

Strong Public Support Seen for Monorail

Bonelli Assails MTA's Position as 'Narrow, Provincial'

BY RAY HEBERT

Times Urban Affairs Editor

The Los Angeles metropolitan area's commuting public strongly supports a monorail system but everything points to "voter non-support" for a subsidized rapid transit network, Supervisor Frank G. Bonelli said Monday.

Because of this, he said he will ask the Board of Supervisors today to request the Metropolitan Transit Authority to rescind its action in rejecting the overhead monorail proposals made by Alweg Rapid Transit System and Goodell Monorail Systems, Inc.

Bonelli termed the MTA's position "narrow and provincial." He said the authority's "take-it-or-leave-it attitude is a good example of how not to get mass rapid transit in Los Angeles County."

Offers Recalled

Both Alweg and Goodell offered to finance and build areawide monorail systems, declaring the projects would be financed at no cost to the taxpayers.

On Sunday the MTA formally notified the firms that the networks they proposed were unacceptable. But MTA left the door open for new proposals for combination subway, surface and elevated systems along routes acceptable to community interests.

The authority, strongly favoring its own standard rail network, has insisted that tax revenues will be needed to build a rapid transit system here.

Costs Cited

"It is conceded," said Bonelli, "that MTA's \$649 million system will need subsidization because of the high construction cost factor, as opposed to the monorail and private enterprise proposals at substantially lower initial costs."

"The Alweg and Goodell offers indicate no need for a subsidy, being totally sup-

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ported out of fare box revenues."

He cited the results of two polls favoring the monorail plans. In one case, subways were attractive to only 5.4% and were favored by 8% in the other.

Bonelli said the MTA should withdraw its formal notification to the two firms pending the Assembly Tran-

sportation and Commerce Committee's scheduled rapid transit hearing here Oct. 29.

Goodell late Monday released the contents of a letter sent earlier in the day to the MTA replying to the latter's objections.

In it the firm urged that construction begin immediately on a \$44.5 million, 17-mile monorail line between Los Angeles and International Airport.

Once contracts were signed for such a line, Goodell said, it would post a \$5 million bond to insure signing of construction contracts for a 43-mile "backbone system" and a 15-mile Long Beach line, thus providing the county a 75-mile subway and overhead rapid transit system.

The firm emphasized that under its plan part of its proposed system would include a subway network, contrary to MTA criticism. In addition to the overhead

system, George W. Canale, Godell's executive vice president, pointed out in the letter, the firm's proposed rapid transit network would include "12.13 miles of subway system through the Wilshire corridor area."

He also said the Goodell plan did not designate specific routes through communities. Determining these, he added, would be the "duty and obligation" of the MTA and governing bodies "in the communities through which the routes pass."

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