

Assembly Group Ready for Hearing on Transit

Brown Flays Supervisors' 'Inflammatory' Attack on MTA; Defends His Appointees

BY RAY HEBERT, Times Urban Plans Editor

An inquiry into the stalemated rapid transit situation here will be launched within the next few weeks by the Assembly Transportation and Commerce Committee, Assemblyman Tom Carrell (D-San Fernando), committee chairman said Tuesday.

He told The Times his committee is "ready, willing — and, in fact, was already planning—to investigate the problem."

At the same time, Gov. Brown stepped into the transit controversy by criticizing some members of the Board of Supervisors for what he called "inflammatory" statements against the Metropolitan Transit Authority. He coupled this with a defense of his appointees to the authority.

Carrell, a San Fernando Valley auto dealer, expressed his intention to convene the committee when informed that the supervisors had ap-

proved a motion calling on the Assembly group to look into "the MTA fiasco."

Board members acted on the request of Supervisor Frank G. Bonelli. He said such a hearing would serve as the proper forum to air differences between MTA officials and monorail proponents over the feasibility of building a privately-financed system here.

Last week the MTA said flatly that a mass rapid transit system could not be built with private funds.

Private Financing

Bonelli told the board Tuesday that a transit financing tax plan, if it is submitted to the voters, would take "the worst licking any proposal has received in years."

"Until someone can shoot down the theory that a system can be built with private financing, then we must proceed along that line," commented Supervisors' Chairman Warren M. Dorn.

A second motion approved by the board called on the MTA to give "high priority" to establishing a transit line in the Long Beach corridor in time for the 1967 World's Fair.

Brown, asked about Bon-

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elli's reference to "the MTA fiasco," said the authority is composed "of the finest citizens I can appoint."

"The ones I've lost confidence in are a few members of the Board of Supervisors who try their cases in the newspapers and refuse to sit down and try to logically reach a conclusion in this matter."

"The MTA has been doing an excellent job and if the Board of Supervisors would have the courage to move ahead in this business, why, we would have rapid transit in Los Angeles.

"But when you have people making these inflammatory statements in the newspapers you're not going to have rapid transit in Los Angeles.

Meanwhile, Sixten Holmquist, president of the Alweg Corp., issued a statement refuting contentions by MTA officials that his offer to finance and build a 43-mile monorail system was invalid.

Holmquist, who said he would be happy to appear before Carrell's committee, explained that his offer still stands.

"I am confident any investigating group will find our offer bona fide," he said.

"This offer of private investors' money had only one condition, a condition on which we had agreed with MTA prior to making our formal presentation.

"This condition was that the findings of our economic consultants must be checked and concurred in by the MTA consultants. To date this necessary check has not been made."