

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

FIRST LEGISLATIVE DAY  
FIRST CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Monday, January 13, 1947

The Senate met at 12.30 p.m., pursuant to the provisions of the Proclamation of His Excellency, Earl Warren, Governor of the State of California, dated January 9, 1947, convening the Legislature of the State of California on this day in extraordinary session.

Lieutenant Governor Goodwin J. Knight, President of the Senate of the Fifty-seventh (General) Session, in the chair, called the Senate to order.

Pursuant to the provisions of Section 9150 of the Government Code, Joseph A. Beek, Secretary of the Senate; John F. Lea, Minute Clerk of the Senate; Joseph F. Nolan, Sergeant-at-Arms of the Senate, were present and occupied their respective positions.

## ROLL CALL

The roll was called, and the following Senators answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybreer, and Williams—38.

Quorum present.

## PRAYER

By invitation of the President, prayer was offered by the Rev. William C. Pearson, Chaplain of the Senate for the Fifty-seventh (General) Session.

## LEAVES OF ABSENCE FOR THE DAY

The following Senator was granted leave of absence for the day: Senator Dorsey, on motion of Senator Powers, due to illness.

### PROCLAMATION OF THE GOVERNOR

The President of the Senate directed the Secretary to read the Proclamation of the Governor convening the Legislature in extraordinary session.

Whereupon the Secretary read the following Proclamation:

EXECUTIVE DEPARTMENT, STATE OF CALIFORNIA

#### Proclamation

WHEREAS, An extraordinary occasion has arisen and now exists requiring that the Legislature of the State of California be convened in extraordinary session; now, therefore,

I, EARL WARREN, Governor of the State of California, by virtue of the power and authority in me vested by Section 9 of Article V of the Constitution of the State of California, do hereby convene the Legislature of the State of California to meet in extraordinary session at Sacramento, California, on Monday, the thirteenth day of January, 1947, at 12:30 o'clock p.m. of said day for the following purposes and to legislate upon the following subjects:

1. To consider and act upon legislation relating to the construction and maintenance of state highways, county roads and city streets.

2. To consider and act upon legislation relating to the financing and administration of state highway, county road and city street construction and maintenance, including taxation therefor.

3. To consider and act upon legislation relating to the operation of motor vehicles, and to highway, road and street traffic regulations and their enforcement, including the administration of enforcement agencies.

4. To consider and act upon legislation relating to the registration, financial and statistical procedures of the Department of Motor Vehicles.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this ninth day of January, 1947.

(SEAL)

EARL WARREN, Governor of California

ATTEST FRANK M. JORDAN, Secretary of State

By CHAS. J. HAGERTY, Deputy Secretary of State

### RESOLUTIONS

The following resolutions were offered:

By Senator Slater:

#### Senate Resolution No. 1

*Resolved*, That the Senate do now organize and proceed to elect officers and employees for this Fifty-seventh (First Extraordinary) Session.

Resolution read, and, on motion of Senator Slater, adopted.

By Senator Rich:

#### Senate Resolution No. 2

*Resolved*, That Senator Harold J. Powers be and he is hereby elected President pro Tempore of the Senate; that Joseph A. Beek be and is hereby elected Secretary of the Senate; that Joseph F. Nolan be and he is hereby elected Sergeant-at-Arms of the Senate; that John F. Lea be and he is hereby elected Minute Clerk of the Senate; that Rev. William C. Pearson be and he is hereby elected Chaplain of the Senate.

Resolution read.

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Brown, Burns, Collier, Crittenden, Cunningham, Desmond, Dilworth, Hatfield, Hulse, Jespersen, Judah, Kraft, Mayo, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Slater, Sutton, Swing, Tenney, Ward, Weybriet, and Williams—26.

NOES—None.

## OATHS OF OFFICE ADMINISTERED

The newly elected officers of the Senate, Senator Harold J. Powers, President pro Tempore; Joseph A. Beek, Secretary of the Senate; Joseph F. Nolan, Sergeant-at-Arms; John F. Lea, Minute Clerk; and Rev. William C. Pearson, Chaplain; took and subscribed to the following oath administered by the Honorable Paul Peek, Associate Justice of the Third District Court of Appeal of the State of California:

I do solemnly swear that I will support the Constitution of the United States and the Constitution of the State of California, and that I will faithfully discharge the duties of the office to which I have been elected to the best of my ability.

## RESOLUTIONS

The following resolutions were offered:

By Senator Powers:

## Senate Resolution No. 3

*Resolved*, That the Standing Rules of the Senate for the Fifty-seventh (General) Session be and the same are hereby adopted as the Standing Rules of this Fifty-seventh (First Extraordinary) Session

Resolution read.

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Desmond, Dilworth, Donnelly, Hatfield, Hulse, Jespersen, Judah, Mayo, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—29.

NOES—None.

By Senator Carter:

## Senate Resolution No. 4

*Resolved*, That the Secretary of the Senate is hereby directed to notify the Assembly that the Senate elected the following statutory officers:

|                                      |                         |
|--------------------------------------|-------------------------|
| <i>President pro Tempore</i> .....   | Harold J. Powers        |
| <i>Secretary of the Senate</i> ..... | Joseph A. Beek          |
| <i>Sergeant-at-Arms</i> .....        | Joseph F. Nolan         |
| <i>Minute Clerk</i> .....            | John F. Lea             |
| <i>Chaplain</i> .....                | Rev. William C. Pearson |

Resolution read, and, on motion of Senator Carter, adopted.

By Senator Parkman:

## Senate Resolution No. 5

*Resolved*, That the President of the Senate appoint a Special Committee of Three Senators to notify the Governor that the Senate is now duly organized and is ready to receive any communications he may have to make.

Resolution read, and, on motion of Senator Parkman, adopted.

## Appointment of Special Committee

The President announced, in accordance with the above resolution, the appointment of Senators Parkman, Rich, and Crittenden.

By Senator Weybret:

## Senate Resolution No. 6

*Resolved*, That the President of the Senate appoint a Special Committee of Three Senators to notify the Assembly that the Senate is now duly organized and is ready to receive any communication it may have to make.

Resolution read, and, on motion of Senator Weybret, adopted.

### Appointment of Special Committee

The President announced, in accordance with the above resolution, the appointment of Senators Weybret, Kraft, and Watson.

By Senator Swing:

#### Senate Resolution No. 7

*Resolved*, That the Committee on Rules of the Senate for the Fifty-seventh General Session be and the same are hereby appointed as the Committee on Rules for this Fifty-seventh (First Extraordinary) Session

Resolution read.

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Dilworth, Donnelly, Hatfield, Hulse, Jespersen, Judah, Mayo, McCormack, O'Gara, Powers, Quinn, Rich, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—28.

NOES—None.

By the Committee on Rules:

#### Senate Resolution No. 8

*Resolved*, That the State Controller be and he is hereby directed and ordered to draw his warrants upon the proper funds in favor of the following named Senators and officers of the Senate for the amount set opposite each of their names, and the State Treasurer is hereby directed and ordered to pay the same, being the mileage due them by law, for attendance upon the Fifty-seventh (First Extraordinary) Session of the Legislature:

| Senators               | County          | Mileage | Total at<br>5 cents<br>per mile |
|------------------------|-----------------|---------|---------------------------------|
| Breed, Arthur H. Jr    | Alameda         | 180     | \$9 00                          |
| Brown, Charles         | Inyo            | 1,292   | 64 60                           |
| Burns, Hugh M          | Fresno          | 338     | 16 90                           |
| Busch, Burt W.         | Lake            | 320     | 16 00                           |
| Carter, Oliver J       | Shasta          | 330     | 16 50                           |
| Collier, Randolph      | Siskiyou        | 590     | 29 50                           |
| Crittenden, Bradford S | San Joaquin     | 94      | 4 70                            |
| Cunningham, R. R.      | Kings           | 428     | 21 40                           |
| DeLap, T. H.           | Contra Costa    | 164     | 8 20                            |
| Desmond, Earl D        | Sacramento      | 2       | 10                              |
| Deuel, Charles H       | Butte           | 202     | 10 10                           |
| Dilinger, H. E.        | El Dorado       | 100     | 5 00                            |
| Dilworth, Nelson S     | Riverside       | 1,092   | 54 60                           |
| Donnelly, Hugh P.      | Stanislaus      | 182     | 9 10                            |
| Gordon, Frank L        | Napa            | 94      | 4 70                            |
| Hatfield, George J     | Merced          | 236     | 11 80                           |
| Hulse, Ben             | Imperial        | 1,206   | 60 30                           |
| Jespersen, Chris N.    | San Luis Obispo | 666     | 33 30                           |
| Judah, H. R.           | Santa Cruz      | 336     | 16 80                           |
| Keating, Thomas F      | Marin           | 210     | 10 50                           |
| Kraft, Fred H.         | San Diego       | 1,146   | 57 30                           |
| Mayo, Jesse M.         | Calaveras       | 170     | 8 50                            |
| McBride, James J       | Ventura         | 980     | 49 00                           |
| McCormack, Thomas      | Solano          | 124     | 6 20                            |
| O'Gara, Gerald J       | San Francisco   | 180     | 9 00                            |
| Parkman, Harry L       | San Mateo       | 222     | 11 10                           |
| Powers, Harold J       | Modoc           | 832     | 41 60                           |
| Quinn, Irwin T         | Humboldt        | 624     | 31 20                           |
| Rich, Wm. P.           | Yuba            | 106     | 5 30                            |
| Salsman, Byrd R.       | Santa Clara     | 282     | 14 10                           |
| Slater, Herbert W.     | Sonoma          | 204     | 10 20                           |
| Sutton, L. G.          | Colusa          | 150     | 7 50                            |
| Swing, Ralph E.        | San Bernardino  | 1,016   | 50 80                           |
| Tenney, Jack B.        | Los Angeles     | 894     | 44 70                           |
| Ward, Clarence C       | Santa Barbara   | 920     | 46 00                           |
| Watson, Clyde A        | Orange          | 962     | 48 10                           |
| Weybret, Fred          | Monterey        | 484     | 24 20                           |
| Williams, J. Howard    | Tulare          | 488     | 24 40                           |



| Officers                           | County      | Mileage | Total at<br>10 cents<br>per mile |
|------------------------------------|-------------|---------|----------------------------------|
| Knight, Goodwin J., President      | Los Angeles | 894     | \$89 40                          |
| Beek, J. A., Secretary             | Orange      | 990     | 99 00                            |
| Nolan, Joseph F., Sergeant-at-Arms | Los Angeles | 894     | 89 40                            |
| Lea, John F., Minute Clerk         | Sacramento  | 2       | 20                               |

Resolution read.

The roll was called, and the resolution adopted by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Cunningham, Dillinger, Dilworth, Donnelly, Hatfield, Hulse, Jespersen, Judah, McCormack, O'Gara, Powers, Quinn, Slater, Sutton, Swing, Tenney, Ward, and Williams—24.

**NOES**—None.

By Senator Hatfield:

**Senate Resolution No. 9**

*Resolved*, That the Sergeant-at-Arms or such assistant as he may designate be and he is hereby authorized and directed to receipt to the Controller for warrants for members and officers of the Senate

Resolution read, and, on motion of Senator Hatfield, adopted

**MESSAGES FROM THE ASSEMBLY**

At 12.40 p.m., a committee from the Assembly, consisting of Assemblymen Maloney, Hawkins, and Luckel, appeared at the bar of the Senate, and announced that the Assembly was duly organized, and ready to proceed with the business of the State.

**REPORTS OF SPECIAL COMMITTEES**

The following reports of special committees were received:

Senators Parkman, Rich, and Crittenden, the Special Committee appointed to wait upon the Governor and inform him of the organization of the Senate, reported they had performed their duty.

Senators Weybret, Kraft, and Watson, the Special Committee appointed to notify the Assembly of the organization of the Senate, reported they had performed their duty.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, January 13, 1947

MR. PRESIDENT. I am directed to inform your honorable body that the Assembly has elected the following statutory officers for the Fifty-seventh (First Extraordinary) Session:

|                                  |                      |
|----------------------------------|----------------------|
| <i>Speaker</i> -----             | Sam L. Collins       |
| <i>Speaker pro Tempore</i> ----- | Thomas A. Maloney    |
| <i>Chief Clerk</i> -----         | Arthur A. Ohnimus    |
| <i>Minute Clerk</i> -----        | Geraldine B. Hadsell |
| <i>Sergeant-at-Arms</i> -----    | Wilkie Ogg           |
| <i>Chaplain</i> -----            | Rev. Raymond Renwald |

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By H. F. LEWRIGHT, Assistant Clerk

**RESOLUTIONS**

The following resolutions were offered :

By Senator Brown :

**Senate Resolution No. 10**

*Resolved*, That the schedule of salaries of officers of the Senate for this Fifty-seventh (First Extraordinary) Session of the Legislature be the same as that adopted for the Fifty-seventh (General) Session of the Legislature as provided by Senate Resolution No. 5 of that session.

Resolution read.

The roll was called, and the resolution adopted by the following vote :

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Cunningham, Dillinger, Dilworth, Donnelly, Hatfield, Hulse, Jespersen, Judah, Mayo, McCormack, O'Gara, Powers, Quinn, Slater, Swing, Tenney, Ward, and Williams—24.

**NOES**—None.

By Senator Deuel :

**Senate Resolution No. 11**

*Resolved, by the Senate of the State of California*. That all of those persons who heretofore filed their credentials and were duly recognized as representatives of the publications they represented for the Fifty-seventh (General) Session are hereby recognized as the representatives of those publications for this extraordinary session.

Resolution read, and, on motion of Senator Deuel, adopted.

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following resolution was offered :

**Senate Concurrent Resolution No. 1:** By Senator Powers—Relative to the Joint Rules of the Legislature.

**Request for Unanimous Consent**

Senator Powers asked for, and was granted, unanimous consent to take up Senate Concurrent Resolution No. 1, at this time, for consideration.

**CONSIDERATION OF SENATE CONCURRENT RESOLUTION NO. 1**

**Senate Concurrent Resolution No. 1**—Relative to the Joint Rules of the Legislature.

Resolution read.

The roll was called, and the resolution adopted by the following vote :

**AYES**—Senator Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Desmond, Dillinger, Dilworth, Donnelly, Hatfield, Hulse, Jespersen, Judah, Kraft, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—31.

**NOES**—None.

Resolution ordered transmitted to the Assembly.

**MOTION TO PRINT REPORT**

Senator Collier moved that the following Report of the Joint Fact-Finding Committee on Highways, Streets, and Bridges be printed in the Journal, and 500 additional copies be printed in 10 point type ;

Motion carried.

**PRELIMINARY REPORT OF THE JOINT FACT-FINDING COMMITTEE ON HIGHWAYS, STREETS, AND BRIDGES TO THE FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION OF THE CALIFORNIA LEGISLATURE**

Appointed under Senate Concurrent Resolution No. 27 of the Fifty-sixth Session of the Legislature. Filed with Secretary of State June 16, 1945 (Res. Chap. 133. Stats. of 1945, p. 3138)

**Members of the Committee**

|                            |                                  |
|----------------------------|----------------------------------|
| RANDOLPH COLLIER, Chairman | CHARLES W. STREAM, Vice Chairman |
| GEORGE J. HATFIELD         | MICHAEL J. BURNS                 |
| BEN HULSE                  | C. DON FIELD                     |
| JAMES J. MCBRIDE           | GERALD P. HAGGERTY               |
| THOMAS MCCORMACK           | CHARLES W. LYON                  |
| JERROLD L. SEAWELL         | BERNARD A. SHERIDAN              |
| JACK B. TENNY              | FRANK J. WATERS                  |

In accordance with provisions of Senate Concurrent Resolution No. 27, we submit herewith a report of the Joint Fact-Finding Committee on Highways, Streets, and Bridges.

---

By Senate Concurrent Resolution No. 27 (Res. Chap. 133, Stats. of 1945), this committee was in effect instructed to advise the Legislature as to how the people of California should provide themselves with a highway system that will supply efficient and economical service during the next decade. Specifically, we were directed to determine what changes are required in present methods and concepts in order to guarantee that our roads and streets will be built to adequate engineering design standards, provided in the proper places at the right time, at costs which are as low as possible and fairly distributed among those who benefit from the services rendered.

From the outset of this investigation it has been apparent to your committee that the issues and problems involved are of bewildering proportions. And during the exploratory period of the study it became equally apparent that there existed no single repository of knowledge, fact or judgment from which ready solutions could be drawn. Those conditions have controlled the organization and conduct of our work. We have conducted extensive hearings and field studies. We have sought and obtained information from many state and local agencies. We have secured technical advice from competent specialists in the fields of engineering and finance. And, finally, your committee has participated in the work of other legislative committees, particularly in problems relating to safety and other matters affecting regulation of highway use.

**PART I—ORGANIZATION OF WORK**

**Committee Hearings and Field Studies**

In accordance with Senate Concurrent Resolution No. 27 of the Fifty-sixth Session, your highway committee met in the State Building in San Francisco on September 11, 1945, to organize its staff and appoint mem-

bers of its Advisory Council, consisting of representatives of state-wide public and private agencies and other organizations interested in road problems. The members of the Advisory Council are:

P. Arnold Anderson, Private Truck Owners Bureau of California.  
 Lewis E. Arnold, League of California Cities.  
 Donald W. Cleary, Mayor's Office, San Francisco.  
 Stephen W. Cunningham, Los Angeles Traffic Association.  
 J. Allen Davis, Automobile Club of Southern California  
 Peter H. Ducker, Motor Vehicle Advisory Committee  
 Frank G. Forward, Highway Development Association of San Diego  
 Don E. Gilman, Western Oil and Gas Association  
 Leo C. Hammett, County Supervisors Association of California  
 George A. Herz, Jr., Associated General Contractors  
 Dr. L. I. Hewes, Public Roads Administration.  
 William V. Hill, California Transit Association.  
 George Hoberg, Redwood Empire Association  
 C. O. Hooper, California Farm Bureau Federation  
<sup>1</sup>Edgar E. Lampton, Department of Motor Vehicles, State of California.  
 Samuel Leask, Jr., California Retailers Association.  
<sup>2</sup>Clark Galloway, California State Chamber of Commerce.  
 Col. F. C. Lynch, Greater Los Angeles Safety Council.  
 George T. McCoy, Department of Public Works, State of California  
 A. J. McFadden, Agricultural Council of California.  
<sup>3</sup>Claude Minard, California Railroad Association.  
 Edwin S. Moore, California State Automobile Association.  
 Frew Morton, Outdoor Advertising Industry.  
 Dixwell L. Pierce, State Board of Equalization  
 Charles W. Real, California State Federation of Labor.  
<sup>4</sup>F. G. Pellett, Brotherhood of Railroad Trainmen.  
 David G. Shearer, The Trucking Industry, Inc.  
 J. P. Spaenhower, The Truck Owners Association of California.  
 Charles C. Stanley, Esq., The Texas Company

Since that time the committee has held 64 hearings throughout all parts of the State, for the purpose of having the boards of supervisors of every county and the officials of every city in the State present their road problems and recommend solutions. All interested parties were given an opportunity to present their views and persons of special competence from industry and certain national organizations were asked to give the committee the benefit of their knowledge and experience.

During its hearings in various parts of the State the members of the committee, together with state, county and city officials, were driven over many of the roads on which there are critical deficiencies and on which future construction projects are proposed in order to view at first hand the problems and proposed solutions. The members personally inspected many areas of acute congestion and points of frequent traffic accidents.

Members of the committee's staff were instructed to make all necessary field investigations and to interview officials in various parts of the State on special problems. The committee and staff have inspected in excess of 10,000 miles of roads in the State during the period of the study.

#### Engineering and Financial Studies

The committee sought the consultative services of leading specialists in the various fields, both in and out of California. Mr. Charles L. Dearing of the Brookings Institution, Washington, D. C., assisted the committee as adviser and consultant. Mr. Richard M. Zettel, formerly a highway economist on the staff of the Board of Investigation and Research, and

<sup>1</sup> Vice Gordon Garland, resigned.

<sup>2</sup> Vice John Luther, resigned.

<sup>3</sup> Vice Frank Karr, Esq., resigned.

<sup>4</sup> Vice Harry See, resigned.

former Director of Research, Washington State Tax Commission, was chosen to submit an historical and statistical analysis of taxes for highway purposes in California. Mr. G. Donald Kennedy, Vice President of the Automotive Safety Foundation, was loaned to the committee to direct the engineering studies. And Mr. Bertram H. Lindman, formerly an engineering economist with the Highway Cost Commission of the State of Washington, was engaged to make an economic and financial study of future highway revenues and expenditures.

Members of the research staff were instructed to report to the committee so the committee, in turn, could formulate its policies and make recommendations to the Legislature.

The results of these various studies are attached hereto as staff reports No. 1 (Engineering Report), No. 2 (Financial Report), and No. 3 (Tax Analysis). The committee desires to point out that the recommendations contained in the engineering report and in the financial report are the personal recommendations of the particular members of the research staff who prepared the reports. The committee has not approved these recommendations. On the other hand, several members of the committee are in sharp disagreement with some of the recommendations.

The committee does believe that the factual information and much of the analysis contained in these reports are indispensable to a solution of the problems involved. Therefore, a careful study of these reports is urged upon the individual Members of the Legislature.

#### **Information From State and Local Agencies**

In addition to asking each county board of supervisors and the officials of each city to present information, the committee requested the State Highway Engineer, the Legislative Auditor, the Director of Motor Vehicles, the State Controller, the Board of Equalization, the County Supervisors Association of California, and the League of California Cities to submit all available data bearing on the subjects of the committee's inquiries. Members of the Advisory Council were also invited to provide information for the use of the committee.

At all of its hearings the committee has asked state, county, and city officials to explain in detail the various ramifications of road administration at all levels of government.

#### **Cooperation With Other Legislative Committees**

It became apparent to the committee early in its studies that the regulation of highway use, and more particularly law enforcement, would have to be considered along with engineering studies if safety on the highways were to be provided. The Senate Committee on Governmental Reorganization had made a study of Motor Vehicle Administration in California with special reference to the Division of Enforcement. It was decided that this Senate committee, from its experience, would be better qualified to study and report on the general subject of enforcement, including driver licensing which is administered by a separate division of the Department of Motor Vehicles. Therefore, by arrangement with the chairman of the Senate committee, a report on traffic law enforcement was obtained from Lt. Col. Franklin M. Kreml of the International Association of Chiefs of Police and is on file with the Senate Committee on Governmental Reorganization.

The committee asked the Department of Motor Vehicles for certain statistical information essential to its studies, and learned that a large amount of work and a prohibitive expenditure of funds would be required to obtain from vehicle registration records in the department information as to weights of commercial vehicles and the place where all vehicles are garaged and used. Therefore, by arrangement with the Legislative Auditor, a study of vehicle registration and the mechanization of registration procedures was undertaken by the Joint Legislative Budget Committee in order to modernize both motor vehicle registration and the related financial and statistical procedures. A report has been filed with the Senate Committee on Governmental Reorganization. If the recommendations of the Legislative Auditor are adopted, valuable statistical information will become available. Such data would enable the Legislature to allocate highway-user revenues and other road funds more equitably in the future.

Matters of general taxation are being studied by the Senate and Assembly Committees on State and Local Taxation, but on certain matters of highway taxation which overlap their field these legislative committees have cooperated with our committee during the course of its investigations.

#### **PART II—OUTLINE OF MAIN PROBLEMS AND SUMMARY OF CONCLUSIONS**

The committee's activities have been focused on the four major problems of highway management:

1. Determination of the proper size, cost, and use classification of a modern highway system.
2. Fair distribution of these costs among various groups of highway users and general taxpayers
3. The proper allocation of administrative authority and financial responsibility among the levels of government
4. Regulation of highway use to obtain maximum service and to protect life and property.

From analysis and interpretation of the data bearing on each of these major problems your committee has reached four basic and controlling conclusions:

##### **A. Important Segments of California's Road and Street System Are Critically Inadequate and Need Immediate Improvement**

The present system does not have sufficient capacity to move existing volumes of traffic economically, safely, or conveniently. And it will become progressively more deficient in view of expected increases in motor vehicle use. It is obvious that key segments of the system must be rebuilt to modern standards of lane capacity, alignment and grade, and all tested devices for minimizing traffic hazards must be built into the system without delay.

An aggregate expenditure of at least \$2,819,853,000 between July 1, 1945, and June 30, 1959, will be required in order to modernize the road and street plant, provide adequate maintenance, and assure efficient administration.

Work under way or projected for the period up to January 1, 1948, will reduce the amount of expenditure required for this minimum highway program from January 1, 1948, to June 30, 1959, to \$2,434,730,000.

The committee is convinced that the best possible use of an inherently deficient plant will not produce the kind and quality of automotive service required for a balanced development of the social and economic life of California. When a physical plant becomes functionally or technically obsolete it must be rebuilt or expanded. Otherwise, stagnation sets in, inefficiencies multiply, and costs mount.

Your committee recognizes that sound management of highway, road, and street facilities requires as a primary objective the preservation of the substantial capital investment in the existing plant by making adequate provision for maintenance. Therefore, the Legislature should first make provision for such maintenance.

Ordinary business prudence dictates, however, that we should not attempt during the next decade to extract 45,000,000 miles of vehicle travel annually from a road and street system that is visibly inadequate to carry the present annual traffic load of 32,000,000,000 vehicle-miles. By that course of inaction the users would in reality pay as much for a thoroughly inefficient service as would be required to finance a modern road plant.

The basic choice is clear. The people should be in favor of investing capital in a long-term right-of-way acquisition program and the building of a permanent and productive road plant as against dissipating a greater amount in high operating costs, in highway maintenance and vehicle operation, repair and replacement of damaged vehicles, increased insurance outlays, and the mending of personal injuries, not to mention the terrible loss of life in traffic accidents.

The program of road and street modernization proposed in the Engineering Report is, in the judgment of the committee, conservative and a bare minimum of the needs of the State. In this regard the committee desires to call attention to the estimates of need as submitted by the counties, upon which the program of county road improvement proposed in the Engineering Report was based after making certain adjustments. The total amount of critical deficiencies and necessary improvements as reported by the counties was \$322,635,560. However, in its hearings throughout the State the committee found that few of the counties had made an adequate determination of either their critical deficiencies or necessary improvements. This was due in part to the inability of the counties to secure sufficient trained engineering personnel due to wartime conditions. In part it was due to the lack of a centralized and efficient road administration. Obviously the figure above mentioned cannot be considered as an accurate estimate of county road needs. The committee believes the sum is entirely inadequate to put our county roads in proper condition.

It was also apparent to the committee during the course of its hearings that a number of cities did not have adequate plans and information upon which to base accurate estimates of their needed street improvements.

The committee recognizes the necessity for an investigation, study, and report upon the critical deficiencies and necessary improvements of

both the county road and major city streets systems. It recommends that the Legislature direct the California Highway Commission to make a complete survey thereof, in cooperation with the counties and cities, and report its findings to the Legislature.

In general, however, the program outlined in the Engineering Report is soundly conceived in its major outlines. The engineering standards applied in formulating the improvement program for the various road and street systems are those developed by the American Association of State Highway Officials. The recommended programming of improvements assigns priorities where they belong. On the roads and streets which are of primary interest to the motor vehicle users who will be expected to assume a major portion of the costs. The estimates of aggregate cost take account of probable changes in the price level, make allowance for adequate maintenance of the road and street plant, and provide for the necessary administrative overhead. In our opinion any lesser program will fail to provide acceptable standards of service.

