

# State Group Invited Into Transit Plan

## MTA Says League Should Participate With County, City

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The League of California Cities was invited Wednesday to join the city and county of Los Angeles and the Metropolitan Transit Authority in drafting legislation to finance and build a rapid transit system here.

In issuing the invitation, C. M. Gilliss, the MTA's executive director, said the league's participation is required if the metropolitan area's long-range goals are to be realized.

Meanwhile, Sen. Thomas M. Rees (D-Los Angeles) said he plans to reintroduce legislation calling for the creation of a Southern California rapid transit district at the next legislative session.

### Tax Money Planned

He made the statement in the wake of blunt assertions by MTA officials that only tax money—not private capital—can finance a rapid transit system here.

"This amazes me," Rees declared. "The MTA opposed the transit district bill in the 1963 legislative session. Now, the authority's officials have turned around and are endorsing the principles contained in the bill."

The MTA virtually shelved any idea of using private money to finance an area-wide rapid transit system Tuesday when it termed tax support "a necessity."

At the same time, A. J. Eyraud, MTA chairman, suggested a reconstitution of the authority to make it a taxing body answerable to the voters.

MTA officials also criticized proposals by the Alweg Rapid Transit Systems of California to build a privately-financed monorail network in the Los Angeles area.

### Opposes Alweg Offer

Gilliss described the Alweg proposal, under consideration for three months, as invalid. He said it did not actually constitute an offer of private financing.

A spokesman for the Alweg concern declined comment on the attack Wednesday, but said a statement would be made next week when Sixten Holmquist, Alweg Corp. president, arrives from New York.

As a solution to the transit problem here, Eyraud recommended the preparation of a "consensus" bill that

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# RAPID TRANSIT

**Continued from First Page** tion of his rapid transit district proposal when the Legislature convenes for the budget session.

would be favorable to the city, the county and the MTA. Although the measure calls for a property tax to finance development of a transit system, Rees said this would merely be used to "back up" the sale of general obligation bonds.

It would be considered at a proposed meeting of all interested parties and submitted to the Legislature at its budget session early next year. Details of the legislation were not disclosed, but the MTA said it would consider "the plight of the overburdened taxpayers and not require all the costs of a rapid transit system to be financed by them."

Sen. Rees said he will ask Gov. Brown to include a special item for consideration. "A transit system can be built with 'back up,' coupled with the \$15.5 million a year that would be available from the motor vehicle in-lieu tax," he explained. "In this way it would never be necessary to use property tax monies for actual construction."