

All Proposals for Monorail in Area Rejected by MTA

Two Companies Notified Only Subway-Surface Line Plans Acceptable

BY RAY HEBERT

There will be no overhead mass rapid transit system—at least as far as the Metropolitan Transit Authority is concerned—in the Los Angeles area.

The MTA on Sunday formally notified the Alweg Rapid Transit System and Goodell Monorail Systems, Inc., both monorail firms, that the overhead networks they proposed are unacceptable.

Letters from MTA board chairman A. J. Eyraud to Sixten Holmquist, Alweg president, and George Cantelo, Goodell vice-president and general manager, said:

"In the event you are interested in submitting a new proposal, it should be for a combination subway-surface system demanded by the communities and along routes acceptable to the communities."

Studied Routes

The authority's official notification that it is not interested in developing an overhead system followed a series of community conferences to determine possible routes along major transit corridors fanning out from downtown Los Angeles.

Alweg had offered to finance and build a 43-mile supported monorail system at a cost of \$187.5 million.

The Goodell plan called for construction of a 75-mile suspension monorail system. Its cost was set at \$182.3 million.

Consider Tax Necessary

Two weeks ago the MTA, with both plans still under study, virtually killed any hope that private funds could build the type system it envisioned for the Los Angeles area.

The authority, which has steadfastly backed its own proposed \$649 million, 58-mile standard rail network, said help from some form of tax revenues would be needed.

Eyraud told Holmquist the MTA's community con-

ferences gave a clear indication of the Los Angeles area's feelings toward an elevated monorail system.

"Public officials and civic leaders representing the communities through which these lines would travel have flatly rejected both the Valley Blvd. route and the proposal to build overhead in the Wilshire area and in Beverly Hills," he wrote.

'Cannot Be Built'

"While your proposal indicated some latitude in routing was possible, it is clear that construction of a subway as demanded by the community in the Wilshire corridor is beyond the scope of your proposal."

Referring to the recently concluded community conferences, Eyraud told Cantelo that the unacceptability of an all-elevated system "means that the proposal as originally made (by Goodell) cannot be built."

Both Alweg and Goodell have insisted that their offers were backed by private financing and that no tax subsidy would be involved.

Based on Bond Issue

In both cases, Eyraud's letters noted, the proposals were based on the sale of a new public MTA revenue bond issue to pay the cost of the projected systems.

This difference of opinion over financing prompted the Board of Supervisors last week to urge the Assembly Interim Committee on Transportation and Commerce to look into the rapid transit problem here.

Assemblyman Tom Carmell (D-San Francisco), committee chairman, announced Friday that his group would convene Oct. 29 to inquire into all phases of the transit stalemate.