The existing revenue system will produce approximately \$1,862,-782,000, under present tax levies and rates, at expected levels of motor vehicle use and projected property valuation. The difference between estimated aggregate cost and revenue, amounting to at least \$957,071,000, must be obtained either from other sources or by increasing the present rates of user charges (fuel taxes, license fees, etc.) and property taxes.

#### **B. The Present System of Dividing Road and Street Costs Among Taxpayers Is Inequitable in Important Respects and Requires Adjustment**

##### **1. Division of Total Highway Costs Between General Taxpayers and Highway Users**

A road and street system of the character and magnitude proposed in this report will require expenditures at a rate considerably in excess of the present level. The proper assignment of these costs among groups of taxpayers raises the most controversial issues involved in the problem. We have not in the course of our study been able to discover authoritative rules or principles by which anyone can devise precise taxing policies and schedules that will serve to divide total costs with exact fairness among those who are expected to benefit from road and street use. We believe, however, that there has been accumulated a sufficient body of data to afford substantial guidance in the formulation of a workable and fair system of highway management and financing.

The general method under which highway costs have been divided between general taxpayers and motor vehicle users does not provide a fair distribution of the burden. Motor vehicle users have been singled out as a special class of beneficiaries and, since 1920, have been assigned progressively larger portions of the highway bill. The road and street facilities which are of predominant interest to these special users remain critically deficient. Substantial amounts of state-collected user taxes have been expended on segments of California's road plant which carry small percentages of the total traffic. This dispersion of revenue has obviously retarded scientific programming of road improvement in accordance with transportation requirements.

Under these circumstances it would be inappropriate to fill the revenue gap by the simple device of a proportional increase in present



tax rates. This would only perpetuate and intensify the existing inequities

What is required is a basic reclassification of roads and streets in accordance with the predominant purposes served. This method affords the most orderly device for dividing financial responsibility for construction and replacement between motor vehicle users and other taxpayers. The cost to be assumed by motor vehicle users, as special taxpayers, should be limited to specifically designated systems composed exclusively of roads and streets which can be justified on the basis of transportation savings. The cost of other facilities which are maintained primarily to give access to land and dwellings must be borne by the present and prospective beneficiaries of their use.

By making practical application of these principles to the program proposed in the Engineering Report, your committee finds that motor vehicle users as a class should be assigned primary financial responsibility for:

- a. The improvement and maintenance of the State Highway System  
It is not contemplated that primary responsibility for any portion of the State Highway System will be transferred to local jurisdiction.
- b. The construction and replacement (capital outlays) of a system of primary county roads, which system will be fixed under standards adopted by the Legislature.
- c. The construction and replacement (capital outlays) of a system of city streets of major importance, which system will be limited according to standards adopted by the Legislature

## **2. Distribution of the Highway Users' Share of Costs**

The portion of the total highway bill assignable to motor vehicle users, as such, is at present not equitably divided among the users of various classes of motor vehicles (passenger cars and light trucks, privately-operated commercial vehicles, and for-hire commercial vehicles).

The problem facing the Legislature is essentially one of finding a fair, just and reasonable price for a publicly-provided service. It is complicated by all of the inherent issues encountered by regulatory commissions in setting a fair rate for public utility services such as railroad transportation, power, heat, and light. For the State, in providing road and street facilities, is in effect managing and financing a full-scale transportation system. In establishing the prices to be paid by the users of this service the Legislature is therefore acting in the same general capacity as a regulatory commission in fixing reasonable rates for privately-owned utilities. These public regulatory commissions apply certain universally accepted standards. Thus, no private utility is permitted to charge a rate which would produce an exorbitant profit. All rates as applied to similarly situated individuals or communities must be nondiscriminatory. And, of equal importance, individual rates must bear some reasonable relationship to the cost of performing specific services.

There is no apparent reason why the same standards should not bind the State in establishing tax rates for the use of its highways. In short, by the application of these generalized standards at least the upper and lower limits of a reasonably fair system of user charges can

be definitely established. Determination of the specific rate schedules within these limits is an appropriate function of the Legislature where highway charges are concerned, just as the exercise of discretion and judgment is the function of regulatory commissions in other fields of utilities operation.

In the judgment of your committee, the evidence indicates that the existing system of user taxes is defective in at least two major respects: First, it discriminates against small vehicles because it relies primarily upon gasoline taxes; and gasoline consumption per mile does not increase proportionally to the gross weight of the vehicle. Second, while the present user tax system, with its 3 percent gross receipts tax on intercity for-hire operations, does not discriminate against for-hire vehicles as a group, it does discriminate against certain for-hire vehicles whose annual mileage is no greater than that of certain private vehicles of a similar size but which are not subject to the gross receipts tax.

The fact that gasoline consumption does not adequately measure highway use makes it necessary to devise supplementary taxes which will make up the deficiency of the gasoline taxes. Based on analysis of several possible tax bases, we have concluded that a system of mileage taxes, supplemented by an annual registration fee at a nominal rate, affords the fairest and most workable method of developing a balanced system of user charges.

Mileage taxes, applicable only to vehicles over a given gross weight, would supplement the registration fee and the motor fuels taxes in an equitable manner because they would directly measure highway use and, hence, benefits derived from highways. The mileage tax schedule should be graduated with the gross weight of the vehicle to compensate for the gasoline tax deficiency, in order to require payments on each vehicle commensurate with size as well as mileage traveled.

The upper limit for mileage taxes may be established by the ton-mile method, that is, the tax schedule should require tax contributions from vehicles proportional to their relative ton-miles of operation. Gross ton-miles may be considered an appropriate measure of highway use and hence of benefits derived. Adoption of a mileage tax of this nature will shift part of the relative tax burden from light vehicles to heavier vehicles.

The lower limit for mileage taxes may be established by adjustments designed so that the total relative contribution by commercial operators will not be less than that which exists under the present system of user taxes. These mileage tax rates may be considered the minimum. For it would be inequitable to reduce the relative contributions of commercial operators in the face of evidence that the existing system already discriminates against private passenger cars, particularly in view of the fact that the improved road plant will benefit commercial users as well as passenger cars and that many of the critical deficiencies in the existing system are directly traceable to the heavy vehicles of commercial users. A mileage tax system predicated upon the lower limit would not change the distribution among major vehicle classes, and hence would not remove discrimination against passenger cars. It would, however, improve the internal distribution of the burden among heavy commercial vehicles

and eliminate discrimination against certain for-hire and low-mileage vehicles

An additional adjustment is required in the user tax system because diesel fuel consumption per mile is substantially less than gasoline consumption per mile for vehicles of the same size.

**C. Revisions of a Fundamental Nature Are Required in the Methods Now Employed to Divide Authority and Responsibility Among Levels of Government**

Under existing arrangements the State recognizes that it has certain responsibilities for the support of roads and streets lying outside the designated State Highway System. At present, an attempt is made to satisfy this responsibility through a complicated and irrational set of allocation formulae. There are several fundamental defects in this procedure which need remedying.

The present formula method of allocating state aid is arbitrary, both as to total amount of funds allocated and as to distribution among individual counties and cities. For instance, in the distribution of gasoline tax moneys to counties in the Fiscal Year 1946, at one extreme a county with 518 miles of maintained county roads received \$1,133,672, or \$2.187 per mile, while at the other extreme a county with 953 miles of maintained county roads received \$48,260, or \$51 per mile. Obviously, the amounts made available to local units bear no necessary relationship either to the true road and street needs or to the real and variable costs of satisfying those needs.

Several counties now violate the most elementary standards of efficient road management. They divide available funds arbitrarily among supervisorial districts. By failing to center policy-making in the governing body of the county, and administrative responsibility in a single agency or individual, they confuse overhead control with execution of a program and get poor results on both scores.

These defects can be remedied by the following measures:

1. Revising methods of distributing highway-user funds to local units and limiting the application of construction funds to a system of primary county roads and a system of major city streets strictly defined under standards adopted by the Legislature.
2. Withholding state financial aid from any county or city that has not established centralized and efficient road or street administration and made provision for adequate reporting of road and street expenditures to the State Controller.<sup>5</sup>

It is contemplated that the Legislature should adopt standards defining the county roads and city streets eligible for inclusion in the primary county road and major city street systems. The county board of supervisors or the city council, as the case may be, should, after local public hearing properly advertised, select the roads or streets to be included in such systems. At the state level the approving authority should not disapprove the inclusion of any road or street designated by the local authority until and unless the state authority holds a local

<sup>5</sup> The County Supervisors Association of California, in a resolution adopted November 14, 1946, recognized the desirability of consolidation of county road administration

public hearing, properly advertised, in the particular county or city affected.

The State, as a representative of the people as a whole, cannot be indifferent to the inefficient use of tax resources. Much less can it overlook the wasting of state-collected revenues. Consequently, where the proceeds of state-imposed tax levies are involved, it is imperative that the State limit the application of those funds to the purposes for which they were collected and guarantee their effective use. In practical application this means that user charges, collected as the price for a specific highway service, must be applied only to those roads and streets which have been provided to meet the needs of motor vehicle users.

The purpose of the controls outlined above is not to deprive local units of the initiative and independent action necessary to the exercise of local self-determination in the administration of roads and streets. Rather, the purpose is to strengthen local highway management and, at the same time, to protect the State's interest in the use of funds dedicated primarily to the needs of motor vehicle users.

The State could, of course, choose to discharge its responsibility in this matter by centralizing control over all roads and streets which possess any state-wide importance. Thus, it could absorb into the State System all roads and streets which are to receive support from user revenues. This line of action would leave many local units, especially counties, unable to carry on the residual road function. And it would inevitably lead to complete centralization of all road and street work in the state agency, an alternative that has been adopted in several states (North Carolina, West Virginia, Virginia, and Delaware) but which this committee feels would be a step in the wrong direction.

The general plan of administration recommended in this report is designed to strengthen local road administration and at the same time to discharge more effectively the inherent responsibility which resides in the State Government. It is contemplated that counties and cities will program, budget for, construct, and maintain the projects on their primary county road systems and their major city street systems. The plan will require that the projects initiated by the counties and cities be approved at the state level, primarily to insure integration of the road and street systems. There is now no method by which the local levels of government can effectively coordinate their proposed improvement programs.

Successful management of any undertaking of the size and complexity contemplated in a future highway program costing at least 2.8 billion dollars obviously requires a nicely balanced system of cooperation among the various levels of government under the most efficient administrative organization that can be devised.

Under the general plan of administration recommended in this report, it is not intended that the California Highway Commission shall take over the letting of contracts, actual construction, and other functions now in charge of county and city authorities. The committee believes it desirable to maintain a maximum of local responsibility and authority. But it also believes that the Legislature in appropriating state funds is charged with the duty of providing state supervision over the expenditure of these funds. Therefore, it is contemplated that the California Highway Commission be given a role of general supervision and

responsibility for successfully carrying out the highway improvement program. Under these circumstances it is imperative that certain organizational defects in the existing system be corrected.

Fundamental authority and responsibility for highway work is now confused organizationally with unrelated lines of government action. The highly specialized and technical nature of the highway program and the need for continuity of policy in a long-range plan of capital investment require the establishment of organizational arrangements adapted to these specialized problems and unencumbered by unrelated activities. Clarification is needed in the lines of authority and responsibility connecting the legislative department, the executive department, and the highway commission. Specifically, it is recommended that the continuing function of policy-making with respect to highway administration be centered in a highway commission, composed of not more than seven members serving overlapping terms and appointed by the Governor subject to Senate confirmation and removal by a two-thirds vote of both the Senate and Assembly. All highway programs proposed by the commission should be carried out under the immediate supervision of a chief highway engineer operating under published rules and regulations adopted by the commission under standards enacted by the Legislature. Any such program requires an efficient system for distributing such regulations to all persons who would be affected thereby. The best means of accomplishing this would be to include the commission's rules and regulations in the California Administrative Code and make the code easily available to all interested persons.

The budget for administration of the Division of Highways should be included in the State Budget Bill. The commission should also be required to report to the Legislature each year its proposed budget for maintenance and construction, together with a report to the Legislature on the fulfillment or the reasons for any changes in the budget of the previous year.

**D. Current Regulation of Highway Use Does Not Produce Maximum Service  
Nor Does It Afford Adequate Protection for Life and Property**

No amount of capital investment in a road and street plant can produce optimum service in the absence of effective regulation of highway use. In the management of a public monopoly, such as highways, regulatory responsibility devolves on public agencies. Satisfactory results in this field cannot be left to the forces of competition as in the case of general business activity. There can be no escape from the conclusion that the current standards and methods of highway regulation in California are failing to produce the best possible use of our road and street plant.

Capital investment is being destroyed by unrestricted operation of heavy vehicles on roads and bridges originally designed to carry light loads only. Especially serious problems arise because of the inability of counties and cities under present laws to restrict the use of their roads, streets, and bridges to the types of operation for which those facilities were designed.

This situation should be corrected by vesting in the counties and cities full legal authority to control the conditions and standards of use on all county roads and city streets except those in the state highway,

primary county, and major city street systems. The conditions and standards of road use on the county primary and major city street systems should be proposed by the appropriate local officials subject to general approval by the California Highway Commission to insure uniformity.

The Highway Commission should be given adequate authority to restrict the use of all state highways when the commission finds that the State's investment in its road plant will be substantially jeopardized or destroyed by unrestricted use of the state highways by heavy vehicles.

The disproportionate rate of motor vehicle accidents on California's roads and streets affords inescapable evidence of defects in the enforcement system.

It is true that traffic density is greater on California's highways than in any other state and that our State now stands first in motor vehicle registrations and motor vehicle miles traveled. However, your committee has been unable to discover any rational explanation for the fact that California has more fatal accidents than the combined total for the two most populous states in the Nation: New York and Pennsylvania. We have, on the contrary, found convincing evidence that this unparalleled accident rate can be reduced quickly and substantially by well-tested methods of law enforcement.

Certainly, we can make more humane use of our existing road and street plant. Law enforcement administered in accordance with tested concepts and administrative techniques, adequately financed, can reduce quickly the senseless slaughter and injury that is rapidly transforming a potentially useful transportation medium into an instrument of economic and human waste.

If there are those who must be convinced that money dividends will be earned by public funds spent to reduce highway deaths, that, too, can be demonstrated. For our failure to enforce reasonable standards of safety and responsibility in the use of our roads is reflected clearly in property losses, personal injuries, and loss of personal income amounting to more than \$200,000,000 annually. A substantial portion of this amount is sheer and preventable waste.

### **PART III—GENERAL CONCLUSIONS AND SUMMARY OF RECOMMENDATIONS**

Manifestly, translation of these findings and conclusions into legislative policy and administrative action will require revisions and adjustments in our accustomed concepts and methods. But, in the judgment of your committee there can be no responsible difference of opinion regarding the long-range objective of this program. The State of California has grown to economic maturity in the midst of revolutionary changes in the methods of moving goods and people—those brought about by automotive transportation.

Our agricultural, industrial, and social structure bears the indelible imprint of the motor vehicle. The efficiency of modern life, whether in business or recreation, is measured in terms of how long it takes to move from place to place; how much it costs in dollars and cents; and how much it costs in life, limb, and personal exasperation. We could not alter these facts in the foreseeable future even if we wished to do so. But we

can face up to the fact that, tested by any reasonable standards of efficiency, convenience, and safety, our present highway plant is grossly deficient. It produces congestion, waste, and annoyance where an efficient system would supply freedom of movement, economy, and personal convenience. It kills and maims people at seemingly insatiable rates in the face of a demonstrated fact that engineering and enforcement can rid highway use of its major hazards.

There is, of course, room for reasonable differences of informed opinion regarding several aspects of the program recommended in the Engineering Report. In devising any plan to be carried out over a period of more than a decade, long-range projections must be made. Thus, it was necessary to make estimates regarding population and motor vehicle ownership and use, as well as to estimate the costs of material and labor which would go into the construction program. Predictions of this type are hazardous at best. But in our judgment the most reliable data obtainable were utilized in formulating the projections which underlie the recommended program. And, where speculation was involved, doubt was resolved on the side of conservatism.

We feel strongly that differences of opinion regarding these necessarily estimated factors should not be permitted to obscure the controlling fact that an early start should be made in modernizing California's road and street system. We believe that the recommended program affords a sound bench-mark for that beginning. Any subsequent adjustments that might be required in the program because of changed conditions can be made without altering the long-range objective.

Important aspects of the highway problem have been controversial for many years and will so remain until wide gaps in present information and knowledge are filled. Other equally important issues can never be resolved by measurement and analysis. In these areas sensible choices can be made only through the legislative process and on the basis of considerations which overlap other fields of government responsibility and action.

We have sought to determine the financial responsibility of various groups of taxpayers and to provide the Legislature with the facts necessary to assess the burden properly once the Members of the Legislature decide the size of the future program.

However, the following recommendations would apply to any future program which may be adopted:

1. That a vastly more expanded and accelerated right of way acquisition and highway construction program be undertaken immediately.

2. That all funds available at present or to become available before July 1, 1948, be concentrated on the most critically deficient parts of the highway system.

3. That the Legislature provide additional financing to carry out the program recommended in this report in accordance with the principles set forth herein.

4. That a sinking fund sufficient to retire all state highway bonds be established by an appropriation out of the general funds of the State.

5. That the necessary steps be taken to assure funds for adequate maintenance of the existing highway, road, and street plant.

6. That the "in lieu" tax be returned to the counties and cities, after deducting the costs of administration, to be used for the maintenance of roads and streets.

7. That county roads be legally classified by providing a system of primary county roads, to be fixed under standards adopted by the Legislature.

8. That the existing legal classification of major city streets remain unchanged but be limited according to standards adopted by the Legislature.

9. That the California Highway Commission be reorganized in accordance with the principles set forth herein.

10. That the California Highway Commission also be organized and provided with effective cooperative machinery so as to assume a role of general supervision and authority with regard to the county primary system and the major city street system; and that all projects on these systems which are proposed and budgeted for by the county boards of supervisors and the city councils, to be paid for in whole or in part from state-collected user revenues, be approved by the commission before bids are advertised or work is begun on the projects.

11. That before July 1, 1948, each county be required to consolidate its county road administration in a central county road department adequately staffed with competent personnel.

12. That the California Highway Commission be given the authority to restrict and otherwise regulate the use of all state highways, and approve restrictions of use of primary county roads and major city streets proposed by local officials; and that the county boards of supervisors and the city councils be given the authority to restrict and regulate the use of other roads and streets.

13. That the Legislature provide for more efficient traffic law enforcement.

14. That the Legislature enact legislation without delay, as the problem is one of greatest urgency. Where it is recommended that certain provisions become effective at a later date, the legislation itself should be enacted immediately so that the various public officers will be authorized to take the necessary administrative action.

The foregoing report is approved by the undersigned members.

Respectfully submitted.

(Signed)

RANDOLPH COLLIER, Chairman  
CHARLES W. STREAM, Vice Chairman  
JERROLD L. SEAWELL  
JAMES J. MCBRIDE  
THOMAS MCCORMACK  
BEN HULSE  
GEORGE J. HATFIELD  
CHARLES W. LYON  
GERALD P. HAGGERTY  
BERNARD A. SHERIDAN  
MICHAEL J. BURNS



**MINORITY REPORT**

We the undersigned members of the committee, while agreeing in the main with the foregoing report, are not prepared to accept without qualification the cost estimates contained in the staff's engineering report or the revenue estimates contained in the staff's financial report. These estimates cover a 14-year period beginning on July 1, 1945, and ending June 30, 1959. It is impossible to judge economic trends that far in advance with any degree of accuracy and estimates must of necessity be guesses.

Concerning the cost estimates, we observe that they are not based on precise engineering detail, nor are they related to specific projects. Moreover, the staff has estimated that unit costs in the 10-year period beginning in 1949 will approximate those of 1946. Yet the engineering report indicates graphically that following World War I, costs advanced but two years and then there was a long period of declining costs. It can also be pointed out that engineering techniques will doubtless continue to advance in the future as in the past. Unit costs, therefore, should decline as more labor saving machinery is used and as more advanced methods are employed. A 25 percent error in cost estimates would place revenue needs in an entirely different light.

Concerning revenue estimates, there is room for much doubt. The California Major Highway Development Committee, which embraces persons highly qualified to judge highway finance trends, estimates that revenues from existing sources will be considerably higher than does the technical staff. On the basis of the revenue estimates of this citizens group, taking into account an independent computation of the probable amount of property tax money available for highway purposes, there will be enough revenue available from carry-over balances and current revenue sources to take care of the expenditures recommended in the staff report for the next four years. Speed in providing additional revenues, therefore, is not an answer to California's present highway problem; although the program should be undertaken at once.

It thus appears to the undersigned that the over-all program can be carried forward in this transitional period without the need of increase in any taxes; and such increases can be imposed when and as the actual facts, both with respect to the cost of the program and the yield from the present revenue system, become clear.

(Signed)

JACK B. TENNEY

FRANK J. WATERS

## Motion to Print in Journal

Senator Tenney moved that the following additional figures with reference to highway construction be printed in the Journal:

Motion carried.

According to the Kennedy Engineering Report submitted to the Collier Committee in Sacramento on October 16, 1946, California should spend on its state and local highways the sum of \$632,725,600 in the four year period beginning July 1, 1946 and ending June 30, 1950.

According to the California Major Highway Development Committee in a report it submitted to the Collier Committee in Sacramento on September 25, 1946, federal and state revenues available for state and local highways in the next four years will amount to \$594,914,000.

Inasmuch as the Kennedy expenditure figures include county roads and city streets, it is necessary to take into account the probable amount of local property tax levies for highway purposes. Based on actual property tax levies for highway purposes in 1945, compounded on the basis of an annual increase of 5 percent, property tax revenue in the next four years is independently estimated at \$73,271,000.

By adding federal, state and local revenues as above computed, there will be available for state and local highway purposes, after taking into account the carry-over cash balance as of July 1, 1946, the sum of \$668,185,000 from existing tax sources in the next four years.

Without any change in the tax system, there will be enough revenue to take care of expenditures recommended in the Kennedy staff report for the next four years, leaving a cash balance on June 30, 1945, of approximately \$35,000,000.

**Proposed Highway Expenditures Compared With Available Highway Revenues  
State of California**

|                        | (1)<br><i>Proposed<br/>state<br/>and local<br/>highway<br/>expenditures</i> | (2)<br><i>Estimated<br/>federal and<br/>state<br/>revenues<br/>from existing<br/>sources</i> | (3)<br><i>Estimated<br/>local property<br/>taxes</i> | (4)<br><i>Estimated<br/>total<br/>highway<br/>revenue</i> |
|------------------------|---|--|--|---|
| Carry-over             |   |  |  |   |
| Cash Balance --\$----- |   | \$132,898,000  | \$-----  | \$132,898,000   |
| 1946-47 -----          | 148,395,000   | 109,558,000  | 17,000,000   | 126,558,000   |
| 1947-48 -----          | 137,157,000   | 121,877,000  | 17,850,000   | 139,727,000   |
| 1948-49 -----          | 136,790,000   | 116,656,000  | 18,742,000   | 135,398,000   |
| 1949-50 -----          | 210,383,600   | 113,925,000  | 19,679,000   | 133,604,000   |
| Four Year Totals       | \$632,725,600   | \$594,914,000  | \$73,271,000   | \$668,185,000   |
| Surplus Revenue -----  |   |  |  | \$35,459,400  |

## NOTES:

(1) Proposed state, county and city highway expenditures as recommended in Kennedy Report submitted to Joint Fact-Finding Committee on Highways, Streets and Bridges on October 16, 1946.

(2) Carry-over cash balances and estimated highway revenues from existing Federal and State tax sources compiled by California Major Highway Development Committee, submitted to Joint Fact-Finding Committee on Highways, Streets and Bridges on September 25, 1946.

(3) County and city property taxes levied locally for highway and street purposes. Projected trend computed on basis of 5% annual increase above actual level for 1945, which is conservative in view of fact many counties do not now levy property taxes for highway purposes.

(4) Federal, State and local revenues available for highway purposes in California

JACK B. TENNEY

**MOTION TO SUSPEND STANDING RULES**

Senator Powers moved that Rule 24 be suspended temporarily for the purpose of receiving the bills constituting the recommendation of the Joint Fact-Finding Committee on Highways, Streets, and Bridges.

Motion carried.

**INTRODUCTION, FIRST READING, AND REFERENCE  
OF SENATE BILLS (RESUMED)**

The following bills were introduced, and read the first time:

**Senate Bill No. 1:** By Senators Keating, McCormack, Collier, and Parkman—An act to amend Sections 160, 164, 164.5, and 675.5 of the Vehicle Code, relating to the registration of motor vehicles.

Referred to Committee on Transportation.

**Senate Bill No. 2:** By Senators Keating, McCormack, Collier, and Parkman—An act to add Section 10759 to the Revenue and Taxation Code, and Section 373.5 to the Vehicle Code, relating to vehicle registration and license fees.

Referred to Committee on Transportation.

**Senate Bill No. 3:** By Senators Keating, McCormack, Collier, and Parkman—An act to amend Sections 102, 108, and 128 of, to add Division 2A, comprising Sections 139 to 139.61, inclusive, to, and to repeal Sections 111, 113, 116, 117, 119, 120, 121, 122, 123, 124, 124.2, 125, 126, 135, 135.5, 135.8, 486, and 489 of, the Vehicle Code, providing for the reorganization of the California Highway Patrol, abolishing the Division of Enforcement of the Department of Motor Vehicles, establishing a Department of Highway Patrol and Safety and prescribing its powers, duties, purposes, and functions, providing for the transfer of records and property; and to make available money for the support of said department.

Referred to Committee on Transportation.

**Senate Bill No. 4:** By Senators Collier, McCormack, and McBride—An act to create the Highway Users Tax Fund in the State Treasury and to provide for the deposit therein of certain proceeds of certain taxes and licenses on motor vehicle fuels and on vehicles, motor vehicles, and the operation thereof, and in connection therewith to amend Sections 8352, 9302, 9303, 9304, and 10452 of, and to add Sections 8353 and 10456 to, and to repeal Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, the Revenue and Taxation Code; to amend Section 7 of Chapter 788, Statutes of 1937; to amend Section 781 and to repeal Sections 780 and 782 of the Vehicle Code, and to add Division 3 to the Streets and Highways Code.

Referred to Committee on Transportation.

**Senate Bill No. 5:** By Senators Collier, McCormack, and McBride—An act relating to funds for street and highway purposes and the allocation thereof; providing for the administration of street and highway work by the State, counties, cities and counties, and cities, and the respective functions of each, and in connection therewith to add Section 29 to

the general provisions of, and to add Chapters 1, 2, and 5 to Division 3 of, and to add Sections 2102 to 2106, inclusive, to Chapter 3 of Division 3 of, and to amend Sections 194 and 195 of, and to repeal Sections 203, 1621, 1622, 1623, 1624, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, the Streets and Highways Code, and to repeal Section 779 of, and to add Section 779 to, the Vehicle Code.

Referred to Committee on Transportation.

**Senate Bill No. 6:** By Senators Collier, McCormack, and McBride—An act to amend Sections 181, 188, 189, 193, and 300 of, and to repeal Sections 190, 191, 232 and Article 2 of Chapter 2 of Division 1 of the Streets and Highways Code, relating to streets and highways and providing for the abolition of the distinction between primary and secondary state highways.

