

27 1974.

28 The coordination of operations and development of

1 existing transit systems in the region is planned through the
 2 Transit Advisory Committee of SCAG. Through this organization-
 3 al structure matters of surface coverage, physical arrangements
 4 for interchange of traffic among the systems and a continuing
 5 program for improvement of equipment and operating facilities
 6 of all systems are coordinated. A five-year transit develop-
 7 ment program was prepared and approved by the Committee and by
 8 SCAG and has been updated for the current year.

9 That concludes my statement, Mr. President.

10 MR. NEUSOM: Item 4 on the agenda, statement by the
 11 Secretary as to the two items mentioned. He has in his
 12 possession affidavits and notices sent. Would you give that
 13 report, Mr. Kissick?

14 MR. KISSICK: Yes, Mr. President.

15 I have in my possession affidavits and publications
 16 from the Los Angeles Times, Los Angeles Daily Journal, Long
 17 Beach Independent, and Riverside Daily Enterprise, showing
 18 publication of Notice of Intent to Hold Hearing, with all four
 19 newspapers publishing Notice to Hold Hearing on January 17 and
 20 18, 1974.

21 And I have caused a copy of Notice of Intent to
 22 Hold Hearing to be mailed to a list of 87 Federal, State and
 23 local agencies with jurisdiction by law of special expertise,
 24 and authorized to develop and enforce environmental standards,
 25 which could be interested in the project as follows:

26 Seven Federal agencies.

27 Six State of California agencies.

28 Six Los Angeles County agencies.

1 Three Riverside County local agencies, and
2 65 elected Federal and State representatives.

3 MR. NEUSOM: All right. The meeting is now open for
4
5 the project.

6 Apparently there are no members of the public with
7 any questions. I understand you have a question, Mr. Price.

8 MR. PRICE: I'd just like to ask one question.

9 Yesterday I'll admit I missed the long statement
10 regarding our diesel situation. Could I ask that maybe not
11 more than a one- or two-sentence capsulization be given on
12 that? And I notice that office equipment is going to be run
13 by diesel. What is the implication of the diesel fuel needs
14 for this in relationship to our present needs? Could somebody
15 give a quick capsulization? Mr. Heinle?

16 MR. HEINLE: Well, since that is emergency equipment,
17 direct to price, why, it's on a standby basis only and the
18 usage of diesel fuel would be expected to be minimal.

19 What was our present diesel requirements for the
20 rest of the month, instead of for this public hearing.

21 MR. BREWSTER: Move we close the public hearing. All
22 those in favor signify by aye.

23 MR. CARTER: Aye.

24 MR. NEUSOM: Those opposed?

25 There being none, the motion is carried.

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