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MTA Wants More Time to Consider Plan for 43-Mile Link Costing \$105,275,000

The Metropolitan Transit Authority asked the Alweg monorail company Friday for a 60-day extension of its offer to build a 43-mile \$105,275,000 monorail system.

A spokesman for Alweg said the offer would be extended. It was first proposed on June 4 for a three-month period, expiring next Wednesday.

MTA asked the extension

to cover conferences to be held in September on possible rapid transit routes.

The Alweg offer was based on a hypothetical route from Westwood to El Monte with a branch to Van Nuys. The offer is contingent on the availability of such a route, and subject to adjustment for other routes. The MTA will hold a conference Wednesday in Long Beach to discuss two

proposed routes for the "Skyline Route to the Sea" through the Long Beach Corridor.

The corridor is a 2-mile wide strip from downtown Los Angeles to Long Beach within which the route will be selected.

Series of Meetings

Wednesday's conference is one of a series being held in areas proposed for rapid transit. Representatives of government, business and civic organizations of communities in the Long Beach corridor have been invited to attend the meeting. It will begin at 2 p.m. in the Harbor Commission conference room at 925 Harbor Plaza. C. M. Gillis, MTA executive director, told Alweg the

final meeting in an area involved in the Alweg offer will be held Sept. 10 in downtown Los Angeles.

"Routing is the prime factor in determining the total cost of a rapid transit system," Gillis said. "It is routing which determines the construction cost, the right-of-way costs and, most important, routing which determines the greatest revenue to help pay for the system."

"It has been demonstrated that while the Long Beach Corridor is an integral part of the total area to be served by a comprehensive rapid transit system, no system can be built in the corridor at this time solely from the fare box.

He said these factors were

brought out in economic and engineering studies.

Cities and communities to be served by rapid transit in the Long Beach Corridor should agree as soon as possible on routes, Gillis said.

"We can then determine how we can best finance construction in the corridor," he said.

New Transit Tax

A new state law allows counties to impose an additional one-half of 1% auto license tax for rapid transit use, a tax which would yield an estimated \$14 million a year in Los Angeles County.

Gillis said bankers have told the MTA this tax money would make it possible to raise about \$300 million in

private funds through revenue bonds.

MTA is considering two routes in the Long Beach Corridor, designated as A and B.

Route A follows the Pacific Electric right-of-way south from the Santa Monica Freeway to Carson St., then going along the east bank of the Los Angeles River to Ocean Blvd.

The B route runs south from the Santa Monica Freeway on Santa Fe Ave. to Vernon Ave., then curves into Pacific Blvd. and Long Beach Blvd., ending at Ocean Blvd.

Variations under study include a combination of these routes, including a routing on Randolph St. in Huntington Park.