Referred to Committee on Transportation.

**Senate Bill No. 7:** By Senators Collier, McCormack, and McBride—An act to amend Sections 70 and 70.1 of, and to add Sections 70.3, 70.4, 70.5, 70.6, 70.7, 70.8, 70.9, 74, 74.1, 74.2, 74.3, and 74.4 to, the Streets and Highways Code, relating to the powers and duties of the California Highway Commission in connection with public highways.

Referred to Committee on Transportation.

**Senate Bill No. 8:** By Senators Collier, McCormack, and McBride—An act to amend Sections 713, 714, and 715.5 of the Vehicle Code, relating to reduction of weight limits on streets and highways.

Referred to Committee on Transportation.

**Senate Bill No. 9:** By Senators Collier, McCormack, and McBride—An act to amend Section 7351 of the Revenue and Taxation Code, relating to the rate of tax on distribution of motor vehicle fuel, to take effect immediately.

Referred to Committee on Transportation.

**Senate Bill No. 10:** By Senators Collier, McCormack, and McBride—An act to amend Section 8651 of the Revenue and Taxation Code, relating to the use fuel tax, to take effect immediately.

Referred to Committee on Transportation.

**Senate Bill No. 11:** By Senators Collier, McCormack, and McBride—An act to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 of the Revenue and Taxation Code, imposing a tax upon persons engaged in the transportation of persons or property for hire or compensation by motor vehicle, to add Part 4, comprising Sections 9601 to 10501, inclusive, to Division 2 of the Revenue and Taxation Code, and to amend Section 372 of the Vehicle Code, relating to the imposition of taxes and fees to be paid by persons operating commercial vehicles, and providing that this act shall take effect immediately.

Referred to Committee on Transportation.

**Senate Bill No. 12:** By Senators Collier, McCormack, and McBride—An act to amend Section 370 of the Vehicle Code, relating to vehicle registration fees.

Referred to Committee on Transportation.

**Senate Bill No. 13:** By Senators Collier, McCormack, and McBride—An act to amend Sections 276, 277, and 381, and to repeal Section 276.5, of the Vehicle Code, relating to operator's and chauffeur's licenses.

Referred to Committee on Transportation.

**Senate Bill No. 14:** By Senators Collier, McCormack, and McBride—An act to amend Section 374 of, and to repeal Sections 162 and 374.5 of, and to add Section 374.5 to, the Vehicle Code, relating to exemptions of and liability for fees of publicly owned vehicles.

Referred to Committee on Transportation.

**Senate Bill No. 15:** By Senators Collier, McCormack, and McBride—An act to amend Sections 7401, 8101, 8102, and 8103 of, and to add Section 8103.5 to, the Revenue and Taxation Code, relating to motor vehicle fuel license tax.

Referred to Committee on Transportation.

**Senate Bill No. 16:** By Senators Hatfield and Hulse—An act to amend Sections 7351 and 8353 of, to add Section 8352.6 to, and to repeal Section 8353.5 of, the Revenue and Taxation Code, and to amend Section 194 of the Streets and Highways Code, relating to the motor vehicle fuel license tax, and the disposition of the revenue thereof.

Referred to Committee on Transportation.

**Senate Bill No. 17:** By Senators Hatfield and Hulse—An act to amend Section 3 of "An act to provide for the payment of a portion of the bonded indebtedness of the State of California, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately," approved May 19, 1943, relating to the payment of a portion of the bonded indebtedness of the State of California, and making an appropriation therefor.

Referred to Committee on Finance.

**Senate Bill No. 18:** By Senator Powers—An act making an additional appropriation for legislative printing, binding, etc., to take effect immediately.

Referred to Committee on Rules.

#### RECESS

At 12.55 p.m., on motion of Senator Powers, the Senate recessed until 2.45 p.m.

#### REASSEMBLED

At 2.45 p.m., the Senate reconvened.

Hon. Goodwin J. Knight, President of the Senate, presiding.  
Secretary J. A. Beek at the desk.

**RECESS**

At 2.50 p.m., on motion of Senator Powers, the Senate recessed to call of the Chair.

**IN JOINT CONVENTION****ASSEMBLY CHAMBLR, SACRAMENTO**

Monday, January 13, 1947

At 2.56 p.m., the Senate and the Assembly met in Joint Convention. Hon. Sam L. Collins, Speaker of the Assembly, presiding. Chief Clerk Arthur A. Ohnimus at the desk.

**ANNOUNCEMENT**

Speaker Sam L. Collins announced the presence in the Assembly Chamber of the Hon. Goodwin J. Knight, Lieutenant Governor of the State of California and President of the Senate; the Hon. Harold J. Powers, President pro Tempore of the Senate, and invited them to the rostrum.

**ASSEMBLY ROLL CALL**

Hon. Sam L. Collins, Speaker of the Assembly, directed the Chief Clerk of the Assembly to call the roll of Assemblymen.

The roll was called, and the following answered to their names:

Allen, Anderson, Beck, Bennett, Berry, Blosser, Boyd, Brady, Brown, Burke, Burus, Butters, Caldecott, Carey, Clarke, Collier, George D. Collins, Conrad, Cooke, Cramer, Crichton, Crowley, Lester T. Davis, M. Philip Davis, Debs, Dickey, Clayton A. Dills, Ralph C. Dills, Dolwig, Doyle, Dunn, Erwin, Evans, Field, Fletcher, Gaffney, Gannon, Geddes, Grant, Grunsky, Hahn, Hawkins, Hersinger, Hinchley, Hinton, Holibaugh, Huyek, James, Johnson, Kilpatrick, Kirkwood, Knight, Loomis, Lowrey, Luckel Lyons, Maloney, McCollister, McMillan, Miller, Niehouse, O'Day, Price, Robertson Rosenthal, Sheridan, Sherwin, Silliman, Stanley, Stephenson, Stewart, Thomas, Thompson, Thorp, Thurman, Waters, Weber, Wollenberg, and Mr. Speaker—79

The Speaker of the Assembly declared a quorum of the Assembly present.

**SENATE ROLL CALL**

Hon. Harold J. Powers, President pro Tempore of the Senate, directed the Secretary of the Senate to call the roll of Senators.

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—38.

The President pro Tempore of the Senate declared a quorum of the Senate present.

**APPOINTMENT OF JOINT COMMITTEE ON ESCORT**

Hon. Harold J. Powers, President pro Tempore of the Senate, announced the appointment of Senators Ward, Busch, and Donnelly as the Senate Committee to escort His Excellency, Hon. Earl Warren, Governor of the State of California, to the bar of the Assembly.

Hon. Sam L. Collins, Speaker of the Assembly, announced the appointment of Messrs. Lyons, Fletcher, Robertson, Cramer, and Huyck as the Assembly Committee to escort His Excellency, Hon. Earl Warren, Governor of the State of California, to the bar of the Assembly.

#### REPORT OF JOINT COMMITTEE ON ESCORT

The Joint Committee on Escort, appointed to wait upon the Governor and escort him to the Joint Convention, appeared at the bar of the Assembly, and announced the presence of His Excellency, Hon. Earl Warren, Governor of the State of California.

#### PRESENTATION OF THE LIEUTENANT GOVERNOR

Hon. Sam L. Collins, Speaker of the Assembly, then presented Lieutenant Governor Knight to the Joint Convention.

#### PRESENTATION OF THE GOVERNOR

Hon. Goodwin J. Knight, Lieutenant Governor of California, then presented Governor Warren to the Joint Convention.

#### ADDRESS BY THE GOVERNOR

Governor Warren then proceeded to address the Joint Convention as follows:

*Mr. Speaker, Mr. President, Members of the Legislature:*

I have called you into extraordinary session today for the purpose of considering measures to bring our highways up to date and to make their use safe for our people. Thousands of lives are being lost—thousands of people are being injured—and the development of our State is being retarded because we are trying to take care of the automotive transportation needs of 9,000,000 people on an outgrown highway system.

There was a time when California had the outstanding highways in the Union, but they have failed to keep abreast of population growth and transportation demands. Their inadequacy today is apparent to anyone—and in tragic terms.

Fatality and injury rates on our highways have been mounting year by year. In total numbers per state, they are the most numerous in the Nation. In per capita terms, only three small states—Wyoming, New Mexico and Nevada—have records worse than ours. We do not yet have the final figures, but at least 3,800 of our people met violent death on California streets and highways in the year just ended, and approximately 80,000 were injured.

In other words, traffic accidents killed 41 and injured 851 of every 100,000 persons in our State in 1946. Elsewhere, deaths from this cause have been held to a ratio as low as eight per 100,000, and the national average is 26. The total number of such deaths in California every year has been consistently higher than the combined total in New York and Pennsylvania, although the population of those two states is almost three times as great as ours. The chances of being killed in an automobile accident are four times as great in California as in Massachusetts, and endless other examples could be cited to show what a fearful toll of death and injury is being taken on California highways.

We all know that selfishness, recklessness and liquor contribute to the deplorable accident situation in California, but this is also true in other states. They are universal factors. They should account for a similar number of accidents among 9,000,000 people anywhere. The difference between such a number and the high total in California must be attributed to other reasons, particularly our congested obsolete highways.

During the war, we were not able to carry on our usual program of highway construction. Every available man, every piece of equipment and every ton of material that could be used for victory had to be put to work in that even higher cause. Meanwhile, our highway deficiencies were aggravated by enforced neglect—by additional strains put on them by wartime traffic—and by a population increase unprecedented even for California.

The State Government did not, of course, shut its eyes to the situation. In 1943, you appropriated \$12,000,000 for getting plans ready and for acquiring rights-of-way for a postwar highway construction program. Also, we assisted the counties financially to the extent of \$1,500,000 in making their plans for new road work, and \$12,000,000 for actual construction of feeder roads.

As a result of this preparedness, the State Highway Commission was able soon after the war ended to start a highway building program to the limit of available funds. Six months after V-J Day, a third of all the postwar highway construction contracts that had been let in the entire United States were in California. As of today, the commission has let contracts aggregating \$80,000,000.

We were able to proceed with this large amount of work because funds had accumulated during the war, but all of these funds will be entirely committed when we end the biennium on June 30th of this year. After June 30th we shall be able to continue constructing highways only on the basis of normal current revenues. For construction purposes there will be approximately \$27,000,000 during the Ninety-ninth Fiscal Year.

Our postwar construction program, now so well underway, will not scratch the surface of our highway needs. In 1943, our Department of Public Works reported to the Legislature that in order to overcome deficiencies existing even at that time, work costing \$700,000,000 would be required in addition to regular construction programs in order to provide an adequate highway system.

In the meantime, our population has grown tremendously. The number of automobiles has increased until we have one for every 2.5 persons in California, compared with one to 4.1 persons on the average in the United States. Our business life is keyed even more than before to highway transportation of raw materials and finished goods. We have 2,800,000 passenger automobiles, more by far than any other state in the Union. We have 300,000 trucks, and our trucks carry loads larger by 44 percent than the national average. We operate 3,100 school busses, involving the daily safety of 100,000 youngsters, and thousands of commercial busses that carry millions of passengers daily to their work and between our cities.

New highways must be built and existing highways must be modernized to take care of our situation, but they cannot be financed by present revenues. The books are badly out of balance as between the needs and the revenues, and we are going behind more and more all the time. There is no basis whatever for rumors that our Highway Construction Fund has excessive balances on hand. Such rumors only trifle with the lives of our people and the development of our State.

Even in preparing its budget for the coming fiscal year, our Division of Highways was compelled to defer approximately \$40,000,000 in urgently needed work. The plans were ready, and the projects had been approved by the State Highway Commission, but the necessary funds are not available.

The principal source of our highway revenues is our 3-cent gasoline tax, which is now bringing in approximately \$75,000,000 a year. In accordance with our statutes, 1 cent of the tax, now aggregating \$25,000,000, is distributed to the counties of the State for their road work. The equivalent of one-half cent, or \$12,500,000 is used in our cities to build and maintain their major streets as well as the state highways which go through them.

Therefore, \$37,500,000 of the gasoline tax is available to the State. Other revenues, including federal and funds, motor vehicle fees and taxes on diesel fuel, bring \$20,000,000 into our State Highway Fund. During the coming fiscal year, the highway fund will finance construction and reconstruction to the extent of \$27,000,000; maintenance of our highways, \$12,000,000; right-of-way purchases, \$6,000,000; engineering and planning, \$2,600,000; administration, \$2,700,000; and other items aggregating \$6,800,000. But the important fact is that \$27,000,000 only will be available for new construction or reconstruction of our highways.

In accordance with our statutes, all highway funds are divided in approximately equal amounts between the northern 45 counties and the southern 13 counties of the State. With \$27,000,000 available for construction next year, about \$13,500,000 thus will be used in each group of counties for this purpose. It is obviously insufficient. There are cases in which \$13,500,000 could be wisely spent in one county alone and still fall far short of providing adequate highways.

The inability of present revenues to meet the situation is even more apparent when we realize that 5,000 of our 13,886 miles of highways are two-lane roads less than 20 feet wide. We also have 360 miles of three-lane highways, and everyone knows that two-lane roads are bottlenecks and three-lane roads are death traps. We are desperately in need of at least 2,500 miles of divided highways to protect lives and eliminate the congestion that causes personal irritation and economic loss.

The need for doing something to remedy our situation was recognized when your Joint Fact-Finding Committee on Streets, Highways, and Bridges was created in 1945. That committee has worked diligently for a year and a half. It was liberally financed and has made exhaustive studies of traffic conditions, highway needs and methods of financing the necessary construction. Its findings—which show the estimates of the Department of Public Works to be conservative—are before you now. Therefore, it would appear that all the facts necessary for a solution of the problem are available, and that the Legislature is in a position to act.

Everyone agrees that California needs better highways. Every community is crying out for them. When we reach the point of considering methods of financing the program, however, we find ourselves for the first time in the realm of controversy.



It is human nature for all of us to want good highways, but it is also a trait of human nature to hope that somehow or other the other fellow will pay for them. However, I believe that the people of California realize that our highway system benefits everyone who uses it, and that all users should pay their fair share of the cost of construction and maintenance.

By the term, "their fair share," I mean that each user should pay according to the use he makes of our highways. I mean that trucks and busses should pay more than passenger cars, because they make greater demands upon the highway system. I mean that all trucks, whether operated commercially or privately, should pay comparable taxes for comparable use of our highways.

Practically every state in the Union has found that the fuel tax paid by heavy vehicles, as compared with the fuel tax paid by small passenger automobiles, does not represent the proportionate use that is made of the highways by these classes of vehicles. It is only fair, and it coincides with national experience, for the heavy vehicles to pay an additional tax.

On the other hand, I am of the opinion that even after we establish equitable rates of taxation among all users, there will not be enough money available to bring our highway system in California up to date unless we increase the present 3-cent gasoline tax. We can do this without being out of line with the rest of the Country. With one possible exception, no other state has a lower gasoline tax than ours.

This possible exception is Missouri, which has a 2-cent state gasoline tax, but which also permits cities and counties to levy a gasoline tax. California is one of seven states which have a 3-cent tax. Forty states have higher taxes, ranging from 4 cents to 7½ cents, with 20 levying a tax of 4 cents, nine a tax of 5 cents and six a tax of 6 cents.

I would much prefer to have California remain in the 3-cent group, as I know you would, but I see no escape from the necessity for an increase. In order to have good highways, we will have to pay for them. All of us should be willing to pay in accordance with the use we make of them or the benefits they bring to us, but in the last analysis we will pay a highway bill whether we construct highways or not.

If we temporize with present conditions or delay action by failure to agree upon a distribution of cost among the different users, we will pay for our highways in lost lives and suffering. We will pay in the irritations that result from traffic congestions. We will pay in retarded commercial and agricultural activities, in higher motor vehicle operating costs and in a gradual but relentless strangulation of the development of our State.

The division of revenues between urban and rural districts, and between the large populous centers and the smaller communities, may also cause differences of opinion and extended argument. However, I believe that the Legislature recognizes, as I do, that the State Highway System is designed for the benefit of all our citizens and for the ultimate development of our entire State. I am sure you also recognize that all parts of California are inter-dependent, and that no highway system will be adequate to our needs that does not provide suitable laterals as well as main arteries, and freeways through our cities as well as farm-to-market roads.

I feel sure that the combined wisdom and the sense of fairness of the Legislature will resolve such questions in the true public interest and in accordance with the paramount objective of developing California not only for ourselves but also for the millions who will follow us.

Questions as to how, when and in what order highways are to be constructed undoubtedly will also be considered by you, and I trust that answers will be found consistent with sound planning, engineering experience and current needs as ascertained by traffic experts. Any reversion to procedures which experience in California and other states has proved to result in log-rolling or in porkbarrel legislation would of course make an orderly development of our highway system impossible.

In this connection, your committee has requested that the call of this special session include the opportunity, if found desirable, to reorganize the State Highway Commission. I have no recommendation to make to you in this regard, because I do not know exactly what your committee has in mind, but I believe that it is a matter that you should be entitled to consider. Consequently, the call has been made sufficiently broad for that purpose.

Also, it has been recommended by your Committee on Governmental Reorganization that the call include consideration of the reorganization of the State Highway Patrol. Regardless of the promptness with which you act to modernize our highways, we will have to tolerate the present system while it is being replaced. If these highways are not used properly, we shall continue to lose too many lives and injure too many people. Therefore the organization of the patrol, its powers, duties and responsibilities, its management, its training and its equipment are all matters that merit your very serious consideration.

Through the years the patrol has hardly had a fair opportunity to render its best service because the organization was developed by trial and error. Originally the enforcement of traffic laws was in the hands of district attorneys and sheriffs. When the responsibility was first assumed by the State, the power to appoint members of

the patrol was retained by the supervisors of the 58 counties. Step by step, it was merged in the Department of Motor Vehicles, but looseness of organization and constant changes of state administration and department directors have militated against its development as a law enforcement agency through the establishment of sound, long-term policies for the enforcement of our traffic laws.

I am of the opinion that if we were to have a Department of Traffic Enforcement, we could serve the cause of traffic safety better than we do at the present time. Such a department would, of course, encompass the present highway patrol. It would have the responsibility of dealing with traffic problems throughout the State and the opportunity to cooperate with city and county governments in the development of traffic safety programs. This is something from which we can obtain immediate results.

I have called this special session because in my opinion these problems should have your undivided attention, and because the statutes you will enact will go into effect much earlier than they would if enacted at your regular session. Time is the essence of our problem, and I am sure that the people of California want us to proceed along these lines.

Throughout your deliberations, I want you to feel that my personal cooperation and every facility of my office are at your disposal. Our department heads, our engineers and fiscal experts, and everyone connected with State Government are anxious to help in solving the highway problems of California. As a matter of fact, our Division of Highways is ready right now with plans and specifications for two years in advance. All we need now for progress is the necessary legislation.

#### ADJOURNMENT OF JOINT CONVENTION

At 3.30 p.m., there being no further business, the Speaker of the Assembly declared the Joint Convention adjourned sine die.

#### IN SENATE

At 3.35 p.m., the Senate reconvened.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

#### ADJOURNMENT

At 3.38 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 12 m., Tuesday, January 14, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

# SENATE DAILY JOURNAL

SECOND LEGISLATIVE DAY  
 SECOND CALENDAR DAY

## IN SENATE

SENATE CHAMBER, SACRAMENTO

Tuesday, January 14, 1947

The Senate met at 12 m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

## ROLL CALL

The roll was called, and the following answered to their names :

Senators Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—36.

Quorum present.

## PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

## LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day :

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Breed, on motion of Senator Powers, due to legislative business.

Senator McBride, on motion of Senator Powers, due to legislative business

## COMMUNICATIONS

The following communication was received, read, and, on motion of Senator Hatfield, ordered printed in the Journal :

### Opinion of Legislative Counsel

OFFICE OF LEGISLATIVE COUNSEL

SACRAMENTO 2, CALIFORNIA, January 13, 1947

*Honorable George J. Hatfield*

*Senate Chamber, State Capitol, Sacramento 2, California*

APPROPRIATION BILLS AT SPECIAL SESSION OF LEGISLATURE—No. 1018

DEAR SENATOR HATFIELD: You have asked us whether it is necessary to obtain the recommendation of the Governor in order to place an appropriation bill upon final passage at the special session of the Legislature which will be convened on this date

It is our opinion that such a recommendation is not required.

The constitutional provision regarding recommending of passing of appropriation bills by the Governor is contained in Section 34 of Article IV of the Constitution. That section provides for the submission of a budget and a Budget Bill by the Governor "at each regular session of the Legislature." The section further provides that "until the Budget Bill has been finally enacted, neither house shall place upon final passage any other appropriation bill, except emergency bills recommended by the Governor or appropriations for the salaries, mileage and expenses of the Senate and Assembly." The purpose of this provision is to expedite the passage of the Budget Bill.

Section 2 of Article IV of the Constitution authorizes the Governor to convene an extraordinary session at any time. Such a session is entirely separate and distinct from a regular session even though the special session may be convened during the period of the regular session. The question of enactment of the Budget Bill is not a matter for consideration at the special session. Hence Section 34 of Article IV of the Constitution has no application to the passage of any bill at the special session within the scope of the proclamation convening that session.

Very truly yours,

FRED B. WOOD, Legislative Counsel  
By LAWRENCE G. ALLYN, Deputy

## REPORTS OF STANDING COMMITTEES

### Committee on Rules

SENATE CHAMBER, SACRAMENTO, JANUARY 14, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Concurrent Resolution No. 1

And reports the same correctly engrossed

POWERS, Chairman

## INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS

The following bills were introduced, and read the first time:

**Senate Bill No. 19:** By Senators Keating, McCormack, Collier, and Parkman—An act to amend Sections 102, 108 and 128 of, to add Division 2A, comprising Sections 139 to 139.61, inclusive, to, and to repeal Sections 111, 113, 116, 117, 119, 120, 121, 122, 123, 124, 124.1, 125, 126, 135, 135.5, 135.8, 484, 485, 486, 487, 488, 488.5 and 489 of, the Vehicle Code, providing for the reorganization of the California Highway Patrol and the Division of Drivers Licenses of the Department of Motor Vehicles, abolishing the Division of Enforcement of said department, establishing a Department of Highway Patrol and Safety and prescribing its powers, duties, purposes, and functions, providing for the transfer of records and property; and to make available money for the support of said department.

Referred to Committee on Transportation.

**Senate Bill No. 20:** By Senator Tenney—An act to amend Sections 102, 108, and 128 of, to add Division 2A, comprising Sections 139 to 139.71, inclusive, to, and to repeal Sections 111, 113, 116, 117, 119, 120, 121, 122, 123, 124, 124.1, 125, 126, 135, 135.5, 135.8, 484, 485, 486, 487, 488, 488.5 and 489 of, the Vehicle Code, providing for the reorganization of the California Highway Patrol, abolishing the Division of Enforcement of the Department of Motor Vehicles, establishing a Department of Highway Patrol and Safety and prescribing its powers, duties, purposes and functions, providing for the transfer of records and property; and to make available money for the support of said department.

Referred to Committee on Transportation.

**Senate Bill No. 21:** By Senators Keating, McCormack, Collier, and Parkman—An act to add Sections 10753.6, 10753.7, and 10753.8, to the Revenue and Taxation Code, relating to the motor vehicle license fee.

Referred to Committee on Transportation.

**Senate Bill No. 22:** By Senators Keating, McCormack, Collier, and Parkman—An act making an appropriation to the Department of Motor Vehicles for the improvement and mechanization of the registration and related financial and statistical procedures of the Department of Motor Vehicles, to take effect immediately.

Referred to Committee on Transportation.

#### ADJOURNMENT

At 12.10 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 12 m., Wednesday, January 15, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

THIRD LEGISLATIVE DAY  
THIRD CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Wednesday, January 15, 1947

The Senate met at 12 m.

Hon. Nelson S. Dilworth, Senator of the Thirty-seventh District,  
presiding.

Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Jespersen, Judah, Keating, Kraft, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—34.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Mayo, on motion of Senator Powers.

Senator McBride, on motion of Senator Powers.

Senator Brown, on motion of Senator Powers.

Senator Hulse, on motion of Senator Hatfield, due to legislative business.

### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, January 14, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day adopted:

Senate Concurrent Resolution No. 1

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

Above resolution ordered enrolled.

## INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS

The following bills were introduced, and read the first time:

**Senate Bill No. 23:** By Senators Dillinger, Donnelly, Weybret, Gordon, Carter, Jespersen, Swing, Williams, Judah, and Sutton—An act to amend Section 8353 of the Revenue and Taxation Code, relating to apportionments and payments to counties from the Motor Vehicle Fuel Fund.

Referred to Committee on Transportation.

**Senate Bill No. 24:** By Senators Dillinger, Donnelly, Weybret, Gordon, Carter, Jespersen, Swing, Williams, Judah, and Sutton—An act to amend Sections 9302 and 9303 of the Revenue and Taxation Code, relating to the use fuel tax, and the disposition of revenue therefrom.

Referred to Committee on Transportation.

