

# State Inquiry to Be Asked on Monorail

## Bonelli to Demand Airing of 'Fiasco' Involving MTA

BY RAY HEBERT

Times Urban Plans Editor

Supervisor Frank G. Bonelli said Monday he will seek an Assembly committee inquiry into what he called the Metropolitan Transit Authority's "fiasco" involving non-subsidized monorail proposals.

The Board of Supervisors, he said, will be asked to approve a motion today calling on Assemblyman Tom Carrell (D-San Fernando), chairman of the Assembly Transportation and Commerce Committee, to convene his group here as soon as possible.

"Such a meeting will afford the Alweg and Goodell monorail firms an opportunity to officially document and defend their offers to provide a non-subsidized media of rapid transit," Bonelli explained.

### Reply to MTA Chiefs

The session, he added, would also give the monorail groups an opportunity to counter the charges made last week by MTA officials that private money cannot build a mass rapid transit system here.

Both A. J. Eyraud, MTA board chairman, and C. M. (Max) Gilliss, executive director, said flatly that tax money will be needed to build the type of system envisioned for the Los Angeles area.

MTA officials called the Alweg proposal to engineer, construct and finance a system invalid and asserted that the monorail firm did not actually offer private financing.

### Bonelli Dubious

Since then, Bonelli said he has received communications from Alweg and Goodell which "reflect substantially the inaccuracy of the presentation and statement" made by Eyraud and Gilliss.

He added:

"Before this board (the supervisors) accepts the MTA theory that any media of rapid transit must be subsidized and cannot be financed from fare box revenues . . . something more than blind adherence to the assumptions of the MTA board chairman and others is needed. Their statements should not be readily accepted as gospel."

He said Los Angeles County and its 74 cities "must exhaust every possible private enterprise approach and possibility short of tax subsidy before saddling taxpayers with the added burden advocated by the MTA."

"The MTA proposed that the supervisors implement the in-lieu tax (motor vehicle fee) increase prior to submission of remedial tax subsidy legislation," he said.

"But every possible source of private financing should

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be explored before implementing the increase even with the safeguard requiring an affirmative vote of the people."

Gilliss charged that the Alweg offer, under consideration for three months, was designed to make a profit for the monorail firm.

Alweg, he said, merely suggested the issuance of public bonds "with the hope that the bonds could be paid for out of revenues of the system."

MTA officials described Goodell's downtown Los Angeles-International Airport proposal as "worthy of study," but said it should be considered separately from any area-wide system.