## REQUEST FOR UNANIMOUS CONSENT

Senator Hatfield asked for, and was granted, unanimous consent to have the following comparison of county gasoline tax apportionment and county maintained road mileage, printed in the Journal:

Comparison of County Gasoline Tax Apportionments and  
County Maintained Road Mileage

| Code<br>No. | County         | Gas Tax<br>Apportionment | 1937<br>Road<br>Mileage <sup>1</sup> | Amount<br>Per Mile |
|-------------|----------------|--------------------------|--------------------------------------|--------------------|
|             |                | 1946<br>Fiscal Year      |                                      |                    |
| 60          | Alameda        | \$1,133,672              | 518.4                                | \$2,187            |
| 02          | Alpine         | 30,622                   | 52.7                                 | 581                |
| 03          | Amador         | 45,813                   | 324.0                                | 141                |
| 04          | Butte          | 136,313                  | 1,269.9                              | 107                |
| 05          | Calaveras      | 46,325                   | 569.6                                | 81                 |
| 06          | Colusa         | 54,872                   | 730.1                                | 75                 |
| 07          | Contra Costa   | 412,611                  | 680.0                                | 607                |
| 08          | Del Norte      | 40,355                   | 101.5                                | 398                |
| 09          | El Dorado      | 56,991                   | 622.6                                | 92                 |
| 10          | Fresno         | 480,034                  | 3,490.6                              | 138                |
| 11          | Glenn          | 62,126                   | 858.6                                | 72                 |
| 12          | Humboldt       | 127,520                  | 985.4                                | 129                |
| 13          | Imperial       | 137,969                  | 1,784.0                              | 77                 |
| 14          | Inyo           | 48,260                   | 952.9                                | 51                 |
| 15          | Kern           | 379,280                  | 2,455.0                              | 154                |
| 16          | Kings          | 117,575                  | 961.0                                | 122                |
| 17          | Lake           | 54,612                   | 399.3                                | 137                |
| 18          | Lassen         | 58,166                   | 1,077.8                              | 54                 |
| 70          | Los Angeles    | 6,590,195                | 3,720.0                              | 1,772              |
| 20          | Madera         | 87,413                   | 1,084.7                              | 81                 |
| 21          | Marin          | 141,534                  | 266.8                                | 530                |
| 22          | Mariposa       | 38,882                   | 387.2                                | 100                |
| 23          | Mendocino      | 83,072                   | 908.6                                | 91                 |
| 24          | Merced         | 147,171                  | 1,502.6                              | 98                 |
| 25          | Modoc          | 46,868                   | 668.8                                | 70                 |
| 26          | Mono           | 33,166                   | 359.2                                | 92                 |
| 27          | Monterey       | 209,980                  | 1,199.5                              | 175                |
| 28          | Napa           | 107,624                  | 360.7                                | 298                |
| 29          | Nevada         | 58,386                   | 509.4                                | 115                |
| 30          | Orange         | 405,144                  | 847.5                                | 478                |
| 31          | Placer         | 91,415                   | 679.7                                | 134                |
| 32          | Plumas         | 50,129                   | 519.8                                | 96                 |
| 33          | Riverside      | 298,111                  | 2,968.3                              | 100                |
| 34          | Sacramento     | 433,643                  | 1,297.4                              | 334                |
| 35          | San Benito     | 59,809                   | 366.5                                | 163                |
| 36          | San Bernardino | 439,014                  | 2,939.0                              | 149                |
| 90          | San Diego      | 812,136                  | 1,982.9                              | 410                |
| 80          | San Francisco  | 1,005,714                |                                      |                    |
| 39          | San Joaquin    | 366,876                  | 1,379.9                              | 266                |

<sup>1</sup> Records of State-wide Highway Planning Survey



| Code<br>No. | County               | <i>Gas Tax<br/>Apportionment</i> |  | 1937<br>Road<br>Mileage <sup>1</sup> | Amount<br>Per Mile |
|-------------|----------------------|----------------------------------|--|--------------------------------------|--------------------|
|             |                      | 1946<br>Fiscal Year              |  |                                      |                    |
| 40          | San Luis Obispo..... | \$121,006                        |  | 1,077.3                              | \$112              |
| 41          | San Mateo .....      | 307,721                          |  | 379.0                                | 812                |
| 42          | Santa Barbara .....  | 196,259                          |  | 570.6                                | 344                |
| 43          | Santa Clara .....    | 453,981                          |  | 1,074.9                              | 422                |
| 44          | Santa Cruz .....     | 140,867                          |  | 459.5                                | 307                |
| 45          | Shasta .....         | 86,955                           |  | 1,026.7                              | 85                 |
| 46          | Sierra .....         | 34,321                           |  | 255.1                                | 134                |
| 47          | Siskiyou .....       | 87,033                           |  | 996.9                                | 87                 |
| 48          | Solano .....         | 199,637                          |  | 599.3                                | 333                |
| 49          | Sonoma .....         | 214,497                          |  | 1,113.9                              | 193                |
| 50          | Stanislaus .....     | 246,319                          |  | 1,517.3                              | 162                |
| 51          | Sutter .....         | 75,490                           |  | 721.0                                | 105                |
| 52          | Tehama .....         | 64,436                           |  | 920.7                                | 70                 |
| 53          | Trinity .....        | 35,432                           |  | 375.6                                | 94                 |
| 54          | Tulare .....         | 289,277                          |  | 3,037.0                              | 95                 |
| 55          | Tuolumne .....       | 51,162                           |  | 328.0                                | 156                |
| 56          | Ventura .....        | 193,690                          |  | 542.9                                | 357                |
| 57          | Yolo .....           | 102,785                          |  | 874.6                                | 118                |
| 58          | Yuba .....           | 71,889                           |  | 547.3                                | 131                |
|             |                      | \$17,902,155                     |  | 58,199.5                             |                    |

<sup>1</sup> Records of State-wide Highway Planning Survey

## ADJOURNMENT

At 12.25 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 12 m., Thursday, January 16, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

FOURTH LEGISLATIVE DAY  
FOURTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Thursday, January 16, 1947

The Senate met at 12 m.

Hon. Arthur H. Breed, Jr., Senator of the Sixteenth District,  
presiding.

Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hulse, Jespersen, Judah, Keating, Kraft, McCormack, O'Garra, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—34.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Hatfield, on motion of Senator Powers, due to illness.

Senator Brown, on motion of Senator Powers.

Senator Mayo, on motion of Senator Powers.

Senator McBride, on motion of Senator Powers.

### GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR

On request of Senator Breed, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Commander Lorenzo Buckley and Mr. Walter Stone, both of Alameda County.

On request of Senator Salsman, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Emil Buchser, City Superintendent; Mrs. Emil Buchser, Mrs. Julian Tremain, Mr. Phil Daugherty, and Mrs. Stuart S. McKee, teachers; and the following students of Santa Clara Union High School: Delores Anderson,

Nancy Bjorlie, Daisy Borghi, Louisa Borghi, Enid Cardena, Nancy Carmody, Beatrice Catalano, Joan Dahl, Lorraine Darouze, Joy Eaton, Eldine Enos, Renee Faulkner, Delphine Fernandes, Joyce Fernandez, Jean Garcia, Jean Giannini, Mona Bell Hook, Peggy Karnes, Camilla Key, Ruth Kiesel, Ruth Laine, Carmen Lamela, Pat Loughran, Ramona McDonald, Isabel Navarro, Carmen Ojeda, Marie Paz, Barbara Pimentel, Betty Santos, Noney Thomas, Blanche Vail, Mercedes Vasquez, B. J. Vierra, Ruth Weast, Cora Zambetti, and Helen Zarate.

On request of Senator Powers, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Dr. E. F. Auble, Supervisor of Alturas and Chairman of the Northern California Supervisors Association.

On request of Senator Slater, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Charles J. McGoldrick, District Attorney of Sonoma County.

#### ADJOURNMENT

At 12.15 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 12 m., Friday, January 17, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**FIFTH LEGISLATIVE DAY**  
**FIFTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Friday, January 17, 1947

The Senate met at 12 m.

Hon. Clarence C. Ward, Senator of the Thirty-first District, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Burns, Busch, Carter, Collier, Crittenden, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Jespersen, Keating, Kraft, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Weybret—29.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Hatfield, on motion of Senator Powers, due to illness.

Senator Hulse, on motion of Senator Powers, due to illness.

Senator Cunningham, on motion of Senator Powers, due to legislative business.

Senator Williams, on motion of Senator Powers, due to legislative business.

Senator DeLap, on motion of Senator Powers, due to legislative business.

Senator Judah, on motion of Senator Powers, due to legislative business.

Senator Brown, on motion of Senator Powers.

Senator Mayo, on motion of Senator Powers.

Senator McBride, on motion of Senator Powers.

### GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR

On request of Senator Powers, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. J. A. Pardee and Jim Pardee of Susanville.

On request of Senator Crittenden, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Louis Wetmore of Stockton.

### REPORTS OF STANDING COMMITTEES

#### Committee on Rules

SENATE CHAMBER, SACRAMENTO, January 16, 1947

MR. PRESIDENT—The Committee on Rules has examined—

**Senate Concurrent Resolution No. 1**—Relative to joint rules.

And reports that the same has been correctly enrolled, and presented to the Secretary of State on the seventeenth day of January, 1947, at 11 a.m.

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, January 17, 1947

MR. PRESIDENT—The Committee on Rules, to which was referred:

Senate Bill No. 18

Has had the same under consideration, and reports the same back with the recommendation: Do pass.

Committee membership 5, committee vote—Ayes 3; absent 2.

POWERS, Chairman

Above reported bill ordered to second reading.

### MOTION TO PRINT OPINION OF LEGISLATIVE COUNSEL

Senator McCormack moved that the following opinion of the Legislative Counsel, regarding special session bills, be printed in the Journal:

Motion carried.

#### Opinion of Legislative Counsel

OFFICE OF LEGISLATIVE COUNSEL

SACRAMENTO 2, January 16, 1947

*Honorable Thomas McCormack  
Senate Chamber, State Capitol  
Sacramento 2, California*

Bills Assigned to Senate Standing Committee on Transportation—No. 1332

DEAR SENATOR MCCORMACK:

You have asked us to advise you which of the special session bills that were referred to the Senate Standing Committee on Transportation are properly before that committee and whether any of these bills should be re-referred to another standing committee.

Under the Senate Rules the reference of bills to committees is determined by the Committee on Rules, subject to control by a majority of the Members of the Senate. Rule 22 provides that the Committee on Rules shall designate the committees to which bills shall be referred. The rule further provides:

"The provisions of Rule 12, referring to the assignment of bills are intended as a guide to the committee but are not binding upon the committee."

Rule 12 designates the standing committees and the subjects to be referred to them. It provides that there shall be referred to the Committee on Transportation

"all bills amending the

a. Vehicle Code

b. Streets and Highways Code

c. Harbors and Navigation Code, and

d. uncodified legislation relating to the same subjects or to aviation."

We have examined the Senate Daily History for January 15, 1947, of the special session and note that all of the bills referred to the Committee on Transportation amend either the Vehicle Code or the Streets and Highway Code except Senate Bills Nos. 9, 10, 15, 21, 23, and 24, which bills amend the Revenue and Taxation Code in respect to revenues for highways purposes.

Senate Bills Nos. 4, 11, and 16 amend both the Revenue and Taxation Code and either the Vehicle Code or Streets and Highways Code.

It is our opinion that the Committee on Transportation may properly consider and report upon all of the bills that have been referred to it at the Special Session. The question whether any of these bills should be re-referred to another committee or should also be considered by some other committee in addition to the Committee on Transportation is a matter for the Senate to determine.

Very truly yours,

FRED B. WOOD, Legislative Counsel  
By LAWRENCE G. ALLYN, Deputy

### RECESS

At 12.15 p. m., on motion of Senator Powers, the Senate recessed to call of the Chair.

### REASSEMBLED

At 12.45 p.m., the Senate reconvened.

Hon. Clarence C. Ward, Senator of the Thirty-first District, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

### WITHDRAWAL FROM COMMITTEE OF SENATE BILL NO. 5

Senator Collier moved that Senate Bill No. 5 be withdrawn from Committee on Transportation, for purpose of amendment, and be referred to Committee on Transportation.

Motion carried.

### SECOND READING OF SENATE BILLS (OUT OF ORDER)

**Senate Bill No. 5**—An act relating to funds for street and highway purposes and the allocation thereof; providing for the administration of street and highway work by the State, counties, cities and counties, and cities, and the respective functions of each, and in connection therewith to add Section 29 to the general provisions of, and to add Chapter 1, 2, and 5 to Division 3 of, and to add Sections 2102 to 2106, inclusive, to Chapter 3 of Division 3 of, and to amend Sections 194 and 195 of, and to repeal Sections 203, 1621, 1622, 1623, 1624, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, the Streets and Highways Code, and to repeal Section 779 of, and to add Section 779 to, the Vehicle Code.

Bill read second time.

### Motion to Amend

Senator Collier moved the adoption of the following amendments:

#### Amendment No. 1

In line 9 of the title of the printed bill, following "repeal", insert "Article 2 of Chapter 2 of Divisions 1 of and".

#### Amendment No. 2

In line 10 of the title of said bill, following "1628 of", insert "and to add Article 2 to Chapter 2 of Division 1 of".

#### Amendment No. 3

On page 6 of said bill, between lines 4 and 5, insert

"Sec. 5.5. Article 2, Chapter 2, of Division 1 of the Streets and Highways Code is repealed and a new Article 2 is added to Chapter 2 of Division 1 of said code, to read:

Article 2. The Expressways System of State Highways

250. This article may be cited as the State Expressway Law of 1947.

251. For the purposes of this chapter, an express highway or expressway is a highway or street especially designed for through traffic, and over, from, or to which owners or occupants of abutting land, or other persons, have no right or easement or only a limited right or easement of access, light, air, or view by reason of the fact that their property abuts upon such expressway, or for any other reason.

252. The terms "express highway," "expressway," and "freeway" shall be synonymous and interchangeable and all of the statutes of this State applicable to free-

ways shall, unless inconsistent with any of the provisions of this chapter, be applicable to the expressway system of highways described or provided for in this article.

253. Nothing in this article shall be deemed to prevent the commission or the department from acquiring or constructing any other state highway as an expressway or freeway or declaring any state highway to be a freeway as authorized under any of the provisions of this code or any other statute.

254. The expressway system of state highways shall consist of those interstate highway routes described in this article, including the system of expressways in metropolitan areas as described in Section---

255. There shall be a state-wide network of continuous routes through rural and urban areas following the general existing state highway routes and conforming generally with the present two major north and south United States highway routes and the east-west highway routes as described in the succeeding sections.

256. The state-wide network of expressway routes is described in Sections 257 to 265, inclusive.

257. From the Mexican boundary near Tia Juana to San Francisco and from the south shore of Marin County to the Oregon State line near Smith River via San Diego, Santa Ana, Los Angeles, San Francisco and the coast counties.

258. From the Mexican boundary near Calexico to the Oregon State line near Hilt via the San Joaquin and Sacramento Valleys and the Cities of Los Angeles and Sacramento.

259. From San Francisco to the Nevada State line near Reno via Sacramento.

260. From San Diego to the Arizona State line near Yuma.

261. From San Diego to the Nevada State line near Calada via Riverside, San Bernardino and Cajon Pass.

262. From expressway route described in Section 258 above near Indio to the Arizona State line near Blythe.

263. From Oakland to expressway route described in Section 258 above near Modesto.

264. From San Jose to Oakland.

265. From expressway route described in Section 259 near Vacaville to expressway route described in Section 258 near Dunnigan.

266. The system of expressways in metropolitan areas of this State shall include those portions of the routes described in Sections 257 to 265, inclusive, or the connections thereof within the metropolitan areas of this State as hereinafter defined in this article and such additional expressways in said metropolitan areas as are necessary to provide an adequate system of expressways for each metropolitan area.

267. The metropolitan areas referred to in this article are those established by the United States Bureau of Census in the decennial census of 1940.

268. The additional expressways provided for in Section 266 shall be selected by the commission. Before selecting any such route or routes the commission shall conduct a public hearing after notice to the legislative body and to the planning commission of each county and each city within the metropolitan area. The commission shall consider any and all recommendations received at such hearing in reference to such route or routes and shall also consider any pertinent master street plan or plans adopted by such planning commission or commissions. So far as the commission finds it to be practicable, it shall establish such route or routes as will be consistent with such master street plan or plans.

269. The highways constituting the metropolitan expressways systems shall be state highways for all purposes under the provisions of this code or any other statute of this State.

270. The commission shall report all action taken by it in respect to the additional systems of metropolitan freeways to the first general session of the Legislature following the effective date of this article.

271. The commission shall allocate annually and the department shall expend or cause to be expended upon the State and metropolitan expressway systems designated as provided in this article such amount from the State Highway Fund as may be available with due regard to traffic needs on the entire state highway system.

272. The commission, in determining the amount to be expended upon the state and metropolitan expressway routes, shall give due consideration to critical deficiencies upon the entire State Highway System and the relative volume of traffic upon all state highways in order that such expressway system may be developed as rapidly as possible but without prejudice to the necessary improvement of other state highways as traffic needs may require.

273. The department shall give preference to projects on the expressway system in designating projects for federal aid, so far as is consistent with federal law and regulations and with traffic needs on the entire State Highway System.

274. The commission and every city and county are hereby authorized to enter into cooperative agreements whereby any revenues available for expenditure on state or county highways or city streets may be allocated to and expended upon any expressway route either within or outside such city or county.



275. The department shall acquire the necessary rights of way for, and shall design, construct and maintain the system of state and metropolitan expressways as described herein and for such purposes shall exercise all of the powers and duties vested in the department by this code or any other statute relating to the state highways within this State.

276. The department may delegate any expenditure of moneys allocated under Article 3 hereof to any city within which any such highway is located, as in cases of other expenditures on state highways within cities.

277. In the expenditure of funds upon expressway routes, the department shall so far as practicable give priority in the expenditure of such funds for the purpose of acquiring the necessary rights of way, including the purchase or condemnation of the rights of ingress and egress of owners of abutting property in order that the limited access right of way for each project shall be acquired and assured prior to the expenditure upon any such project on any such expressway route of funds for the construction or improvement thereof.

278. The commission and the department, in respect to any expressway route provided for in this chapter, shall have authority to provide for the elimination of intersections at grade of an expressway route with any existing state or county highway or city street, either by grade separations or by providing service roads adjacent to the expressway, or by closing off such highways or streets at or near the right of way boundary line of the expressway.

279. The commission in exercising the powers as provided in this section shall not have authority to impose any liability on any city or county to pay any portion of the costs or for damages except by an agreement between the said state agencies and such city or county. No state or county highway or city street shall be opened into or connected with any expressway route designated as herein provided without the consent and previous approval expressed by resolution adopted by the commission, and after the completion of any portion of an expressway route no highway or street which is not a part of an expressway facility shall intersect the same at grade.

280. From and after the establishment of any road or highway as an express highway as provided in this chapter, no abutters' rights or easements of access, light, air or view shall arise therein. All existing abutters' rights in any existing highway declared to be an expressway shall be acquired by the department insofar as practical and necessary to accomplish the purposes of this chapter. Where land is conveyed or acquired by condemnation for right of way for an express highway, owners of land abutting thereon shall have only such rights therein as may be specifically reserved in the deed, judgment, or other instrument conveying title to the right of way."

#### **Amendment No. 4**

On page 3, line 38, of said bill, strike out "66½", and insert "73".

#### **Amendment No. 5**

On page 3, line 43, of said bill, strike out "16½", and insert "10½".

#### **Amendment No. 6**

On page 6 of said bill, strike out lines 16 to 32, inclusive, and insert "ing city and county, in the proportion that the total population of such city bears to the total population of all cities in this State. For the purpose of this section the population of each city is that determined by the last preceding federal census. In the case of a city incorporated subsequent"

#### **Amendment No. 7**

On page 6, line 37, of said bill, strike out "If the population so ascertained by the depart-", and lines 38 and 39.

Amendments read, and adopted.

Bill ordered printed, and referred to Committee on Transportation.

#### **ADJOURNMENT**

At 12.50 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 12.30 p.m., Monday, January 20, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**SIXTH LEGISLATIVE DAY**  
**EIGHTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Monday, January 20, 1947

The Senate met at 12.30 p.m.

Hon. Chris N. Jespersen, Senator of the Twenty-ninth District,  
presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Burns, Carter, Collier, Crittenden, Cunningham, Desmond,  
Deuel, Dullinger, Dilworth, Donnelly, Gordon, Hathfield, Jespersen, Judah, Keating,  
Kraft, McCormack, O'Gara, Powers, Quinn, Rich, Slater, Sutton, Swing, Tenney,  
Ward, Watson, Weybret, and Williams—30

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Hulse, on motion of Senator Powers, due to illness.

Senator Parkman, on motion of Senator Powers, due to legislative  
business.

Senator Salsman, on motion of Senator Powers, due to illness.

Senator DeLap, on motion of Senator Powers, due to legislative  
business.

Senator Mayo, on motion of Senator Powers.

Senator McBride, on motion of Senator Powers.

Senator Brown, on motion of Senator Powers.

Senator Busch, on motion of Senator Powers, due to legislative  
business.

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following bill was introduced, and read the first time :

**Senate Bill No. 25:** By Senator Judah—An act to amend Section 7351 of the Revenue and Taxation Code, relating to the rates of tax on the distribution of motor vehicle fuel.

Referred to Committee on Transportation.

**CONSIDERATION OF DAILY FILE  
SECOND READING OF SENATE BILLS**

**Senate Bill No. 18**—An act making an additional appropriation for legislative printing, binding, etc., to take effect immediately.

Bill read second time, ordered engrossed, and to third reading.

**REPORTS OF STANDING COMMITTEES  
Committee on Rules**

SENATE CHAMBER, SACRAMENTO, Monday, January 20, 1947

MR. PRESIDENT : The Committee on Rules has examined :

Senate Bill No. 18

And reports the same correctly engrossed.

POWERS, Chairman

**ADJOURNMENT**

At 12.40 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 12 m., Tuesday, January 21, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

SEVENTH LEGISLATIVE DAY  
NINTH CALENDAR DAY

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Tuesday, January 21, 1947

The Senate met at 12 m.

Hon. Earl D. Desmond, Senator of the Nineteenth District, presiding.  
Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Jespersen, Judah, Keating, Kraft, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Watson, Weybret, and Williams—33.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers.

Senator Hulse, on motion of Senator Powers.

Senator Ward, on motion of Senator Powers.

Senator Brown, on motion of Senator Powers.

Senator Mayo, on motion of Senator Powers.

Senator McBride, on motion of Senator Powers.

**REPORTS OF STANDING COMMITTEES**

**Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, January 20, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:  
Senate Bill No. 15

Has had the same under consideration, and reports the same back with amendments  
with the recommendation: Amend, and do pass, as amended.

Committee membership—13; committee vote: Ayes—11; absent—2.

McCORMACK, Chairman

Above reported bill ordered to second reading.

SENATE CHAMBER, SACRAMENTO, January 20, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:  
Senate Bill No 16

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and re-refer to the committee.

Committee membership—13; committee vote: Ayes—11; absent—2.

McCORMACK, Chairman

Above reported bill ordered to second reading

### RESOLUTIONS

The following resolution was offered:

By Senator McCormack:

#### Senate Resolution No. 12

Relative to obtaining information concerning state highway fiscal affairs from the Department of Finance

WHEREAS, Various representations have been made to the Legislature and the members thereof relative to the funds and revenues available for highway purposes; and

WHEREAS, It is desirable that the Legislature be furnished with as reliable information as it is possible to obtain in order to enable the Legislature to act on various measures now before it; now, therefore, be it

*Resolved by the Senate of the State of California, As follows.*

That the Director of Finance is requested to ascertain from the records of the Division of Highways and such other source as may be available and to report to the Secretary of the Senate as soon as possible, and not later than January 28, 1947, all of the following:

1. The estimated cash on hand in the State Highway Fund as of June 30, 1947, and the estimated amount of revenues to accrue to the State Highway Fund from all sources during the Ninety-ninth Fiscal Year;

2. The estimated total amount of federal aid funds to be made available to the Division of Highways for road and highway purposes during the Ninety-ninth Fiscal Year;

3. The estimated amount of money invested pursuant to Section 207 of the Streets and Highways Code as of June 30, 1947, and the estimated amount of interest to be earned upon such investment during the Ninety-eighth Fiscal Year;

4. The estimated amount in the State Highway Fund as of June 30, 1947, allocated to counties, cities and counties, and cities, including sums accumulated for future expenditure by counties, cities and counties, and cities;

5. The estimated total contract price of all state highway construction contracts on which work will be in progress as of June 30, 1947, and the estimated amounts remaining unpaid on such contracts on June 30, 1947;

6. The estimated total cost of highway construction contracts proposed to be awarded during the Ninety-ninth Fiscal Year;

7. The estimated amounts set aside as reserves for maintenance, rights of way, engineering, and administration, as of June 30, 1947;

8. The estimated amounts to be expended during the Ninety-ninth Fiscal Year for maintenance, rights of way, engineering, and administration; and be it further

*Resolved*, That the Secretary of the Senate is directed to transmit a copy of this resolution forthwith to the Director of Finance.

Resolution read, and, on motion of Senator McCormack, adopted.

### MOTION TO APPROVE JOURNALS

Senator Powers moved that the Journals for Monday, January 13, 1947; Tuesday, January 14, 1947; Wednesday, January 15, 1947; Thursday, January 16, 1947, and Friday, January 17, 1947, be approved as corrected by the Journal Clerk and the Minute Clerk.

Motion carried.

CONSIDERATION OF DAILY FILE  
THIRD READING OF SENATE BILLS

**Senate Bill No. 18**—An act making an additional appropriation for legislative printing, binding, etc., to take effect immediately.

Bill read third time.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dilworth, Donnelly, Gordon, Hatfield, Jespersen, Judah, Keating, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Slater, Sutton, Tenney, Watson, Weybret, and Williams—28.

**NOES**—None.

Bill ordered transmitted to the Assembly.

ADJOURNMENT

At 12.25 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 12 m., Wednesday, January 22, 1947.

JOHN F. LEA, Minute Clerk





**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

**SENATE DAILY JOURNAL**

**EIGHTH LEGISLATIVE DAY**  
**TENTH CALENDAR DAY**

---

**IN SENATE**

---

**SENATE CHAMBER, SACRAMENTO**

**Wednesday, January 22, 1947**

The Senate met at 12 m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Jespersen, Judah, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—36.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers.

Senator Hulse, on motion of Senator Powers.

Senator Keating, on motion of Senator Powers.

**REPORTS OF STANDING COMMITTEES**

**Committee on Transportation**

**SENATE CHAMBER, SACRAMENTO, January 21, 1947**

**MR. PRESIDENT:** The Committee on Transportation, to which were referred:

Senate Bill No. 3

Senate Bill No. 19

Senate Bill No. 20

Has had the same under consideration, and reports the same back with the recommendation: Do pass, and be re-referred to Committee on Governmental Efficiency.

Committee membership 13; committee vote: Ayes 13.

**MCCORMACK, Chairman**

Above reported bills re-referred to Committee on Governmental Efficiency.

SENATE CHAMBER, SACRAMENTO, January 21, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:

Senate Bill No. 22

Has had the same under consideration, and reports the same back with the recommendation: Do pass, and be re-referred to Committee on Finance.

Committee membership 13; committee vote: Ayes 13.

McCORMACK, Chairman

Above reported bill re-referred to Committee on Finance.

SENATE CHAMBER, SACRAMENTO, January 21, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:

Senate Bill No. 13

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and re-refer to the committee.

Committee membership 13; committee vote: Ayes 13.

McCORMACK, Chairman

Above reported bill ordered to second reading.

SENATE CHAMBER, SACRAMENTO, January 21, 1947

MR. PRESIDENT: The Committee on Transportation, to which were referred:

Senate Bill No. 1

Senate Bill No. 2

Has had the same under consideration, and reports the same back with the recommendation: Do pass.

Committee membership 13; committee vote: Ayes 13.

McCORMACK, Chairman

Above reported bills ordered to second reading.

#### INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS

The following bill was introduced, and read the first time:

**Senate Bill No. 26:** By Senators Burns and Tenney—An act to add Chapter 3, comprising Sections 15300 to 15347, inclusive, to Part 6 of Division 3 of Title 2 of the Government Code; and to amend Sections 102, 108, 125, 126, and 128 of, and to add Section 62.5 to, and to repeal Sections 111, 113, 116, 117, 119, 120, 121, 122, 123, and 124 of, the Vehicle Code, relating to vehicles; providing for the reorganization of the California Highway Patrol creating the Division of Traffic Law Enforcement within the Department of Justice, abolishing the Division of Enforcement of the Department of Motor Vehicles, and making funds available for the Division of Traffic Law Enforcement.

Referred to Committee on Governmental Efficiency.

#### CONSIDERATION OF DAILY FILE SECOND READING OF SENATE BILLS

**Senate Bill No. 15—**An act to amend Sections 7401, 8101, 8102, and 8103 of, and to add Section 8103.5 to, the Revenue and Taxation Code, relating to motor vehicle fuel license taxes.

Bill read second time.

#### Consideration of Committee Amendments

The following amendment was proposed by the Committee on Transportation:

#### Amendment No. 1

On page 2, lines 11 and 12, of the printed bill, strike out "registered for operation", and insert "operated".

Amendment read and adopted.

Bill ordered printed, engrossed, and to third reading.

**Senate Bill No. 16**—An act to amend Sections 7351 and 8353 of, to add Section 8352.6 to, and to repeal Section 8353.5 of, the Revenue and Taxation Code, and to amend Section 194 of the Streets and Highways Code, relating to the Motor Vehicle Fuel License Tax, and the disposition of the revenues thereof.

Bill read second time.

**Consideration of Committee Amendments**

The following amendment was proposed by the Committee on Transportation :

**Amendment No. 1**

On page 2, line 15. of the printed bill, strike out “(\$0.075)”, and insert “(80 0075)”.

Amendment read and adopted.

Bill ordered printed, and re-referred to Committee on Transportation.

**ADJOURNMENT**

At 12.23 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 11.45 a.m., Thursday, January 23, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**NINTH LEGISLATIVE DAY**  
**ELEVENTH CALENDAR DAY**

---

**IN SENATE**

---

**SENATE CHAMBER, SACRAMENTO**

**Thursday, January 23, 1947**

The Senate met at 11.45 a.m.

Hon. Jack B. Tenney, Senator of the Thirty-eighth District, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—37.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers.

Senator Hulse, on motion of Senator Powers.

**MESSAGES FROM THE ASSEMBLY**

**ASSEMBLY CHAMBER, SACRAMENTO, January 22, 1947**

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Senate Bill No. 18

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By ROBERT J. FINNIE, Assistant Clerk

Above bill ordered enrolled.

### REPORTS OF STANDING COMMITTEES

#### Committee on Rules

SENATE CHAMBER, SACRAMENTO, January 23, 1947

MR. PRESIDENT: The Committee on Rules has examined:  
Senate Bill No. 15

And reports the same correctly engrossed.

POWERS, Chairman

#### Committee on Transportation

SENATE CHAMBER, SACRAMENTO, January 22, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:  
Senate Bill No. 4

Has had the same under consideration, and reports the same back with the recommendation: Do pass.

Committee membership 13; committee vote: Ayes 12; noes 1.

McCORMACK, Chairman

Above reported bill ordered to second reading.

#### Committee on Finance

SENATE CHAMBER, SACRAMENTO, January 23, 1947

MR. PRESIDENT: The Committee on Finance, to which was referred:  
Senate Bill No. 17

Has had the same under consideration, and reports the same back with the recommendation: Do pass.

Committee membership 11; committee vote: Ayes 9; absent 2.

RICH, Chairman

Above reported bill ordered to second reading.

### CONSIDERATION OF DAILY FILE SECOND READING OF SENATE BILLS

**Senate Bill No. 13**—An act to amend Sections 276, 277, and 381, and to repeal Section 276.5, of the Vehicle Code, relating to operator's and chauffeur's licenses.

Bill read second time.

#### Consideration of Committee Amendments

The following amendments were proposed by the Committee on Transportation:

##### Amendment No. 1

On page 1, line 14, of the printed bill, following "the date of issuance", insert "Every chauffeur's license issued on or after September 15, 1943, shall expire four years from the date of issuance shown thereon."

##### Amendment No. 2

On page 1 of the printed bill, at the end of line 15, strike out "or"; and strike out lines 18 to 22, inclusive, and insert "except that chauffeurs licenses issued from September 15, 1943, to September, 1945, both dates inclusive, shall expire four years from the date of issuance shown thereon."

##### Amendment No. 3

On page 2, lines 4 and 5, of the printed bill, strike out "for the issuance of such licenses. Upon", and insert "and upon an application for".

##### Amendment No. 4

On page 2 of the printed bill, following line 7, insert "For the purposes of this section every application for an operators or chauffeurs license shall be deemed to be an original application unless the applicant can establish that he has held a valid California operators or chauffeurs license within a period of one year prior to the date of application. The payment of the fee for an operators or chauffeurs application shall entitle the applicant to three examinations within a period of six months."

Amendments read, and adopted.

Bill ordered printed, and re-referred to Committee on Transportation.

**Senate Bill No. 1**—An act to amend Sections 160, 164, 164.5, and 675.5 of the Vehicle Code, relating to the registration of motor vehicles.

Bill read second time, ordered engrossed, and to third reading.

**Senate Bill No. 2**—An act to add Section 10759 to the Revenue and Taxation Code, and Section 373.5 to the Vehicle Code, relating to vehicle registration and license fees.

Bill read second time, ordered engrossed, and to third reading.

#### ADJOURNMENT

At 12.05 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 11 a.m., Friday, January 24, 1947.

JOHN F. LEA, Minute Clerk





**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

TENTH LEGISLATIVE DAY  
TWELFTH CALENDAR DAY

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Friday, January 24, 1947

The Senate met at 11 a.m.

Hon. Burt W. Busch, Senator of the Fourth District, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Hatfield, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Swing, Tenney, and Ward—31.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Hulse, on motion of Senator Powers, due to illness.

Senator Gordon, on motion of Senator Slater, due to legislative business.

Senator Watson, on motion of Senator Slater, due to legislative business.

Senator Weybret, on motion of Senator Powers, due to legislative business.

Senator DeLap, on motion of Senator Powers.

Senator Sutton, on motion of Senator Powers.

Senator Williams, on motion of Senator Powers.

**REPORTS OF STANDING COMMITTEES**

**Committee on Rules**

SENATE CHAMBER, SACRAMENTO, January 23, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Bill No. 1

Senate Bill No. 2

And reports the same correctly engrossed.

POWERS, Chairman

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following bill was introduced, and read the first time :

**Senate Bill No. 27:** By Senator Hatfield—An act to amend Sections 11003 and 11005 and to repeal Section 11004 of the Revenue and Taxation Code, relating to the distribution of the proceeds of the Vehicle License Fee Law.

Referred to Committee on Revenue and Taxation.

**CONSIDERATION OF DAILY FILE  
SECOND READING OF SENATE BILLS**

**Senate Bill No. 4**—An act to create the Highway Users Tax Fund in the State Treasury and to provide for the deposit therein of certain proceeds of certain taxes and licenses on motor vehicle fuels and on vehicles, motor vehicles, and the operation thereof, and in connection therewith to amend Sections 8352, 9302, 9303, 9304, and 10452 of, and to add Sections 8353 and 10456 to, and to repeal Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, the Revenue and Taxation Code; to amend Section 7 of Chapter 788, Statutes of 1937; to amend Section 781 and to repeal Sections 780 and 782 of the Vehicle Code, and to add Division 3 to the Streets and Highways Code.

Bill read second time, ordered engrossed, and to third reading.

**Senate Bill No. 17**—An act to amend Section 3 of "An act to provide for the payment of a portion of the bonded indebtedness of the State of California, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately," approved May 19, 1943, relating to the payment of a portion of the bonded indebtedness of the State of California, and making an appropriation therefor.

Bill read second time, ordered engrossed, and to third reading.

**MOTION TO PRINT REPORT**

Senator Collier moved that the State Highway Deficiency Report of the Department of Public Works be printed in the Journal.

Motion carried.

STATE OF CALIFORNIA, DEPARTMENT OF PUBLIC WORKS

SACRAMENTO, January 21, 1947

*Honorable Randolph Collier, State Senator  
State Capitol, Sacramento, California*

DEAR SENATOR COLLIER: As requested by you, there is being forwarded to you a tabulation, "State Highway Deficiency Report for Ten-year Period, 1946-1956."

This report shows the deficiencies that exist on the State Highway System on the basis of 1946 traffic, taking into consideration probable traffic increase for the ten-year period, 1946-1956. Estimates are based on current contract costs.

Yours very truly

G. T. McCox, State Highway Engineer

The report which was to follow this letter of transmittal will not appear in the Journal of this date, January 24, 1947, but will appear in the Journal of February 5, 1947, with additions and corrections.

---

**ADJOURNMENT**

At 11.20 a.m., on motion of Senator Powers, the President declared the Senate adjourned until 12 m., Monday, January 27, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**ELEVENTH LEGISLATIVE DAY**  
**FIFTEENTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO  
Monday, January 27, 1947

The Senate met at 12 m.

Hon. Byrl R. Salsman, Senator of the Eighteenth District, presiding.  
Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Jespersen, Judab, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—37.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Hulse, on motion of Senator Powers, due to illness.

**COMMUNICATIONS**

The following communication was received, read, and, on motion of Senator Rich, ordered printed in the Journal:

LEGISLATIVE BUDGET COMMITTEE  
SACRAMENTO, CALIFORNIA, January 27, 1947

*Honorable W. P. Rich, Chairman*  
*Legislative Budget Committee*  
*State Capitol, Sacramento, California*

DEAR SENATOR RICH: In reply to your letter of January 15, 1947, asking me to obtain answers to the list of questions attached to that letter, I have followed your suggestions and have prepared the answers which I submit herewith.

In connection with the questions relating to the amount of cash on hand, I have obtained official information from the State Controller. This has been carefully

rechecked by the Controller and brought up to date. I have a full detailed tabulation showing the distribution into the several funds and other pertinent information in our file.

In answering the questions relating to highway expenditures and highway contracts, we have secured this information from the State Division of Highways. Communications from them giving detailed information are available in our files.

With regard to highway revenue estimates, we have used as our source of information the composite of divergent views as found in the California Major Highway Development Subcommittee forecast. We have made certain corrections in this forecast secured from later information.

May we point out that our answers conform to your questions with the exception that we have had to change the dates for the current month of January, 1947, to coincide with the dates of available information. We have interpreted your questions also as coinciding with the Collier Joint Fact-Finding Committee on Highways, Streets and Bridges and the reports of their several technicians.

One term may lead to confusion—that is “all available funds for highway purposes.” This includes those available from the state, federal and local governments to carry into effect the above Joint Fact-Finding Committee report. It does not include solely the funds available to the State Division of Highways.

We have available in our files a fuller explanation of the questions you asked, together with supporting documentary evidence for all answers given, together with certain explanatory tables and charts.

We have explained to you that the time available to prepare these answers was decidedly limited and the time allowed the several state departments in cooperating with us in furnishing information was also limited.

Trusting that these answers are satisfactory, I am

Sincerely yours,

ROLLAND A VANDEGRIFT, Legislative Auditor

1. How much cash was on hand in the State Treasury and available for state and local highway purposes as of July 1, 1946?

|   |                      |
|---|----------------------|
| State Highway Fund-----                           | \$67,992,188         |
| Motor Vehicle Fuel Tax Fund-----                  | 16,081,771           |
| Motor Vehicle Fund-----                           | 11,728,327           |
| Use Fuel Tax Fund-----                            | 487,866              |
| Postwar Unemployment and Reconstruction Fund----- | 15,000,000           |
| <b>Total</b> -----                                | <b>\$111,290,152</b> |

2. How much federal aid for state and local highways was available to the State of California as of July 1, 1946, under the Federal Aid Highway Act of 1944 and other acts of Congress?

|                              |                     |
|------------------------------|---------------------|
| For fiscal year 1945-46----- | \$23,890,765        |
| For fiscal year 1946-47----- | 22,303,000          |
| <b>Total</b> -----           | <b>\$46,193,765</b> |

3. What is the amount of estimated revenue for state and local highway purposes available from federal and state sources for the current fiscal year 1946-47?

|  |                      |
|--|----------------------|
| For State Division of Highways (Table H, Exhibit 1 B)----- | \$67,980,000         |
| For county roads-----                                      | 35,407,000           |
| For major city streets-----                                | 6,171,000            |
| <b>Total</b> -----   | <b>\$109,558,000</b> |

4. What is the amount of estimated revenue for state and local highway purposes available from federal and state sources for the fiscal year 1947-48?

|  |                      |
|--|----------------------|
| For State Division of Highways (Table H, Exhibit 1)----- | \$75,084,000         |
| For county roads-----                                    | 39,721,000           |
| For major city streets-----                              | 7,072,000            |
| <b>Total</b> -----                                       | <b>\$121,877,000</b> |

5. What is the amount of estimated revenue for state and local highway purposes available from all sources for the four-year period ending June 30, 1950?

|                                      |               |
|--------------------------------------|---------------|
| (1946-47, 47-48, 49-50) Table B----- | \$680,566,528 |
|--------------------------------------|---------------|

6. What is the amount of proposed state and local highway expenditures for the four-year period ending June 30, 1950, as recommended in the Kennedy Engineering Report as submitted to the Collier Committee on October 15, 1946?

|       |               |
|-------|---------------|
| ----- | \$632,725,600 |
|-------|---------------|

7. How much cash was on hand in the State Treasury and available for state and local highway purposes as of *January 8, 1947*? (Changed from requested date *January 13, 1947*)
- |   |              |
|---|--------------|
| State Highway Fund.....                           | \$5,678,053  |
| Motor Vehicle Fuel Tax Fund.....                  | 18,805,558   |
| Motor Vehicle Fund.....                           | 5,784,163    |
| Use Fuel Tax Fund.....                            | 639,792      |
| Postwar Unemployment and Reconstruction Fund..... | 14,993,485   |
| Total .....                                       | \$45,901,051 |
8. How much has the State Division of Highways invested in United States Government Bonds as of *January 1, 1947*? (January 8, 1947—\$50,000,000) .....
- \$50,000,000
9. Of the total of cash on hand and current revenue available to the State Division of Highways for the Fiscal Year 1947-48, how much will be available for expenditure on highway construction purposes and how will the money be allocated?
- |                         |              |
|-------------------------|--------------|
| For administration..... | \$3,250,000  |
| For maintenance.....    | 15,632,000   |
| For construction.....   | 56,202,000   |
| Total .....             | \$75,084,000 |
10. What is the aggregate amount of contracts which the State Division of Highways has outstanding as of *January 13, 1947*? (Date changed to *January 1, 1947*) .....
- \$69,960,000
11. Of construction contracts now outstanding, approximately what amount will remain unpaid as of *June 30, 1947*? .....
- \$9,100,000
- Total with Contracts Let *January 1 to June 30, 1947* .....
- \$34,420,000
12. Approximately how long will it take to complete present contracts which will still remain uncompleted or unpaid as of *June 30, 1947*?
- By *June 30, 1948*, outstanding unpaid contracts amounting to....
- \$34,420,000
- As of *June 30, 1947*, be reduced to.....
- 3,420,000
13. What is the estimated amount of contracts which will be outstanding as of *June 30, 1947*? .....
- \$34,200,000
14. How long will it take to complete contracts which will be outstanding as of *June 30, 1947*?
- Ninety percent to be completed by *June 30, 1948*. \$3,420,000 carry over. Some go into 1950.

## REPORTS OF STANDING COMMITTEES

### Committee on Rules

SENATE CHAMBER, SACRAMENTO, January 24, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Bill No. 4

Senate Bill No. 17

And reports the same correctly engrossed.

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, January 24, 1947

MR. PRESIDENT: The Committee on Rules has examined:

**Senate Bill No. 18**—An act making an additional appropriation for legislative printing, binding, etc., to take effect immediately;

And reports that the same has been correctly enrolled, and presented to the Governor on the twenty-fourth day of January, 1947, at 1 p.m.

POWERS, Chairman

## RESOLUTIONS

The following resolution was offered:

By Senator Collier:

### Senate Resolution No. 13

Relative to obtaining information

WHEREAS, The Proclamation of the Governor convening the Legislature in Extraordinary Session on January 13, 1947, specified among the subjects upon which legislation should be considered, legislation relating to the financing and administration of state highway, county road, and city street construction and maintenance, including taxation therefor; and

WHEREAS, The Senate is considering legislation respecting taxes upon the operation of vehicles for commercial purposes upon the public highways; and

WHEREAS, The operators of for-hire truck companies have represented to committees of the Legislature in 1944 before the Fact-Finding Committee on Agricultural and Industrial Employment (created by Resolution Chapter 38, and continued by Resolution Chapter 123, of the Statutes of 1943), in 1946 before the Senate Committee on State and Local Taxation (created by Senate Resolution No. 127 of 1945), and again in 1946 before the Joint Fact-Finding Committee on Highways, Streets and Bridges (created by Resolution Chapter 133 of the Statutes of 1945) that the operational costs of a considerable proportion of such companies are in excess of operational revenues; and

WHEREAS, It is necessary that reliable information be received as to the ability of the operators of such vehicles to pay the taxes under consideration in order that the Members of the Senate be adequately informed with respect to such legislation; and

WHEREAS, The amount of income and other particulars set forth in the reports and returns filed for tax purposes with the Franchise Tax Commissioner, may not pursuant to Sections 19282 and 19284 of the Personal Income Tax Law, Section 55 of the Bank and Corporation Franchise Tax Act, and Section 29 of the Corporation Income Tax Act, generally be disclosed, but may upon request of a committee appointed by the Senate be furnished to the committee; and

WHEREAS, Under those provisions it is a misdemeanor for such committee or any member, clerk, or other officer or employee thereof, to disclose in any manner any particulars of the information so furnished except to law enforcement officers for the purpose of aiding the detection or prosecution of crimes committed in violation of the Personal Income Tax Law, the Bank and Corporation Franchise Tax Act, and the Corporation Income Tax Act; now, therefore, be it

*Resolved by the Senate of the State of California, As follows:*

(1) The Senate shall meet in the Senate Chamber as a Committee of the Whole in executive session at ---- o'clock ---- m. on the ----- day of January, 1947, and thereafter shall meet in such session at such time or times as may be designated by motion.

(2) The President pro Tempore of the Senate, as Chairman of the Committee of the Whole, is directed to obtain from the Board of Equalization the names of the licensees under the Motor Vehicle Transportation License Tax Law and to summon and subpoena to appear before the Committee of the Whole at such time and place the Franchise Tax Commissioner, or such officers and employees thereof, or any other person, as may be necessary, and require such person or persons to produce such papers, books, accounts, reports, documents, records, and papers of every kind and description as will show the income of such licensees in connection with the activity for which so licensed, the sources of such income, and the expenses of such operators in connection therewith.

(3) The Committee of the Whole and its members shall have and exercise all of the rights, duties and powers conferred upon investigating committees and their members by the provisions of the Joint Rules of the Senate and Assembly and of the Standing Rules of the Senate as they are adopted and amended, from time to time, which provisions are incorporated herein and made applicable to this committee and its members.

(4) The committee shall report its conclusions and any recommendations for needed legislation to the Senate as soon as possible.

Resolution read, and referred to Committee on Rules.

#### MOTION TO APPROVE JOURNALS

Senator Powers moved that the Journals for Monday, January 20, 1947, Tuesday, January 21, 1947, Wednesday, January 22, 1947, Thursday, January 23, 1947, and Friday, January 24, 1947, be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

#### WITHDRAWAL FROM COMMITTEE OF SENATE BILL NO. 11

Senator Collier moved that Senate Bill No. 11 be withdrawn from Committee on Transportation, for purpose of amendment, and be re-referred to committee.

Motion carried.

**SECOND READING OF SENATE BILLS (OUT OF ORDER)**

**Senate Bill No. 11**—An act to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 of the Revenue and Taxation Code, imposing a tax upon persons engaged in the transportation of persons or property for hire or compensation by motor vehicle, to add Part 4, comprising Sections 9601 to 10501, inclusive, to Division 2 of the Revenue and Taxation Code, and to amend Section 372 of the Vehicle Code, relating to the imposition of taxes and fees to be paid by persons operating commercial vehicles, and providing that this act shall take effect immediately.

**Motion to Amend**

Senator Collier moved the adoption of the following amendment:

**Amendment No. 1**

On page 2, line 4, of the printed bill, strike out "12,000", and insert "14,000".

**Amendment No. 2**

On page 2 of the printed bill, strike out lines 6 to 8, inclusive, and insert "weight in excess of 14,000 pounds. "Vehicle" does not include, however, any motor vehicle designed and used primarily as a farm implement for drawing implements of husbandry and operated only incidentally on the public highways and does not include the implements of husbandry drawn thereby."

**Amendment No. 3**

On page 2, line 9, of the printed bill, strike out "sum of the".

**Amendment No. 4**

On page 2, line 10, of the printed bill, strike out "and", and insert "plus".

**Amendment No. 5**

On page 2, lines 23 to 25, of the printed bill, strike out "this State, any county, city and county, municipality, district, or other political subdivision thereof,".

**Amendment No. 6**

On page 2, line 25, of the printed bill, after the period, insert " "Person" also includes this State, any county, city and county, municipality, district, or other political subdivision thereof, as respects the operation of any vehicle for the transportation of persons or property for hire or compensation."

**Amendment No. 7**

On page 2 of the printed bill, strike out lines 46 and 47.

**Amendment No. 8**

On page 3 of the printed bill, strike out lines 22 and 23.

**Amendment No. 9**

On page 4 of the printed bill, between lines 15 and 16, insert:

"9657. There shall be allowed as a credit against the amount of tax due from an operator under the provisions of Sections 9651 or 9652 of this code the amounts paid by the operator to any city, county and county, or county expressly for the privilege of operating vehicles, subject to the tax imposed by this part, upon the public highways and streets for and with respect to the same period for which the tax is due under Sections 9651 or 9652. The board shall by regulation prescribe the manner in which the credit shall be allowed."

**Amendment No. 10**

On page 14, line 40, of the printed bill, strike out "-----", and insert "Highway Users Tax".

**Amendment No. 11**

On page 16 of the printed bill, between lines 13 and 14, insert

|                              |         |
|------------------------------|---------|
| "12,001 to 13,000 lbs.-----" | 46.00   |
| 13,001 to 14,000 lbs.-----"  | 52.00". |

**Amendment No. 12**

On page 16 of the printed bill, strike out all lines 15 to 31, inclusive, and insert "(d) "Gross weight" as used in this section means the weight of the vehicle plus the weight of the maximum load which the vehicle may transport as declared by the operator and approved by the department. The maximum load of a passenger vehicle shall be the weight of the maximum seating capacity of the vehicle, including the seat of the driver, computed at 150 pounds per passenger seat, plus the maximum weight

of any property to be carried on the vehicle. If separate or individual seats are not provided, twenty (20) lineal inches shall be deemed the equivalent of one passenger seat.

(e) At the time of the registration of a commercial vehicle the owner thereof shall declare the gross weight of the vehicle on a form prescribed by the department. The gross weight as so declared by the owner is, however, subject to the approval of the department and may be modified by it so as not to exceed the maximum permissible gross weight for the operation of the vehicle."

**Amendment No. 13**

On page 16, line 35, of the printed bill, strike out "declared".

**Amendment No. 14**

On page 16, line 37, of the printed bill, following "vehicle", insert "and shall advise the State Board of Equalization of all vehicles having a gross weight in excess of 14,000 pounds".

**Amendment No. 15**

On page 16 of the printed bill, between lines 37 and 38, insert

"(h) It is unlawful for any person to operate on any public highway a vehicle the gross weight of which exceeds the permissible gross weight. In the case of a combination, this means the total of the permissible gross weight of each vehicle in the combination."

Amendments read, and adopted.

Bill ordered printed, and referred to Committee on Transportation.

**ADJOURNMENT**

At 12.20 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 12 m., Tuesday, January 28, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

# SENATE DAILY JOURNAL

TWELFTH LEGISLATIVE DAY  
 SIXTEENTH CALENDAR DAY

## IN SENATE

SENATE CHAMBLR, SACRAMENTO

Tuesday, January 28, 1947

The Senate met at 12 m.

Hon. H. R. Judah, Senator of the Twenty-third District, presiding.  
 Secretary J. A. Beek at the desk.

## ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jaspersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—38.

Quorum present.

## PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

## LEAVES OF ABSENCE FOR THE DAY

The following Senator was granted leave of absence for the day:  
 Senator Dorsey, on motion of Senator Powers.

## REPORTS OF STANDING COMMITTEES

### Committee on Transportation

SENATE CHAMBER, SACRAMENTO, January 27, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred Senate Bill No 8

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and do pass, as amended  
 Committee membership 13; committee vote: Ayes 11; absent 2.

MCCORMACK, Chairman

Above reported bill ordered to second reading.

SENATE CHAMBER, SACRAMENTO, January 27, 1947

MR. PRESIDENT. The Committee on Transportation, to which was referred: Senate Bill No 12

Has had the same under consideration, and reports the same back with the recommendation: Do pass.

Committee membership 13; committee vote: Ayes 8; noes 3; absent 2.

MCCORMACK, Chairman

Above reported bill ordered to second reading.

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following bill was introduced, and read the first time:

**Senate Bill No. 28:** By Senator Brown—An act to add Section 569 to the Streets and Highways Code, relating to the state highway routes.

Referred to Committee on Transportation.

**ADJOURNMENT**

At 12.10 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 12 m , Wednesday, January 29, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

# SENATE DAILY JOURNAL

THIRTEENTH LEGISLATIVE DAY  
 SEVENTEENTH CALENDAR DAY

## IN SENATE

SENATE CHAMBER, SACRAMENTO  
 Wednesday, January 29, 1947

The Senate met at 12 m.  
 Hon. Goodwin J. Knight, President of the Senate, presiding.  
 Secretary J. A. Beck at the desk.

## ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Denel, Dillinger, Dilworth, Donnelly, Gordon, Hatheld, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybrecht, and Williams—38.

Quorum present.

## PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

## LEAVES OF ABSENCE FOR THE DAY

The following Senator was granted leave of absence for the day.  
 Senator Dorsey, on motion of Senator Powers, due to illness.

## REPORTS OF STANDING COMMITTEES

### Committee on Transportation

SENATE CHAMBER, SACRAMENTO, January 29, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred Senate Bill No. 11

Has had the same under consideration, and reports the same back with the recommendation: Do pass.

Committee membership 13; committee vote—Ayes 13.

MCCORMACK, Chairman

Above reported bill ordered to second reading.

SENATE CHAMBER, SACRAMENTO, January 29, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:  
Senate Bill No. 9

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and do pass, as amended.

Committee membership 13; committee vote: Ayes 12; absent 1.

McCORMACK, Chairman

Above reported bill ordered to second reading.

**CONSIDERATION OF DAILY FILE  
SECOND READING OF SENATE BILLS**

**Senate Bill No. 8**—An act to amend Sections 713, 714, and 715.5 of the Vehicle Code, relating to reduction of weight limits on streets and highways.

Bill read second time.

**Consideration of Committee Amendments**

The following amendments were proposed by the Committee on Transportation:

**Amendment No. 1**

On page 1, line 20, of the printed bill, strike out "(e)".

**Amendment No. 2**

On page 1 of said bill, strike out lines 24 and 25; and on page 2, strike out lines 1, 2, and 3.

**Amendment No. 3**

On page 2, line 25, of said bill, insert

"(b) In the event any person protests in writing to the clerk of such board of supervisors within 15 days after the adoption of an ordinance reducing the permissible gross weight upon a highway, then such reduction in weight shall not become final unless and until the State Department of Public Works after a hearing approves such action of the board of supervisors in such reduction. The hearing shall be held in the county in which such highway is located within 25 days after a request therefor, and shall be conducted by one or more engineers of the department to be designated by the director of the department. The engineer or engineers shall hear all evidence presented and report their findings in writing to the director. The director shall, upon the basis of such findings, declare in writing the approval or disapproval of the reduction.

(c) Whenever any weight limit different from those specified in this code is fixed in accordance with this section, the board of supervisors shall cause signs indicating the weight so fixed to be erected at all entrances to such highway upon which the permissible gross weight is altered."

**Amendment No. 4**

On page 2 of said bill, strike out lines 49 and 50; and on page 3, strike out lines 1 and 2.

Amendments read, and adopted.

Bill ordered printed, engrossed, and to third reading.

**Senate Bill No. 12**—An act to amend Section 370 of the Vehicle Code, relating to vehicle registration fees.

Bill read second time, ordered engrossed, and to third reading.

**ADJOURNMENT**

At 12 10 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 12 m., Thursday, January 30, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

FOURTEENTH LEGISLATIVE DAY  
EIGHTEENTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO  
Thursday, January 30, 1947

The Senate met at 12 m.

Hon. Fred H. Kraft, Senator of the Fortieth District, presiding.  
Secretary J. A. Beek at the desk.

## ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Watson, Weybret, and Williams—36

Quorum present.

## PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

## LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Ward, on motion of Senator Powers, due to illness.

Senator Desmond, on motion of Senator Powers.

## COMMUNICATIONS

The following communication was received, read, and ordered printed in the Journal:

STATE OF CALIFORNIA, DEPARTMENT OF FINANCE  
SACRAMENTO 14, January 29, 1947

*Honorable J. A. Beek, Secretary of the Senate  
California Legislature, Sacramento, California*

DEAR MR. BEEK: Pursuant to Senate Resolution No. 12 of the Fifty-seventh (First Extraordinary) Session, the following information concerning state highway fiscal affairs has been obtained from the records of the Division of Highways. Estimates used are those prepared by the Division of Highways and accepted by this department

for inclusion in the Governor's Budget, supplemented by engineering forecasts supplied by the Division of Highways.

*Request No. 1* The estimated cash on hand in the State Highway Fund as of June 30, 1947, and the estimated amount of revenue to accrue to the State Highway Fund from all sources during the Ninety-ninth Fiscal Year:

The June 30, 1947, cash balance is estimated at \$3,810,719 and United States Government securities at \$35,000,000, or a total cash and securities balance of \$38,810,719.

This balance is computed as follows:

Audited Balance in State Highway Fund, June 30, 1946:

|  |             |               |
|--|-------------|---------------|
| Fund in Treasury-----                              | \$8,011,077 |               |
| Investments at par-----                            | 60,000,000  | \$68,011,077  |
| Add: Estimated receipts 7-1-46 to 6-30-47-----     |             | 68,508,366    |
| Total-----   |             | \$136,519,443 |
| Less: Estimated withdrawals 7-1-46 to 6-30-47----- |             | 97,708,724    |
| Balance in State Highway Fund, 6-30-47-----        |             | \$38,810,719  |

The above estimated receipts and withdrawals are those contained in the Governor's Budget, which represents estimates of revenue prepared in December, last, and the program of expenditures as projected in September. The rapidly changing construction picture of the last few months has brought about a number of changes in the rate of disbursements assumed in the budget for certain categories of expenditures. However, the total volume of expenditures for the current fiscal year as given in the budget appears reasonable in light of the engineering facts and opinions of the Division of Highways on which we have relied.

Estimated revenues to the State Highway Fund for the 1947-48 Fiscal Year are as follows:

|  |              |
|--|--------------|
| Motor vehicle fuel tax-----                      | \$49,600,000 |
| Motor vehicle registration fees-----             | 4,394,279    |
| Motor vehicle license fees-----                  | 1,193,721    |
| Use fuel tax-----                                | 2,474,000    |
| Caravan fees-----                                | 200,000      |
| Interest on securities-----                      | 573,500      |
| Federal aid—state highways (reimbursements)----- | 23,000,000   |
| Federal aid county roads (reimbursements)-----   | 6,500,000    |
| Total-----                                       | \$87,935,500 |

These revenues are estimated on a cash basis and do not include state revenues collected but not apportioned to the Highway Fund, nor federal aid grants earned but not collected.

*Request No. 2* The estimated total amount of federal aid funds to be made available to the Division of Highways for road and highway purposes during the Ninety-ninth Fiscal Year:

The amount of additional funds to become available to California, contingent upon appropriation by Congress of the funds authorized for 1947-48 under the Highway Act of 1944, will be \$17,139,752 for state highways and \$5,084,024 for county highways.

In addition it is estimated that there will be carried forward into the 1947-48 Fiscal Year \$33,214,061 from allocations of prior periods. Of the \$55,438,437 total federal funds thus available to the credit of the State of California for the 1947-48 Fiscal Year, it is estimated by the Division of Highways that there will be received in cash during that year an aggregate of \$29,500,000. Of this amount \$23,000,000 would be in reimbursement of expenditures on state highways and \$6,500,000 for reimbursement of expenditures made on federally aided county secondary highway projects.

The wide divergence between amounts apportioned and amounts to be received in cash is due to the manner in which the federal aid program operates. After apportionment of funds to the State, the Division of Highways must reach an agreement with the Public Roads Administration as to acceptability of proposed projects for federal aid reimbursement; contracts must be let; construction work begun; and payments made to the contractors. Only after this point is reached, may reimbursement be claimed by the State from the Federal Government.

*Request No. 3.* The estimated amount of money invested pursuant to Section 207 of the Streets and Highways Code as of June 30, 1947, and the estimated amount of interest to be earned upon such investments during the Ninety-eighth Fiscal Year.

At the present date there is \$50,000,000 invested in securities of the United States Government, \$15,000,000 will mature on June 1, 1947, and is not expected to be reinvested, so that the investment on June 30, 1947, will stand at \$35,000,000.

The estimated amount of interest to be received during the Ninety-eighth Fiscal Year (1946-47) is \$221,207.

*Request No. 4.* The estimated amount in the State Highway Fund as of June 30, 1947, allocated to counties, cities and counties, and cities, including sums accumulated for future expenditures by counties, cities and counties, and cities as follows:

|  |              |
|--|--------------|
| 1. City streets of major importance ( $\frac{1}{4}$ cent)----- | \$5,851,083  |
| 2. County highways (from General Fund)-----                    | 7,917,399    |
| Total -----  | \$13,768,482 |

This total does not include \$10,269,315 allocated for expenditure by the Division of Highways on state highways in cities under Section 192 of the Streets and Highways Code.

*Request No. 5.* The estimated total contract price of all state highway construction contracts on which work will be in progress as of June 30, 1947, and the estimated amounts remaining unpaid on such contracts on June 30, 1947, is set forth below:

|  | <i>Estimated total<br/>contract price<br/>of contracts in<br/>progress as of<br/>June 30, 1947</i> | <i>Estimated<br/>unpaid<br/>balance on<br/>June 30, 1947</i> |
|--|--|--|
| Highway construction contracts in force on January 1, 1947, and not expected to be completed prior to June 30, 1947-----   | \$32,288,000   | \$9,100,000  |
| Highway construction contracts estimated by the Division of Highways to be let between January 1, 1947, and June 30, 1947, and not completed prior to June 30, 1947----- | 30,800,000   | 25,100,000   |
| Total -----  | \$63,088,000   | \$34,200,000   |

*Request No. 6.* The estimated total cost of highway construction contracts proposed to be awarded during the Ninety-ninth Fiscal Year:

Based upon present estimates of revenues, under existing law, the construction program of the Division of Highways for the 1947-48 Fiscal Year provides for major construction as follows:

|  |              |
|--|--------------|
| Major construction projects-----             | \$18,924,000 |
| Major construction--bridge construction----- | 2,172,000    |
| Construction engineering-----                | 1,865,000    |
| Total -----                                  | \$22,961,000 |

It is estimated that the entire amount of this major construction program, involving a total contract price of approximately \$21,000,000, will be awarded during the 1947-48 Fiscal Year.

*Request No. 7.* The estimated amount set aside as reserves for maintenance, rights of way, engineering, and administration as of June 30, 1947:

Estimated expenditures for the Fiscal Year 1946-47 will result in the expenditure of all funds except those allotted for the following:

|  |              |
|--|--------------|
| State highway construction, roads and bridges-----                       | \$9,872,922  |
| Golden Gate Bridge approach-----   | 4,900,000    |
| State highways and cities ( $\frac{1}{4}$ cent)-----                     | 10,269,315   |
| City streets of major importance ( $\frac{1}{4}$ cent)-----              | 5,851,083    |
| Construction and improvements, county highways (from General Fund) ----- | 7,917,399    |
| Total -----  | \$38,810,719 |

This will not provide, or allow, any reserve for maintenance, rights of way, engineering, or administration at the end of the year.

*Request No. 8.* The estimated amount to be expended during the Ninety-ninth Fiscal Year for maintenance, rights of way, engineering, and administration.

The 1947-48 Fiscal Year budget provides for the following expenditures for these purposes:

|   |              |
|---|--------------|
| Maintenance -----                                       | \$12,020,000 |
| Rights of way-----                                      | 6,000,000    |
| Preliminary engineering-----                            | 1,800,000    |
| Administration, including retirement contributions----- | 2,740,729    |

Very truly yours,

R. M. DORTON, Deputy Director  
Department of Finance

**REPORTS OF STANDING COMMITTEES****Committee on Rules**

SENATE CHAMBER, SACRAMENTO, January 13, 1947

MR. PRESIDENT. The Committee on Rules has examined :

Senate Bill No. 8

And reports the same correctly engrossed.

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, January 29, 1947

MR. PRESIDENT: The Committee on Rules has examined :

Senate Bill No. 12

And reports the same correctly engrossed.

POWERS, Chairman

**Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, January 29, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred :

Senate Bill No. 10

Has had the same under consideration, and reports the same back with amendments with the recommendation : Amend, and do pass, as amended.

Committee membership 13; committee vote : Ayes 12; absent 1.

McCORMACK, Chairman

Above reported bill ordered to second reading.

SENATE CHAMBER, SACRAMENTO, January 29, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred :

Senate Bill No. 13

Has had the same under consideration, and reports the same back with the recommendation : Do pass.

Committee membership 13; committee vote : Ayes 9; noes 3; absent 1.

McCORMACK, Chairman

Above reported bill ordered to second reading.

**Committee on Governmental Efficiency**

SENATE CHAMBER, SACRAMENTO, January 28, 1947

MR. PRESIDENT. The Committee on Governmental Efficiency, to which was referred :

Senate Bill No. 3

Has had the same under consideration, and reports the same back with amendments with the recommendation : Amend, and do pass, as amended.

Committee membership 11; committee vote : Ayes 10; absent 1.

SWING, Chairman

Above reported bill ordered to second reading.

**Committee on Finance**

SENATE CHAMBER, SACRAMENTO, January 29, 1947

MR. PRESIDENT: The Committee on Finance, to which was referred :

Senate Bill No. 22

Has had the same under consideration, and reports the same back with the recommendation : Do pass.

Committee membership 11; committee vote : Ayes 9; absent 2.

RICH, Chairman

Above reported bill ordered to second reading.

**CONSIDERATION OF DAILY FILE****THIRD READING OF SENATE BILLS**

**Senate Bill No. 11**—An act to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 of the Revenue and Taxation Code, imposing a tax upon persons engaged in the transportation of persons or property for hire or compensation by motor vehicle, to add Part 4, com-



prising Sections 9601 to 10501, inclusive, to Division 2 of the Revenue and Taxation Code, and to amend Section 372 of the Vehicle Code, relating to the imposition of taxes and fees to be paid by persons operating commercial vehicles, and providing that this act shall take effect immediately.

Bill read second time, ordered engrossed, and to third reading.

**Senate Bill No. 9**—An act to amend Section 7351 of the Revenue and Taxation Code, relating to the rate of tax on distribution of motor vehicle fuel, to take effect immediately.

Bill read second time.

#### Consideration of Committee Amendments

The following amendment was proposed by the Committee on Transportation:

##### Amendment No. 1

On page 1, lines 6 and 7, of the printed bill, strike out "six cents (\$0.06)", and insert "five cents (\$0.05)".

Amendment read, and adopted.

Bill ordered printed, and to third reading.

#### ADJOURNMENT

At 12.10 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 11.30 a.m., Friday, January 31, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

FIFTEENTH LEGISLATIVE DAY  
NINETEENTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Friday, January 31, 1947

The Senate met at 11.30 a.m.

Hon. Fred Weybret, Senator of the Twenty-fifth District, presiding.  
Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Watson, Weybret, and Williams—37.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Ward, on motion of Senator Powers, due to illness.

### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, January 31, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day adopted:

Assembly Concurrent Resolution No. 1

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

### FIRST READING AND REFERENCE OF ASSEMBLY BILLS

The following resolution was read:

**Assembly Concurrent Resolution No. 1**—Relative to the recess of the Fifty-seventh (First Extraordinary) Session of the Legislature, and

to the reassembling of the Legislature after said recess, and fixing the date for said recess and said reassembling.

Referred to Committee on Rules.

### REPORTS OF STANDING COMMITTEES

#### Committee on Rules

SENATE CHAMBER, SACRAMENTO, January 31, 1947

MR. PRESIDENT. The Committee on Rules has examined:

Senate Bill No. 9

And reports the same correctly engrossed

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, January 30, 1947

MR. PRESIDENT. The Committee on Rules has examined:

Senate Bill No. 11

And reports the same correctly engrossed

POWERS, Chairman

### CONSIDERATION OF DAILY FILE

#### SECOND READING OF SENATE BILLS

**Senate Bill No. 10**—An act to amend Section 8651 of the Revenue and Taxation Code, relating to the use fuel tax, to take effect immediately.

Bill read second time.

#### Consideration of Committee Amendments

The following amendment was proposed by the Committee on Transportation:

##### Amendment No. 1

On page 1, line 5, of the printed bill, strike out "nine cents (\$0.09)", and insert "seven and one-half cents (\$0.075)".

Amendment read, and adopted.

Bill ordered printed, engrossed, and to third reading.

**Senate Bill No. 13**—An act to amend Sections 276, 277, and 381, and to repeal Section 276.5, of the Vehicle Code, relating to operator's and chauffeur's licenses.

Bill read second time, ordered engrossed, and to third reading.

**Senate Bill No. 3**—An act to amend Sections 102, 108, and 128 of, to add Division 2A, comprising Sections 139 to 139.61 inclusive to, and to repeal Sections 111, 113, 116, 117, 119, 120, 121, 122, 123, 124, 124.1, 125, 126, 135, 135.5, 135.8, 486, and 489 of, the Vehicle Code, providing for the reorganization of the California Highway Patrol, abolishing the Division of Enforcement of the Department of Motor Vehicles, establishing a Department of Highway Patrol and Safety and prescribing its powers, duties, purposes and functions, providing for the transfer of records and property; and to make available money for the support of said department.

Bill read second time.

#### Consideration of Committee Amendments

The following amendments were proposed by the Committee on Governmental Efficiency:

##### Amendment No. 1

On page 2 of the printed bill, strike out lines 1 to 4, inclusive, and insert "department is hereby divided into at least two divisions to be known respectively as the Division of Registration and the Division of Drivers Licenses".

**Amendment No. 2**

On page 2, line 26, of the printed bill, after "of", insert "the California".

**Amendment No. 3**

On page 2, line 27, of the printed bill, strike out "and Safety".

**Amendment No. 4**

On page 2, line 32, after "of", insert "the California".

**Amendment No. 5**

On page 2, line 32, after "Patrol", strike out "and Safety."

**Amendment No. 6**

On page 2, line 42, after "of", insert "the California".

**Amendment No. 7**

On page 2, line 43, after "Patrol", strike out "and Safety".

**Amendment No. 8**

On page 2, line 47, after "of", insert "the California".

**Amendment No. 9**

On page 2, line 47, after "Patrol", strike out "and Safety".

**Amendment No. 10**

On page 3, line 5, after "of", insert : "The California".

**Amendment No. 11**

On page 3, line 5, after "Patrol", strike out "and Safety".

**Amendment No. 12**

On page 3, line 6, after "of", insert "the California".

**Amendment No. 13**

On page 3, line 7, strike out "and Safety".

**Amendment No. 14**

On page 3, line 11, after "of", insert "the California".

**Amendment No. 15**

On page 3, line 11, after "Patrol", strike out "and Safety".

**Amendment No. 16**

On page 3, line 12, after "of", insert "the California".

**Amendment No. 17**

On page 3, line 12, after "Patrol", strike out "and Safety".

**Amendment No. 18**

On page 3, line 14, after "of", insert "the California".

**Amendment No. 19**

On page 3, line 15, strike out "and Safety".

**Amendment No. 20**

On page 3, line 20, after "shall be", strike out the balance of the line, and insert "twelve thousand dollars (\$12 000)".

**Amendment No. 21**

On page 3, line 36, after "the", insert "California."

**Amendment No. 22**

On page 3, line 38, after "the", and before "Highway", insert "California".

**Amendment No. 23**

On page 3, line 46, after "the", and before "Highway", insert "California".

**Amendment No. 24**

On page 5, line 18, after "of", strike out "Traffic Patrol Employees", and insert "the members of the California Highway Patrol."

**Amendment No. 25**

On page 5, line 19, strike out "traffic patrol employees", and insert "members of the California Highway Patrol"

**Amendment No. 26**

On page 5, line 23, after "the", strike out "patrol employees", and insert "members of the California Highway Patrol".

**Amendment No. 27**

On page 6, line 15, strike out "Traffic Patrol".

**Amendment No. 28**

On page 6, line 16, strike out "Employees", and insert "members of the California Highway Patrol".

**Amendment No. 29**

On page 6, line 21, after "all", strike out the balance of lines 21 and 22 up to and including "employees", and insert "members of the California Highway Patrol".

**Amendment No. 30**

On page 6, line 31, strike out "Traffic Patrol", and insert "The California Highway Patrol".

**Amendment No. 31**

On page 6, line 31, after "The", strike out "traffic"; and in line 32, strike out "patrol employees", and insert "members of the California Highway Patrol".

**Amendment No. 32**

On page 6, line 33, after "the", insert "California".

**Amendment No. 33**

On page 6, line 33, strike out "deputy Chiefs", and insert "assistant chief".

**Amendment No. 34**

On page 6, line 35, after the period, after "Ratings", insert "The assistant chief and".

**Amendment No. 35**

On page 6, line 40, after the second "the", insert "California".

**Amendment No. 36**

On page 6, line 40, after the comma, strike out "super-"; and in line 41, strike out "vising inspector, district".

**Amendment No. 37**

On page 6, line 43, strike out "For the"; and strike out all of lines 44 and 45

**Amendment No. 38**

On page 7, line 16, after "No", strike out "traffic patrol employee", and insert "member of the California Highway Patrol".

**Amendment No. 39**

On page 7, line 30, after "of", strike out "Traffic Patrol Employees", and insert "members of the California Highway Patrol".

**Amendment No. 40**

On page 7, line 31, after "each," strike out "traffic patrol employee", and insert "member of the California Highway Patrol".

**Amendment No. 41**

On page 7, lines 33 and 34, strike out "Department of Highway Patrol and Safety" "and".

**Amendment No. 42**

On page 7, line 39, strike out "traffic patrol"; and in line 40, strike out "employee", and insert "member of the California Highway Patrol".

**Amendment No. 43**

On page 7, line 41, after "of", strike out "Traffic Patrol Employee", and insert "Member of the California Highway Patrol".

**Amendment No. 44**

On page 7, line 42, after "a", strike out "traffic patrol"; and in line 43, strike out "employee", and insert "member of the California Highway Patrol".

**Amendment No. 45**

On page 7, line 44, strike out "employee", and insert "member of the California Highway Patrol".

Amendments read, and adopted.

Bill ordered printed, engrossed, and to third reading.

**Senate Bill No. 22**—An act making an appropriation to the Department of Motor Vehicles for the improvement and mechanization of the registration and related financial and statistical procedures, of the Department of Motor Vehicles, to take effect immediately.

Bill read second time, ordered engrossed, and to third reading.

#### INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS

The following bill was introduced, and read the first time:

**Senate Bill No. 29:** By Senators Keating, O'Gara, Slater, Gordon, Quinn, and Busch—An act to amend the title of, and to add Section 1.5 to, an act entitled "An act to provide for the construction of a road in Marin County, and including its incorporation into the State Highway System, and making an appropriation," approved July 18, 1945, relating to the purposes of expenditure of said appropriation, declaring the urgency thereof, to take effect immediately.

Referred to Committee on Transportation.

#### REQUEST FOR UNANIMOUS CONSENT

Senator McCormack asked for, and was granted, unanimous consent to have the following statement of C. H. Purcell, Director of Public Works, printed in the Journal:

#### Statement of C. H. Purcell, Director of Public Works, to the Senate Committee on Transportation on January 28, 1947

STATE OF CALIFORNIA, DEPARTMENT OF PUBLIC WORKS

SACRAMENTO

*Committee on Transportation, State Senate*

GENTLEMEN: Every newspaper in California, some 500 daily and weekly publications, currently is publishing a large display advertisement underwritten and presumably paid for by the Western Oil and Gas Association. It is captioned "No Need to Increase Your State Gasoline Tax!"

In the advertisement are figures which seek to prove their further declaration that the "State has enough money to build new roads without increased taxes!" They conclude with the statement, "There is no apparent reason why the state gasoline tax should be doubled or even increased," and seek to show a surplus of \$35,000,000.

*Their figures are ridiculously misleading and their implications are entirely false, and are based on inflated ideas of revenue.*

The fact is, the Construction Fund of the State Highway Department will be under contract by June 30th of this year. All available construction moneys will be under contract by that date. This I have told you before and I stand by that statement.

I repeat, statements such as this advertisement are designed to mislead the public into believing it is not necessary to have additional funds in order to build much-needed new highways and are utterly false.

The figures used in the advertisement are their estimate of revenues for the next four years. The fallacy is their inclusion, apparently, of all revenue now on the books, whether obligated by contract or not, and into this total they have added all moneys for cities, counties and State, and including about \$73,000,000 from local property tax sources. Of this latter, certainly, the State has no control. Presumably added also is \$50,000,000 from federal sources for the four-year period in question. Actually approved federal aid is \$17,140,000 and the State Highway Commission cannot spend money which merely is an anticipation of a continuation of national policy.

In other words, the oil and gas figures include money from every conceivable source. It is impossible to reconcile them with our own, so far as the implications they leave with the general public are concerned, and the absolutely incorrect conclusion that any surplus exists beyond that which will be under contract by June 30, 1947.

I previously have stated we need and can use \$75,000,000 a year for construction on the State Highway System. This construction feature alone would require an additional two-cent tax on motor fuel.

Recently the California Highway Commission approved its budget for the 1947-48 fiscal year. For highway and bridge construction, construction engineering and highway construction with convict labor, we had a total of \$22,961,000 to allocate. That left,

in already agreed-upon postwar projects, approximately \$40,000,000 worth of work that must go over to the fiscal year starting July 1, 1948. This represents already planned and urgent work.

It is ridiculous to suppose that State Highway Commissioners and engineers would not immediately call for bids on this postponed program if funds from any possible sources were available. I am certain the Governor also would demand that this be done.

Let me summarize quickly some of the figures and estimates we previously have prepared. These are based, of course, on anticipated highway use and gasoline revenues but I am sure they are as accurate as it is humanly possible to project them.

Recently we gave you a revised 10-year State Highway System Deficiency Report, 1946 to 1956, which shows in some detail the highways in your own districts which are considered by State Division of Highway engineers to be of top priority in a 10-year construction program.

You have seen this report; you each know the need for every unit is now and not 10 years hence. You probably personally know that in many instances, due to high accident rates or traffic congestions, the conditions covered not only are critical but of a highly urgent nature bordering on extreme urgency need. The total of this 10-year program, detailed county by county and substantiated by engineering data, calls for an expenditure of \$1,458,924,130.

What can we anticipate from present income sources to meet this critical construction need? *Just \$28,001,000 a year!*

This tabulation, recently completed in the department, shows the revenue that will accrue over a 10-year period from present sources (fiscal years 1947-48 to 1956-57). It is as follows:

"From the present 2-cent gasoline tax (excluding the 1 cent to counties, but including the one-half cent to the cities over which the State has some jurisdiction, total anticipated revenue for the 10 years of \$543,780,000.

"From motor vehicle fees, \$63,574,000.

"From use fuel tax (diesel) \$27,704,000.

"From caravan fees, \$1,363,000.

"From federal aid (moneys actually allocated) \$17,140,000."

This totals \$653,561,000 which represents, I repeat, the revenue that will accrue for state highway purposes from the present sources of income for the 10-year period.

Now, how will this be spent:

About two and three-quarters of a million dollars will go for administration each year, based on actual estimates of \$2,724,516 for the 1947-48 fiscal year. This item totals \$26,074,516 for the 10 years.

For maintenance and for buildings, plant, equipment, etc., \$159,520,000 (about \$16,000,000 a year) will be spent.

For the San Francisco-Oakland Bay Bridge \$9,500,000.

Engineering and planning runs about two and a half million a year, a total of \$24,223,484.

For emergency repairs, contingency reserve, and miscellaneous items \$2,500,000 a year, a total of \$24,886,000.

From this, so far as state highway construction total is concerned, is deducted the one-half cent to the cities, an estimated \$135,945,000.

That leaves \$273,412,000, to which is added the return of the loan to the Bay Bridge for approaches, \$6,600,000, and there is anticipated for construction for 10 years a total of *only \$280,012,000, or \$28,001,200 a year for highway construction.* Based on our estimates, this is the most accurate figure I can give you.

Now, in conclusion, let me remind you that the oil industry, which is opposing proposed increases in gasoline taxes, has itself since August 1, 1946, increased the price to its consumers of 1½ cents (1 cent on that date and a half-cent January 20, this year). Not one penny of this money goes to needed highway construction. This cent and a half represents a major part of the amount that is needed to make better and safer highways throughout California; a need none will deny after the years of legislative study backed by public demand for an adequate, safe, modern highway system.

Respectfully submitted.

C. H. PURCELL, Director of Public Works

#### ADJOURNMENT

At 11.45 a.m., on motion of Senator Powers, the President declared the Senate adjourned until 12 m., Monday, February 3, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

# SENATE DAILY JOURNAL

---

---

SIXTEENTH LEGISLATIVE DAY  
TWENTY-SECOND CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Monday, February 3, 1947

The Senate met at 12 m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Watson, Wehner and Williams—36

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness

Senator Ward, on motion of Senator Powers, due to illness.

Senator Parkman, on motion of Senator Powers.

### GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR

On request of Senator O'Gara, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Julian Beek of San Francisco.

### REPORTS OF STANDING COMMITTEES

#### Committee on Rules

SENATE CHAMBER, SACRAMENTO, January 31, 1947

MR. PRESIDENT The Committee on Rules has examined

Senate Bill No. 13

Senate Bill No. 22

And reports the same correctly engrossed

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, February 3, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Bill No. 3

Senate Bill No. 10

And reports the same correctly engrossed

POWERS, Chairman

#### MOTION TO APPROVE JOURNALS

Senator Powers moved that the Journals for Monday, January 27, 1947, Tuesday, January 28, 1947, Wednesday, January 29, 1947, Thursday, January 30, 1947, and Friday, January 31, 1947, be approved as corrected by the Journal Clerk and Minute Clerk.

Motion carried.

#### INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS

The following bill was introduced, and read the first time:

**Senate Bill No. 30:** By Senator Tenney—An act to add Sections 80 and 81 to the Streets and Highways Code, relating to the California Highway Commission.

Referred to Committee on Transportation.

#### MOTION TO TAKE BILL FROM THE INACTIVE FILE

Senator Keating moved that Senate Bills Nos. 1 and 2 be taken from the inactive file, and placed on the second reading file.

Motion carried.

#### Request for Unanimous Consent

Senator Keating asked for, and was granted, unanimous consent to take up Senate Bill No. 2, at this time, for consideration.

#### SECOND READING OF SENATE BILLS (OUT OF ORDER)

**Senate Bill No. 2**—An act to add Section 10759 to the Revenue and Taxation Code, and Section 373.5 to the Vehicle Code, relating to vehicle registration and license fees.

Bill read second time.

#### Motion to Amend

Senator Keating moved the adoption of the following amendments:

##### Amendment No. 1

On page 1 of the printed bill, after line 8, insert a paragraph to read, "This section will become effective on January 1, 1948."

##### Amendment No. 2

On page 1 of the printed bill, after line 15, insert a paragraph to read, "This section will become effective on January 1, 1948."

Amendments read, and adopted.

Bill ordered printed, engrossed, and to third reading.

#### MOTION TO RETAIN PLACE ON FILE

Senator Collier moved that Senate Bills Nos. 8, 12, 11, 9, 10, and 13 be passed on file, and that they retain their place on file.

Motion carried.

#### RECESS

At 12.20 p.m., on motion of Senator Powers, the Senate recessed until 4 p.m.

**REASSEMBLED**

At 4 p.m., the Senate reconvened.

Hon. Harold J. Powers, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

**REPORTS OF STANDING COMMITTEES****Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, February 3, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:  
Senate Bill No. 5

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and do pass, as amended.

Committee membership 13; committee vote: Ayes 8; noes 5.

McCORMACK, Chairman

Above reported bill ordered to second reading.

SENATE CHAMBER, SACRAMENTO, February 3, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:  
Senate Bill No. 21

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and do pass, as amended.

Committee membership 13; committee vote: Ayes 13.

McCORMACK, Chairman

Above reported bill ordered to second reading.

**SECOND READING OF SENATE BILLS (OUT OF ORDER)**

**Senate Bill No. 5**—An act relating to funds for street and highway purposes and the allocation thereof; providing for the administration of street and highway work by the State, counties, cities and counties, and cities, and the respective functions of each, and in connection therewith to add Section 29 to the general provisions of, and to add Chapters 1, 2, and 5 to Division 3 of, and to add Sections 2102 to 2106, inclusive, to Chapter 3 of Division 3 of, and to amend Sections 194 and 195 of, and to repeal Article 2 of Chapter 2 of Division 1 of and Sections 203, 1621, 1622, 1623, 1624, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, and to add Article 2 to Chapter 2 of Division 1 of the Streets and Highways Code, and to repeal Section 779 of, and to add Section 779 to, the Vehicle Code.

Bill read second time.

**Consideration of Committee Amendments**

The following amendments were proposed by the Committee on Transportation:

PRINTER'S NOTE—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendment is indicated by being enclosed within brackets.

**Amendment No. 1**

Strike out the title of the printed bill, as amended in Senate January 17, 1947, and insert

"An act to provide for a system of public streets and highways in this State and for the financial support thereof, including the levying of taxes therefor, and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 188, 203, 1021, 1621, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 194, 195, and 1622 of, and to add Division 3, Article 2 of Chapter 2 of Division 1, and Sections 29, 74, 188, 188.2, and 188.4 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 270, 276, 277, 370, 381, and 781 of the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of

Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Part 4, comprising Sections 9001 to 10501 inclusive, to Division 2 of, and Sections 8353 and 10456 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937."

#### Amendment No. 2

On page 1 of said bill, strike out line 1, and insert

"SECTION 1. Division 3 is added to the Streets and Highways Code, to read:

### DIVISION 3. APPORTIONMENT AND EXPENDITURE OF HIGHWAY USERS TAX

#### CHAPTER 1. THE COUNTY PRIMARY ROAD SYSTEM

2000. There is in each county a primary system of county roads.

2001. The primary system of county roads shall not exceed at any time 50 percent of the total maintained mileage of county roads.

2002. The primary system of county roads shall be selected by the board of supervisors on the basis of greatest general county importance.

2003. County roads not included in the primary system shall constitute the county secondary road system.

2004. Roads may from time to time be included in or excluded from the county primary road system, subject to the approval of the department and subject to the 50 percent limitation stated in Section 2001.

2005. The department may prescribe rules and regulations not inconsistent with this chapter governing the manner of presentation of proposals for its approval.

2006. Each county shall, prior to July 1, 1947, appoint a single road commissioner for all road districts in the county. The road commissioner shall be a registered civil engineer except that an unregistered person may be employed as road commissioner if approved by the department as qualified and competent to handle the road and highway work of the county. Nothing herein shall preclude one such person from serving two or more counties. The county surveyor may be appointed, if a registered civil engineer, or if found by the department to be properly qualified.

Each county shall furnish evidence to the State Controller that it has complied with the provisions of this section.

After July 1, 1947, neither the State Controller nor any other state officer shall make any allocations or payments to any county from the Highway Users Tax Fund until such county has complied with the requirements of this section.

2007. The road commissioner shall each year prepare a tentative road budget covering all proposed expenditures for the ensuing fiscal year for county road purposes. He shall submit the same as his recommended budget to the board of supervisors who shall adopt the same, with such changes and revisions as the board considers will subserve the public interest.

#### CHAPTER 2. THE MAJOR CITY STREET SYSTEM

2050. There is in each city a system of major city streets.

2051. City streets not included in the system of major city streets shall constitute the city secondary street system.

2052. The system of major city streets shall be selected by the city council on the basis of greatest general city importance, subject to the approval of the department.

2053. Streets may from time to time be included in or excluded from the city system of major city streets subject to the approval in each case of the department.

2054. All expenditures made by a city on any project on the system or major city streets, which project is financed in whole or in part from the Highway Users Tax Fund, shall be made in accordance with those provisions of Division 1 of this code relating to expenditures of State Highway Fund money on the system of major city streets.

#### CHAPTER 3. HIGHWAY USERS TAX FUND

2100. The Highway Users Tax Fund is created in the State Treasury.

2101. All moneys in the Highway Users Tax Fund and hereafter received in said fund are appropriated for the acquisition of rights of way for, and the construction, reconstruction, improvement, and maintenance of, public streets and highways subject to and in accordance with the provisions of this code.

2102. Net revenue derived from a tax means the amount derived after paying refunds and costs of collection.

2103. The moneys in the Highway Users Tax Fund shall be apportioned quarterly in the months of January, April, July, and October of each year by the State Controller as provided in Sections 2104 to 2121.

2104. The sum of five million four hundred thousand dollars (\$5,400,000) annually shall be apportioned among the counties from the Highway Users Tax Fund as provided in Section 2110. The base sum of five million four hundred thousand dollars (\$5,400,000) per year shall be increased or decreased for each fiscal year in the ratio that the total number of motor vehicles registered in this State for the preceding calendar year bears to the total number of motor vehicles registered in this State for the calendar year 1946.

2105. A sum equal to the net revenue derived from one cent (\$.01) per gallon tax under the Motor Vehicle Fuel License Tax Law shall be apportioned among the counties as provided in Section 2111.

2106. A sum equal to three-eighths of one cent (\$.00375) per gallon tax under the Motor Vehicle Fuel License Tax Law shall be apportioned among the counties as provided in Sections 2113 to 2116, inclusive.

2107. A sum equal to five-eighths of one cent (\$.00625) per gallon tax under the Motor Vehicle Fuel License Tax Law shall be transferred to the State Highway Fund for expenditure in cities as provided in Section 194.

2108. The balance of the moneys in the Highway Users Tax Fund after making the apportionments provided in Sections 2104 to 2107, inclusive, shall be transferred to the State Highway Fund for expenditure on state highways.

2109. State highways in cities shall be maintained, constructed and improved out of the moneys received in the State Highway Fund under Section 2108; provided, the department is not required to maintain any traversable highway, as that term is used in Section 100 or any portion thereof in a city if such route was added after January 1, 1947.

2110. The moneys payable to the counties under Section 2104 shall be apportioned among the several counties as follows: Said payments shall be made to the counties in proportion to the number of fee-paid vehicles registered in such counties as determined by the place of garaging of vehicles as shown on the registration cards issued.

The Department of Motor Vehicles shall, when requested by the State Controller, furnish to him a verified statement showing the number of such fee-paid vehicles registered in each county according to the records of the department, for the use of the State Controller in making the apportionments provided for herein.

2111. The moneys payable to the counties under Section 2105 shall be apportioned among the several counties as follows: (a) First, each county shall be paid five thousand dollars (\$5,000) during each of the months of January, April, July and October of each year, which amounts shall be used exclusively for engineering costs and administrative expenses in respect to county roads. In the event that any such amount, as indicated by the report filed by the county with the State Controller, under Section 2152 hereof, has not been expended by the county within 18 months after the close of the quarter during which said amount was paid, the unexpended balance shall be deducted by the Controller from the next payment made hereunder to the county, and shall be credited as a deposit in the Highway Users Tax Fund. (b) Secondly, each county shall be paid seven thousand five hundred dollars (\$7,500) during the months of January, April, July and October of each year. (c) Thirdly, the balance remaining shall be apportioned to the counties in the proportion that the registration of vehicles in each of the counties bears to the total number of vehicles registered in this State.

2112. If the number of motor vehicles registered in any of the counties is not available before the Controller makes the apportionments required by subdivision (c) of Section 2111, the Controller may estimate the amount to be paid to any county during any quarter of a year, and may pay to any county a sum not to exceed 75 percent of the amount estimated to be due that county during the quarterly period. Such payment shall be in addition to the twelve thousand five hundred dollars (\$12,500) paid to each county for each quarter of the year, as provided in subdivisions (a) and (b) of Section 2111. After the Controller has made a payment to a county based on his estimate, and the number of motor vehicles registered in the county is available to the Controller, he shall compute the balance due and pay such balance to each of the counties, to which such payments have been made.

2113. The moneys payable to the counties under Section 2106 shall be apportioned quarterly among the several counties as provided in Sections 2114, 2115, and 2116.

2114. First, from the moneys payable under Section 2106 there shall be paid to each county eligible thereto an amount computed quarterly as follows: The number of miles of maintained county road in each county shall be multiplied by seventy-five dollars (\$75), from the resultant amount shall be deducted the amount received by each county under the second and third subdivisions of Section 2111, and the remainder, if any, shall be paid to each county.

2115. One-half of the balance remaining after making the payments provided for in Section 2114 shall be apportioned and paid to the counties in the proportion that the registration of vehicles in each of the counties bears to the total number of vehicles registered in this State. If the number of motor vehicles registered in any of the counties is not available before the Controller makes the apportionment he may proceed as provided in Section 2112.

2116. The remaining one-half of such balance shall be apportioned and paid quarterly to the counties in the proportion that the maintained mileage of county roads in each of the counties eligible for this apportionment bears to the total mileage of maintained county roads in eligible counties, provided that no apportionment hereunder shall be made to any county whose quarterly apportionment under Section 2110, and the second and third subdivisions of Section 2111 exceeds the sum obtained by multiplying the county's maintained mileage of county roads by one hundred and fifty dollars (\$150).

2117. The apportionments made under Sections 2115 and 2116 shall be used by the counties exclusively for construction expenditures upon the county primary road systems.

2118. The moneys transferred to the State Highway Fund, for expenditure in cities and counties under Section 2107 shall be expended as provided in Sections 194 to 202, inclusive, of this code.

2119. The State Controller shall not draw his warrant upon the Highway Users Tax Fund in favor of any county or city which has failed to establish any street or road fund as required by law, or which has failed, neglected or refused to file any report required by law, showing the amount of money received by such city or county from the Highway Users Tax Fund and the disposition thereof. On satisfactory proof by such city or county to the State Controller of the establishment of such road fund or the filing of such report, such warrant shall be issued.

2120. Upon the request of the board of supervisors of any county, the Controller may deduct from the apportionment to such county any amount specified in such request and pay the amount to any state department for services to be furnished in accordance with the request. This includes, but is not limited to, the payment of salaries and wages for crossing guards furnished by the Department of Motor Vehicles.

2121. In May of each year each county shall submit to the department any additions or exclusions from its mileage of maintained county highways, specifying the termini and mileage of each route added or excluded from its county maintained roads. The department shall either approve or disapprove each such inclusion or exclusion and in the event of a disapproval the county shall have the right to appeal as provided in Section 74. The department shall as required by State Controller certify to him county mileage figures. No appeal shall affect any apportionment made by the Controller pending the determination of the appeal. If, on such appeal, additional mileage is allowed to the county, the department shall immediately certify the corrected figure to the Controller, and the same shall be used for subsequent apportionments.

#### CHAPTER 5 ACCOUNTING, REPORTS AND AUDITS

2150. All amounts paid to each county, out of the Highway Users Tax Fund shall be paid into its special road improvement fund. The board may pay into said fund any other money available for roads. All money received by a county from the Highway Users Tax Fund shall be expended by the county exclusively for county highway purposes, including but not limited to the acquisition of real property or interests therein for, or the construction, maintenance or improvement of county highways and county aid to cities.

2151. On or before the first day of October of each year, the governing body of each county and city shall cause to be made and filed with the State Controller a complete report of the expenditures for street or road purposes during the fiscal year ending on the thirtieth day of June next preceding. The State Controller shall prescribe the form and contents of the report.

2152. The report shall contain the following:

(a) A detailed statement of all money available from all sources during the fiscal year covered by the report, including money made available by the United States, the State, the county or city, any other governmental agency, and money available from bond issues, special assessments, or from any other source whatever for expenditure for street or road purposes.

(b) A detailed statement of all expenditures during the fiscal year covered by the report for street or road purposes, including obligations incurred but not yet paid. The statement shall be broken down into expenditure categories, such as expenditures for rights of way or other property, new construction, reconstruction, widening, resurfacing, maintenance, repair, and acquisition and maintenance of equipment. Expenditures on the county primary road system shall be separately reported.

The State Controller, with the advice of the department, may prescribe such other expenditure categories and may require such detail as may be deemed necessary by him fully to disclose the nature and extent of all financial transactions by the county or city relating to streets or roads.

2153. The State Controller shall take such steps as he may deem necessary to insure that such reports are adequate and accurate.

2154. The State Controller shall annually tabulate and compile all such reports received by him and shall distribute copies of such tabulation and compilation to the Governor, the Lieutenant Governor, the Members of the Legislature, the department, the Legislative Auditor, the cities and the counties, and to any legislative committee charged with the investigation of streets, roads, highways, or bridges in this State.

2155. No state money shall be allocated to or made available for expenditure by any county or city at any time when such county or city is delinquent in filing the report provided for in this article.

SEC. 15. Section 29 is added to the general provisions of the Streets and Highways Code, to read:

29. "Construction" includes:

(a) Acquisition of rights of way and material sites and the payment of damage claims under Section 14 of Article I of the Constitution.

(b) Construction.

(c) Reconstruction.

(d) Replacement.

(e) Any improvement excepting maintenance as defined in Section 27.

SEC. 2. Article 2 of Chapter 2, of Division 1 of the Streets and Highways Code is repealed and a new Article 2 is added to Chapter 2 of Division 1 of said code, to read:

Article 2. The Expressways System of State Highways

250. This article may be cited as the State Expressway Law of 1947.

251. For the purposes of this chapter, an express highway or expressway is a highway or street especially designed for through traffic, and over, from, or to which owners or occupants of abutting land, or other persons, have no right or easement or only a limited right or easement of access, light, air, or view by reason of the fact that their property abuts upon such expressway, or for any other reason.

252. The terms "express highway," "expressway," and "freeway" shall be synonymous and interchangeable and all of the statutes of this State applicable to freeways shall, unless inconsistent with any of the provisions of this chapter, be applicable to the expressway system of highways described or provided for in this article.

253. Nothing in this article shall be deemed to prevent the commission or the department from acquiring or constructing any other state highway as an expressway or freeway or declaring any state highway to be a freeway as authorized under any of the provisions of this code or any other statute.

254. The expressway system of state highways shall consist of those interstate highway routes and necessary extensions thereof described in this article.

255. There shall be a state-wide network of continuous through routes in rural and urban areas following the general existing state highway routes and conforming generally with the present two major north and south United States highway routes and the east-west highway routes and necessary extensions thereof as described in the succeeding sections.

256. The state-wide network of expressway routes and necessary extensions is described in Sections 257 to 283, inclusive.

257. From the Mexican boundary near Tia Juana to San Francisco and from the south shore of Marin County to the Oregon state line near the town of Smith River via San Diego, Los Angeles, San Francisco and the coast counties. That portion of the above described expressway route from State Highway Route 165 to Cahuenga Pass is known as the Hollywood Expressway.

258. From the Mexican boundary near Calexico to the Oregon state line near Hilt via the San Joaquin and Sacramento Valleys, the Shasta River Canyon, and the Cities of Los Angeles and Sacramento.

259. From the expressway described in Section 257 near San Bruno to the Nevada state line near Verdi via San Francisco and Sacramento.

260. From San Diego to the Arizona state line near Yuma.

261. From San Diego to the Nevada state line near Calada via Cajon Pass.

262. From expressway route described in Section 258 near Indio to the Arizona state line near Blythe.

263. From the expressway route described in Section 261 near Barstow to the Arizona state line near Needles.

264. From the expressway route described in Section 257 near San Jose to the expressway route described in Section 259 near the distribution structure in Oakland.

265. From the expressway route described in Section 264 near Hayward to the expressway route described in Section 258 near Modesto.

266. From the expressway route described in Section 259 near Vacaville to the expressway route described in Section 258 near Dunnigan.

267. From the expressway route described in Section 258 near Stockton to the expressway route described in Section 265 near Tracy.

268. The Harbor Expressway is from Hollywood Expressway to San Pedro.

269. The Arroyo Seco Expressway is from Hollywood Expressway to Pasadena.

270. The Sepulveda Expressway is from the expressway route described in Section 257 to the Los Angeles River Expressway.

271. The Santa Monica Expressway is from State Route 60 near Santa Monica to the Hollywood Expressway.

272. The Inglewood Expressway is from State Route 60 El Segundo to the Harbor Expressway.

273. The Olympic Expressway is from State Route 60 near Venice to the Santa Ana Expressway.

274. The East Bypass Expressway is from Harbor Expressway to the Arroyo Seco Expressway.

275. The Los Angeles River Expressway is from the Santa Ana Expressway to Long Beach and from the expressway route described in Section 258 to the Hollywood Expressway.

276. The expressways described in Sections 268 to 275, inclusive, are in the Los Angeles metropolitan area.

277. The Alameda Expressway is from the expressway route described in Section 257 near the south boundary of San Francisco to the expressway route described in Section 259 in San Francisco.

278. An expressway from the expressway described in Section 257 near the Golden Gate Bridge to the expressway route described in Section 259 near the San Francisco-Oakland Bay Bridge.

279. The Twin Peaks Expressway is from the expressway route described in Section 257 near Shatt Boulevard to the expressway route described in Section 259 near Division Street.

280. The MacArthur Expressway is from the expressway route described in Section 259 near the distribution structure in Oakland to the expressway route described in Section 265 near Hayward.

281. The Walnut Creek Expressway is from the City of Alameda near Santa Clara Avenue to Walnut Creek via the Low Level Tunnel.

282. The Tunnel Road Expressway is from the expressway route described in Section 259 near Folger Avenue to Walnut Creek Expressway.

283. The Mountain Boulevard Expressway is from Walnut Creek Expressway to MacArthur Expressway near San Leandro.

284. The expressway described in Sections 277 to 283, inclusive, are in the San Francisco-Oakland and San Jose metropolitan areas.

285. The term "metropolitan areas" means the respective metropolitan areas as shown by the United States Bureau of the Census in the decennial census of 1940.

286. The highways in the expressways system shall be state highways for all purposes under the provisions of this code and any other statute of this State.

287. The commission and every city and county are hereby authorized to enter into cooperative agreements whereby any revenues available for expenditure on state or county highways or city streets may be allocated to and expended upon any expressway route either within or outside such city or county.

288. The department shall acquire the necessary rights of way for, and shall design, construct and maintain the system of state and metropolitan expressways as described herein and for such purposes shall exercise all of the powers and duties vested in the department by this code or any other statute relating to the state highways within this State.

289. The department may delegate any expenditure of moneys allocated for express highways to any city within which any such highway is located, as in cases of other expenditures on state highways within cities.

290. In the expenditure of funds upon expressway routes, the department shall so far as practicable give priority in the expenditure of such funds for the purpose of acquiring the necessary rights of way, including the purchase or condemnation of the rights of ingress and egress of owners of abutting property in order that the limited access right of way for each project shall be acquired and assured prior to the expenditure upon any such project on any such expressway route of funds for the construction or improvement thereof.

291. The commission and the department, in respect to any expressway route provided for in this chapter, shall have authority to provide for the elimination of intersections at grade of an expressway route with any existing state or county highway or city street, either by grade separations or by providing service roads adjacent to the expressway, or by closing off such highways or streets at or near the right of way boundary line of the expressway.

292. The commission in exercising the powers as provided in this section shall not have authority to impose any liability on any city or county to pay any portion of the costs or for damages except by an agreement between the said state agencies and such city or county. No state or county highway or city street shall be opened into or connected with any expressway route designated as herein provided without the consent and previous approval expressed by resolution adopted by the commission, and after the completion of any portion of an expressway route no highway or street which is not a part of an expressway facility shall intersect the same at grade.

293. From and after the establishment of any road or highway as an express highway as provided in this chapter, no abutters' rights or easements of access, light, air or view shall arise therein. All existing abutters' rights in any existing highway declared to be an expressway shall be acquired by the department insofar as practical and necessary to accomplish the purposes of this chapter. Where land is conveyed or acquired by condemnation for right of way for an express highway, owners of land abutting thereon shall have only such rights therein as may be specifically reserved in the deed, judgment, or other instrument conveying title to the right of way.

294. An express highway shall be so designed and constructed as to incorporate such basic engineering features and facilities as will best serve the traffic for which the expressway is intended. Every such expressway shall be so designed or located as to avoid so far as is practicable, with due regard for public investment in existing highways, interference with access between any existing rail facility and contiguous or adjacent property which is used, developed or zoned for industrial purposes.

295. The department, in determining the design of an express highway and having regard to the location thereof and the traffic conditions then existing or anticipated, shall give consideration to the following basic features, any or all of which may be incorporated when determined by the department to be appropriate and practical to accomplish the purposes of this chapter:

(1) One or more roadways for vehicular traffic so designed and constructed that vehicular traffic may enter or leave only at entrances and exits regularly established by public authority.

(2) Grade separation structures or other devices to eliminate crossings at grade of state and county highways and city streets.



(3) Physical barriers to separate opposing traffic and to prevent left turns across opposing traffic

(4) Entrance and exit facilities which are appropriate to permit vehicles to enter and leave the highway with the least interference with through traffic.

(5) Such physical barriers as are appropriate to protect the traveled way against lateral interference and encroachments

(6) Such additional width of roadways or turnouts as may be deemed appropriate to accommodate disabled vehicles off of the main traveled way

(7) Such other physical features and facilities as may be developed to increase traffic safety and to facilitate traffic movement

296. Any express highway may be so designed and constructed as to include provision for service roads adjacent to the express roadway, which service roads need not be freeways or constructed to the standard required in respect to an express highway, and to which service roads owners and occupants of abutting property may have access.

297. The department shall acquire rights of way which are adequate to permit the ultimate development of traveled ways as described herein.

298. Public motor carriers of passengers for hire shall be allowed to operate upon any and all expressways. Any such carrier must obtain a certificate of public convenience and necessity from Public Utilities Commission whenever required by law and also may be required to obtain a franchise from any city in any case in which the same may be required by law

298.1. Any motor carrier of property may operate upon any such expressway, subject to obtaining a certificate of public convenience and necessity from the Public Utilities Commission where required by law, subject to such regulations as may be made by any city under Section 459 of the Vehicle Code

298.2. The department may make regulations relative to the stopping of any carrier of passengers or property for hire for the purpose of loading or unloading of passengers and property, as may be required for public safety and convenience on such expressways, and any such carrier shall operate in accordance with such regulations, and not otherwise

SEC. 3. Section 74 is added to the Streets and Highways Code, to read:

74. Any city or county aggrieved by any decision of the department under the provisions of Division 3 or under the provisions of Sections 194 to 202, inclusive, may, within 30 days after such decision, petition the California Highway Commission for a hearing. If a petition be filed the commission shall hear the same as soon as conveniently possible and after reasonable notice to such city or county. The commission shall make its order allowing or disallowing the petition in whole or in part and the commission's order shall be final and conclusive.

SEC. 4. Section 188 of the Streets and Highways Code is repealed and a new section to be numbered 188 is added to said code, to read:

188. Subject to the provisions hereinafter contained in this article and in Section 825 all money in the State Highway Fund expended for construction of state highways, including the acquisition of rights of way, construction, reconstruction and construction engineering, shall be allocated and expended as follows: One-third shall be allocated and expended one-half in each county group, 45 percent of the remaining two-thirds shall be allocated to and expended in County Group No. 1 and 55 percent of said remaining two-thirds shall be allocated to and expended in County Group No. 2

SEC. 5. Section 188.2 is added to the Streets and Highways Code, to read:

188.2. It is the duty of the commission to allocate the money available for construction of state highways in each county group in substantial amounts for construction of the expressway system and for construction of other state highways, with due regard to traffic volume, improvements promoting public safety and the economic development of the State

SEC. 6. Section 188.4 is added to the Streets and Highways Code, to read:

188.4. The commission is not required to allocate the construction moneys available as between expressways and other state highways in equal proportions in each county group but is directed to consider the particular conditions pertaining in each county group and to make such allocations for said county group as will best subserve the public interest.

SEC. 7. Section 194 of the Streets and Highways Code is amended to read:

194. The commission shall allocate annually, and the department shall expend or cause to be expended within the cities and cities and counties of this State, from the State Highway Fund, [an amount equal to the net revenue derived from one-quarter cent (\$.0025) per gallon of tax on motor vehicle fuel.] *the amount transferred to the State Highway Fund from the Highway Users Tax Fund for expenditure in cities, as provided in Section 2107.*

Such expenditures shall be made within each city, including city and county, in the proportion that the total population of such city bears to the total population of all cities in this State. For the purpose of this section the population [in] of each city is that determined by the last preceding federal census. In the case of a city incorporated subsequent to the last census, or in the case of unincorporated territory being annexed to a city subsequent to the last census, the department shall ascertain the population of the city, or of the annexed territory, by multiplying the number of registered electors therein by three.

SEC. 8. Section 195 of the Streets and Highways Code is amended to read:

195. Except as provided in Section 200, [a] *three-fifths of the moneys allocated under the provisions of Section 194 shall be expended [for the acquisition of real property or interest therein for, or the construction, maintenance, or improvement of streets of major importance within such city, other than state highways, as are agreed upon by the department and the legislative body of the city.] for the construction of streets included in the system of major city streets within such city or city and county as established pursuant to the provisions of Section 2050 to 2054 of this code.*

*Two-fifths of the moneys allocated under the provisions of Section 194 shall be expended for the maintenance of the system of major city streets and of the secondary city streets within such city or city and county; provided, that, with the approval of the department, a portion of such moneys so allocated for maintenance may be expended for construction of streets included within the system of major city streets within such city or city and county.*

Such expenditures shall be limited to that portion of the street available for use by vehicular traffic except that such funds may be expended for pedestrian underpasses or pedestrian overhead crossings and the installation [and maintenance] of traffic control devices, but such funds shall not be expended for street lighting, or for the construction [or maintenance] of sidewalks, or, except as hereinbefore expressly authorized, for the construction [or maintenance] of any structure or facility in, over, or under the street which is not of direct and primary service in providing a way for vehicular traffic. Sidewalks may be constructed with such funds on bridges or to replace those removed or damaged by construction or improvement of the street.

SEC. 9. Sections 203, 1621, 1621, 1625, 1625.5, 1626, 1626.5, 1627 and 1628 of the Streets and Highways Code are repealed.

The repeal of Section 203 shall not affect the expenditure of any moneys allocated or accumulated for the acquisition of real property, or interests therein for, or the construction, improvement or maintenance of, state highways within cities prior to the effective date of such repeal, but said moneys shall be expended for the purposes for which they were allocated or accumulated the same as if Section 203 had not been repealed.

SEC. 10. Section 1622 of said code is amended to read:

1622. All amounts paid to each county[,] out of money[s] derived from [Motor Vehicle Fuel License taxes and vehicle registration license fees imposed by the State] *Highway Users Tax Fund* shall be deposited in a "Special Road Improvement Fund" which each board of supervisors shall establish for that purpose.

SEC. 11. Within 30 days after the effective date of this act, the Department of Public Works shall certify to each county the total maintained mileage of county roads in unincorporated territory in said county.

SEC. 12. Any county disagreeing with the mileage so certified to it may, within 60 days after such certification, petition the California Highway Commission for the allowance of a greater mileage, specifying the mileage claimed. If no petition is filed within said 60-day period, the department's certification shall be final and the county primary system proposed shall be based upon such mileage. If a petition be filed, the commission shall hear the petition as soon as conveniently possible and in no event later than November 30, 1947. The commission shall make its order allowing or disallowing the petition in whole or in part and the commission's order shall be final and conclusive.

SEC. 13. The board of supervisors of each county shall, on or before December 1, 1947, adopt a tentative proposed primary system for such county or city and county.

SEC. 14. The board of supervisors shall cause a map to be prepared showing each road proposed to be improved in the county primary system and shall cause notice of intention to adopt the said map as the official map of such system to be given, which notice shall specify the time and place at which all interested persons will be heard. Such notice of intention shall be published once a week for at least two successive weeks preceding the date of such hearing in a newspaper of general circulation published in the county.

SEC. 15. After such hearing the board of supervisors shall adopt such map with any changes or revisions deemed by it to be advisable as the official map of the primary road system of the county.

SEC. 16. On or before February 1, 1948, each county shall submit to the California Highway Commission for approval its proposed system of primary county roads. The commission may approve the system as submitted or may, subject to compliance with the procedure herein specified, disapprove the inclusion of any road. Before such disapproval, the commission shall give notice of its intention to disapprove any designated road or roads specifying in such notice the time and place within the county at

which the commission or a member thereof sitting as a referee for the commission will hear all interested persons. Such notice shall be published in the same manner and for the same time as the notice required by Section 14. After such hearing the commission may disapprove the inclusion of any such designated road or roads or street or streets if the commission finds that the public interest will not be subserved by including the same.

SEC. 17. The commission may, without a hearing as provided in Section 16, disapprove any proposed system which exceeds the mileage limitations specified in Section 2001 of the Streets and Highways Code. In such case the board of supervisors shall exclude sufficient mileage to bring the proposed system within the mileage limitation.

SEC. 18. Section 779 of the Vehicle Code is repealed.

SEC. 19. Section 8352 of the Revenue and Taxation Code is amended to read: 8352. The money in the Motor Vehicle Fuel Fund is hereby appropriated, subject to the provisions of any budget bill heretofore or hereafter enacted and Section 661 of the Political Code, as follows:

(a) To pay the refunds authorized in this part, including refunds due on account of judgments for the return of license taxes illegally collected.

(b) To the Controller, to carry out any duties imposed upon him by this part.

(c) To the board, to carry out any duties imposed upon it by this part.

(d) [To the counties, as provided in this chapter. (e)] To the [State] Highway Users Tax Fund, as provided in this chapter.

[(f) (e)] To pay the pro rata share of the overhead and general administrative expense of the Controller and the board attributable to duties imposed by this part. The pro rata share is payable upon presentation of a claim against any appropriation from the Motor Vehicle Fuel Fund for the support of the Controller or the board, as the case may be.

SEC. 20. Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of said code are repealed.

SEC. 21. Section 8353 is added to said code, to read:

8353. During the months of January, April, July, and October of each year the State Controller shall transfer from the Motor Vehicle Fuel Fund the balance remaining after payments of refunds and administration and enforcement as provided for in Section 8352, to the Highway Users Tax Fund.

SEC. 22. Section 9302 of said code is amended to read:

9302. All money deposited in the fund under this part is hereby appropriated as follows:

(a) To pay the refunds authorized in this part.

(b) To the [State] Highway Users Tax Fund as provided in this chapter.

SEC. 23. Section 9303 of said code is amended to read:

9303. The Controller shall transfer the balance of all money deposited in the Motor Vehicle Fuel Fund under this part, after the payment of refunds, to the [State] Highway Users Tax Fund. [The amount so transferred shall be expended for the repair, reconstruction of, or additions to those bridges on state highways which have been posted for less than legal speeds or weights under Sections 516 and 715 of the Vehicle Code or for the construction of new bridges or highways to replace such posted bridges.]

SEC. 24. Section 9304 of said code is amended to read:

9304. The Controller shall make the transfers at the same time as the transfers to the [State] Highway Users Tax Fund of moneys received under the Motor Vehicle Fuel License Tax Law are made.

SEC. 25. Section 10456 is added to said code, to read:

10456. The Controller shall make the transfers to the Highway Users Tax Fund at the same time as transfers to said fund of moneys received under the Motor Vehicle Fuel License Tax Law are made.

SEC. 26. Section 7 of Chapter 788 Statutes of 1937, as amended, is amended to read:

SEC. 7. All fees from the issuance of permits provided for under this act shall be collected by the Motor Vehicle Department. [One-half of] Such fees shall be paid into and become a part of the Motor Vehicle Fund in the State Treasury [and are hereby appropriated out of said fund for the support of the Department of Motor Vehicles, provided, however, that should a Motor Vehicle Support Fund be created in the State Treasury said one-half of such fees shall be paid into and become a part of said Motor Vehicle Support Fund. The remainder of such fees shall be paid into and become a part of the State Highway Fund in the State Treasury.] The moneys so derived by the State are intended as compensation for the privilege of using the highways of this State and to reimburse the State Treasury for the added expense which the State may incur in the collection of such fees and in the administration and enforcement of this act and the expense of policing the highways over which such caravanning may be conducted.

SEC. 27. Section 781 of the Vehicle Code is amended to read:

781. Remainder of Motor Vehicle Fund Transferred to the [State] Highway Users Tax Fund. An amount equal to the total moneys remaining in the Motor Vehicle Fund at the close of business on the last day of December of each year,

after the expenditures and deductions authorized by this chapter, shall, during the month of February of each year, be transferred on order of the State Controller to the "[State] Highway Users Tax Fund" to be expended in accordance with law.

SEC. 28. Sections 780 and 782 of the Vehicle Code are repealed.

SEC. 29. Section 7351 of the Revenue and Taxation Code is amended to read: 7351. For the privilege of distributing motor vehicle fuel a license tax is hereby imposed upon distribution at the rate of three cents (\$0.03) for each gallon of fuel distributed by them in this State until July 1, 1947. Thereafter the rate shall be five cents (\$0.05) for each gallon of fuel distributed.

SEC. 30. Section 8651 of the Revenue and Taxation Code is amended to read: 8651. An excise tax is hereby imposed at the rate of three cents (\$0.03) per gallon on the use of fuel by any user thereof, until July 1, 1947. Thereafter the rate shall be seven and one-half cents (\$0.075) for each gallon of fuel used.

SEC. 31. Section 370 of the Vehicle Code is amended to read:

370. Registration Fees. A registration fee of [three] six dollars (\$6) shall be paid to the department for the registration of every vehicle of a type subject to registration, except for such thereof as are expressly exempted under this code from the payment of registration fees.

SEC. 32. Section 276 of the Vehicle Code is amended to read:

276. Expiration of Operator's License. Every operator's license hereafter issued shall expire [four] three years from date of issuance and the department is authorized to cancel and require the renewal of any operator's licenses which have been outstanding [four] three years or more. In the event an operator's license expires during the month of January the department may extend such license for a period of 30 days.

SEC. 33. Section 276.5 of said code is repealed.

SEC. 34. Section 277 of said code is amended to read:

277. Expiration of Chauffeur's License. Every chauffeur's license hereafter issued shall expire [four] three years after the date of issuance. Every chauffeur's license issued on or after September 15, 1943, shall expire four years from the date of issuance shown thereon. Every chauffeur's license heretofore issued shall expire at the date fixed in the license as issued for six months after the cessation of hostilities in the present war in which the United States is engaged, as declared by the President or the Congress of the United States, whichever time is later. Every chauffeur's license issued during the year 1936 shall expire at midnight on March 31, 1938, and every chauffeur's license issued during the year 1937 prior to the effective date hereof shall expire at midnight on March 31, 1939] except that chauffeur's licenses issued from September 15, 1943, to September, 1945, both dates inclusive, shall expire four years from the date of issuance shown thereon.

SEC. 35. Section 381 of said code is amended to read:

381. Fee for Operator's or Chauffeur's License. Upon application for [a] an operator's or chauffeur's license there shall be paid the department a fee of [one] five dollars (\$11.50) [for the issuance of such license.] and upon an application for the renewal of [a] an operator's or chauffeur's license there shall be paid the department a fee of [one] four dollars and fifty cents (\$11.45). For the purposes of this section every application for an operator's or chauffeur's license shall be deemed to be an original application unless the applicant can establish that he has held a valid California operator's or chauffeur's license within a period of one year prior to the date of application. The payment of the fee for an operator's or chauffeur's application shall entitle the applicant to three examinations within a period of six months.

The terms "operator's license" and "chauffeur's license" include all licenses of every kind issued under Division 4 of this code.

SEC. 36. Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 of the Revenue and Taxation Code is repealed; provided, however, that the provisions of said part are continued in effect as respects the collection of all amounts due or which may become due thereunder arising from operations prior to January 1, 1948, and as respects refunds of amounts erroneously paid in connection with such operations.

SEC. 37. Part 4, comprising Sections 9601 to 10501, inclusive, is added to Division 2 of the Revenue and Taxation Code, to read as follows:

#### PART 4 VEHICLE MILEAGE TAX

##### CHAPTER 1. GENERAL PROVISIONS AND DEFINITIONS

9601. This part is known and may be cited as the "Vehicle Mileage Tax Law."

9602. Except where the context otherwise requires, the definitions given in this chapter govern the construction of this part.

9603. "Vehicle" includes any automobile, bus, truck, tractor, or other self-propelled device used upon the public highways, otherwise than upon fixed rails or tracks, and having a gross weight in excess of 14,000 pounds, and any trailer, semi-trailer, dolly, or other device drawn thereby and having a gross weight in excess of 14,000 pounds. "Vehicle" does not include, however, any motor vehicle designed and used primarily as a farm implement for drawing implements of husbandry and operated only incidentally on the public highways and does not include the implements of husbandry drawn thereby.

9604. "Gross weight" means the weight of the vehicle plus the weight of the maximum load which the vehicle may transport as declared by the operator and approved by the department. The maximum load of a passenger vehicle shall be the weight of the maximum seating capacity of the vehicle, including the seat of the driver, computed at 150 pounds per passenger seat, plus the maximum weight of any property to be carried on the vehicle. If separate or individual seats are not provided, twenty (20) lineal inches shall be deemed the equivalent of one passenger seat.

9605. "Operator" includes any person having the lawful use or control, or the right to the use or control, of any vehicle.

9606. "Person" includes any individual, firm, copartnership, joint venture, association, corporation, estate, trust, business trust, receiver, syndicate, or any other group or combination acting as a unit. "Person" also includes this State, any county, city and county, municipality, district, or other political subdivision thereof, as respects the operation of any vehicle for the transportation of persons or property for hire or compensation.

9607. "Public highway" includes every way or place generally open to the use of the public for the purpose of vehicular travel, notwithstanding that the way or place may be temporarily closed for the purpose of construction, reconstruction, maintenance, or repair.

9608. "In this State" or "in the State" means within the exterior limits of the State of California and includes all territory within these limits owned by or ceded to the United States of America.

9609. "Department" means the Department of Motor Vehicles.

#### CHAPTER 2. IMPOSITION OF TAX

9651. For the privilege of operating a vehicle a tax is hereby imposed upon the operator at the following rates based on the gross weight of the vehicle and the number of miles it is operated in this State:

| Gross Weight of Vehicle             | Rate of Tax Per Mile (In Mills) |
|-------------------------------------|---------------------------------|
| 14,001 to and including 15,000 lbs. | \$5.6                           |
| 15,001 to and including 16,000 lbs. | 6.0                             |
| 16,001 to and including 17,000 lbs. | 6.6                             |
| 17,001 to and including 18,000 lbs. | 7.2                             |
| 18,001 to and including 20,000 lbs. | 8.2                             |
| 20,001 to and including 22,000 lbs. | 9.4                             |
| 22,001 to and including 24,000 lbs. | 9.9                             |
| 24,001 to and including 26,000 lbs. | 10.4                            |
| 26,001 to and including 28,000 lbs. | 11.0                            |
| 28,001 to and including 30,000 lbs. | 11.5                            |
| 30,001 to and including 32,000 lbs. | 12.0                            |
| 32,001 to and including 34,000 lbs. | 12.2                            |
| 34,001 to and including 36,000 lbs. | 12.5                            |
| 36,001 to and including 38,000 lbs. | 13.6                            |
| 38,001 and over                     | 14.6                            |

9652. For such privilege a minimum tax is hereby imposed upon the operator for each calendar year at the following rates based on the gross weight of each vehicle operated by him in this State:

| Gross Weight of Vehicle             | Minimum Tax |
|-------------------------------------|-------------|
| 14,001 to and including 15,000 lbs. | \$5.6       |
| 15,001 to and including 16,000 lbs. | 6.0         |
| 16,001 to and including 17,000 lbs. | 6.6         |
| 17,001 to and including 18,000 lbs. | 7.2         |
| 18,001 to and including 20,000 lbs. | 8.2         |
| 20,001 to and including 22,000 lbs. | 9.4         |
| 22,001 to and including 24,000 lbs. | 9.9         |
| 24,001 to and including 26,000 lbs. | 10.4        |
| 26,001 to and including 28,000 lbs. | 11.0        |
| 28,001 to and including 30,000 lbs. | 11.5        |
| 30,001 to and including 32,000 lbs. | 12.0        |
| 32,001 to and including 34,000 lbs. | 12.2        |
| 34,001 to and including 36,000 lbs. | 12.5        |
| 36,001 to and including 38,000 lbs. | 13.6        |
| 38,001 and over                     | 14.6        |

The tax imposed by this section shall not be in addition to that imposed by Section 9651 of this code.

With respect to a vehicle registered by the department after January of any year, the minimum tax imposed by this section shall be reduced by one-twelfth for each month which shall have elapsed since the beginning of such year and prior to the month of registration if the vehicle has not been operated on any public highway during that period.

9653 This part does not apply to any operator with respect to any vehicle operated exclusively on private property for an entire calendar year, no portion of the public highway being used in such operation.

9654 The tax imposed by Section 9651 of this code does not apply with respect to the mileage of any vehicle from an operation conducted exclusively on private property, no portion of the public highway being used in such operation.

9655. The minimum tax imposed by Section 9652 of this code does not apply with respect to a vehicle registered in another state and not required to be registered with the department in this State.

9656. The tax imposed by this part shall be in lieu of all state fees graduated according to the weight of vehicles, but shall not be in lieu of such fees as may be required generally in connection with the registration of vehicles with the department.

### CHAPTER 3. PERMITS AND EMBLEMS

#### Article 1. Issuance of Permits.

9701. The operator of a vehicle shall apply to the board for a permit for each vehicle operated by him in this State. The application shall be made upon a form prescribed by the board shall set forth the gross weight of each vehicle and such other information as the board may require.

9702 At the time of making the application the operator shall pay to the board a permit fee of one dollar (\$1) for each permit.

9703. Upon the receipt of the application, accompanied by the required fee, the board shall issue a permit to the applicant. The board may refuse to issue a permit to any person to whom a permit was previously issued and subsequently revoked for a violation of this part.

9704. The permit does not authorize the operation of any motor vehicle upon the public highways of this State contrary to the laws in effect regulating the operation of motor vehicles.

9705. No permit issued is assignable by operation of law or otherwise.

9706 Every permit issued is valid until canceled or revoked by the board. A fee of one dollar (\$1) shall be paid to the board for the issuance of a permit to any person to whom a permit was previously issued and subsequently revoked.

9707. It shall be unlawful for any person to operate any vehicle without first obtaining from the board the permit provided for in Section 9701.

#### Article 2 Emblems

9726. At the time of issuing a permit the board shall also issue to the operator an emblem for the vehicle indicating, in such manner as the board may determine, that the permit has been obtained and the gross weight of the vehicle.

9727. The emblem shall be attached to and conspicuously displayed upon the vehicle in such manner as the board may require.

#### Article 3 Revocation of Permit

9751. Whenever any operator to whom a permit has been issued under this part fails to comply with any provision of this part or any rule or regulation of the board prescribed and adopted under this part, the board upon hearing, after giving the operator 10 days' notice in writing of the time and place of the hearing to show cause why his permit or permits should not be revoked, may revoke the permit or permits.

9752. The board may impound the vehicle the permit for which has been revoked and which is thereafter operated on the public highways after the operator has been duly notified by the board of the revocation. The board may retain possession of the vehicle until all taxes, interest, and penalties due from the operator and all costs incurred in connection with the impounding or storage of the vehicle have been paid.

#### Article 4 Reinstatement of Permit

9776. Subsequent to the revocation of the permit or permits of an operator the board shall reinstate the permit or permits when the operator pays the amount of tax determined together with interest and penalties, fully complies with the provisions of this part, and pays a fee of one dollar (\$1) to the board for reinstatement of each permit.

9777. If the permit of any vehicle has been revoked under Article 3 of this chapter, the department shall not thereafter reregister the vehicle or transfer the registration of ownership thereof upon the records of the department until the board issues to the department a certificate to the effect that the operator has fully complied with the provisions of this part.

9778. Transfer by the department of the registered ownership of any vehicle for which a permit has been issued under this part may be effected only after a certificate of tax clearance has been issued therefor by the board. The certificate of tax clearance may be issued after the payment of all amounts due under this part or after the payment of such amounts is secured to the satisfaction of the board. The certificate completely extinguishes the lien provided for in Article 3, Chapter 5, of this part in the vehicle described in the certificate.

9779. If the operator of any vehicle is merely the registered owner thereof and the legal owner of record repossesses the vehicle and pays the full amount of the tax

determined together with all interest and penalties, the legal owner shall not be required to pay the fees required for reinstatement of the permit, nor shall any provision of Articles 3 and 4 of this chapter be applicable.

#### CHAPTER 4. DETERMINATIONS

##### Article 1. Returns and Payments

9851. The tax imposed by Section 9651 of this code is due and payable monthly on or before the twentieth day of the month following each calendar month during which taxable operations occur.

The minimum tax imposed by Section 9652 shall be paid at such time and in such manner as the board may by regulation prescribe.

9852. Each operator shall on or before the twentieth day of each month prepare a return for the preceding calendar month in such form as the board may prescribe, showing the mileage of the operator, the amount of tax due for the month covered by the return, and such other information as the board deems necessary for the proper administration of this part. Returns shall be signed by the operator or his duly authorized agent but need not be verified by oath.

9853. The operator shall deliver the return to the office of the board together with a remittance payable to the board for the amount of tax due.

9854. The board for good cause may extend for not to exceed 20 days the time for making any return or payment required under this part.

9855. The board, if it deems it necessary in order to insure payment of the tax imposed by this part, or to facilitate the administration of this part, may require returns and payment of the tax to be made for other than monthly periods.

##### Article 2. Deficiency Determinations

9876. If the board is not satisfied with the return filed or amount of tax paid by any operator, it may make a deficiency determination of the tax required to be paid by the operator based upon information contained in the return or upon any information in its possession. A deficiency determination may be made of the amount of tax due for one or for more than one month.

9877. All deficiency determinations, exclusive of penalties, shall bear interest at the rate of one-half of 1 percent per month, or fraction thereof, from the twentieth day after the close of the month or months for which the deficiency determination is made until the date of payment.

9877.5. In making a determination the board may offset overpayments for a month or months against underpayments for another month or months, against penalties, and against the interest on the underpayments.

9878. If any part of the deficiency for which a deficiency determination is made is due to negligence or intentional disregard of this part or authorized rules and regulations, a penalty of 10 percent of the amount of the determination shall be added thereto.

9879. If any part of the deficiency for which a deficiency determination is made is due to fraud or an intent to evade the tax, a penalty of 25 percent of the amount of the determination shall be added thereto.

9880. The board shall give the operator written notice of its determination. The notice may be served personally or by mail; if by mail, service shall be made pursuant to Section 1013 of the Code of Civil Procedure and shall be addressed to the operator at his address as it appears in the records of the board.

9881. Except in the case of a fraudulent return or neglect or refusal to make a return, every notice of a deficiency determination shall be mailed to the operator within three years after the return of the operator is filed.

##### Article 3. Determinations if No Return Made

9901. If any operator fails, neglects, or refuses to file a return within the time required, the board shall make an estimate of the amount of the mileage of the operator for the month or months for which the operator failed to make a return. Upon the basis of this estimate the board shall compute and determine the tax payable by the operator, adding to the amount of tax so determined a penalty equal to 10 percent thereof. A determination may be made of the amount of tax due for one or for more than one month.

9902. In making a determination the board may offset overpayments for a month or months against underpayments for another month or months, against penalties, and against the interest on the underpayments.

9903. All determinations so made, exclusive of penalties, shall bear interest at the rate of one-half of 1 percent per month, or fraction thereof, from the twentieth day after the close of the month or months for which the determinations are made until the date of payment.

9904. If the neglect or refusal of an operator to file a return is due to fraud or an intent to evade the tax, a penalty of 25 percent of the tax shall be added thereto in addition to the 10 percent penalty provided in Section 9901.

9905. Promptly after making its determination the board shall give to the delinquent written notice of the estimate, tax, and penalty, the notice to be served personally or by mail in the manner prescribed for service of notice of a deficiency determination.

#### Article 4. Jeopardy Determinations

9911 If the board believes that the collection of any amount of tax imposed under this part will be jeopardized by delay, it shall thereupon make a determination of the amount of tax due, noting that fact upon the determination. The amount determined is immediately due and payable.

9912 If the amount of the tax, interest, and penalty specified in the jeopardy determination is not paid within 10 days after service upon the operator of notice of the determination, the determination becomes final, unless a petition for redetermination is filed within the 10 days, and the delinquency penalty and interest provided in Article 6 of this chapter shall attach to the amount of tax specified.

9913 The operator against whom a jeopardy determination is made may petition for the redetermination thereof pursuant to Article 5 of this chapter. He shall, however, file the petition for redetermination with the board within 10 days after the service upon him of notice of the determination. The operator shall also within the 10-day period deposit with the board such security as it may deem necessary to insure compliance with this part. The security may be sold by the board in the manner prescribed by Section 10050.

#### Article 5. Redeterminations

9926. Any operator against whom a determination is made by the board under Articles 2 or 3 of this chapter may petition for a redetermination within 15 days after the date of mailing the notice thereof to the operator. If a petition for redetermination is not filed within the 15-day period, the determination becomes final at the expiration of the period.

9927. If a petition for redetermination is filed within the 15-day period, the board shall reconsider the determination and, if the operator has so requested in his petition, shall grant the operator an oral hearing and shall give him 10 days notice of the time and place of the hearing. The board may continue the hearing from time to time as may be necessary.

9928. The order or decision of the board upon a petition for redetermination becomes final 15 days after the date of mailing the notice thereof to the operator.

9929. All determinations made by the board under Articles 2 or 3 of this chapter are due and payable at the time they become final. If they are not paid when due and payable, a penalty of 10 percent of the amount of the determination, exclusive of interest and penalties, shall be added thereto.

9930. Any notice required by this article shall be served personally or by mail in the manner prescribed for service of notice of a deficiency determination.

#### Article 6. Interest and Penalties

9951. Any operator who fails to pay any tax, except taxes determined by the board under Articles 2 or 3 of this chapter, within the time required shall pay a penalty of 10 percent of the unpaid amount of the tax, in addition to the tax, plus interest at the rate of one-half of 1 percent per month, or fraction thereof, from the date on which the tax became due and payable until the date of payment.

### CHAPTER 5. COLLECTION OF TAX

#### Article 1. Security for Tax

10050. The board, whenever it deems it necessary to insure compliance with this part or any rule or regulation adopted under this part, may require any person subject to the tax imposed under this part to deposit with it such security as it may determine. The board may sell the security at public sale if it becomes necessary so to do in order to recover any amount due under this part. Notice of the sale may be served upon the person who deposited the security personally or by mail in the manner prescribed for service of notice of a deficiency determination. Upon any sale, any surplus above the amount due shall be returned to the person who deposited the security.

10051. If any operator is delinquent in the payment of the tax, the board may give notice of the amount of the delinquency by registered mail to all persons having in their possession or under their control any credits or other personal property belonging to the operator, or owing any debts to the operator.

10052. After receiving the notice the persons so notified shall neither transfer nor make other disposition of the credits, other personal property, or debts in their possession or under their control at the time they receive the notice until the board consents to a transfer for disposition or until 20 days elapse after the receipt of the notice.

10053. All persons so notified shall within five days after receipt of the notice advise the board of all such credits, other personal property, or debts in their possession, under their control, or owing by them.

#### Article 2. Suit for Tax

10071. The board may request the Attorney General to bring suit for the recovery of any unpaid tax, interest, penalties, and costs.

10072. The Attorney General shall bring suit for any amount due and costs on the written request of the board and in the name of the people of the State of California in a court of competent jurisdiction in the County of Sacramento.



10073. Payment of an amount to the board for and on account of the tax and the acceptance thereof does not bar an action by the State to recover any additional amount which is actually due.

10074. In the action a writ of attachment may issue, and no bond or affidavit previous to the issuing of the attachment is required.

10075. In the action a certificate issued by the board showing unpaid taxes determined against any operator shall be prima facie evidence of all of the following:

(a) The determination of the tax, the delinquency thereof, and the amount of the tax, interest, penalties, and costs due and unpaid to the State.

(b) The indebtedness of the operator to the State in the amount of the tax, interest, and penalties therein appearing unpaid.

(c) The full compliance by all persons required to perform administrative duties under this part with all the forms of law in relation to the determination and levy of the tax.

#### Article 3. Lien of Tax

10096. The tax, penalties, and interest accruing under this part constitute a lien upon all vehicles of the operator.

10097. The lien attaches at the time of the operation of a vehicle and has the effect of an execution duly levied against the vehicles. The lien remains until the tax and all penalties and interest accruing thereon are paid, or the vehicles are sold for the payment thereof.

10098. The lien is paramount to all private liens or encumbrances of whatever character, and to the rights of any holder of the legal title, in or to any vehicle.

#### Article 4. Seizure and Sale

10121. Whenever an operator is delinquent in the payment of any amount due under this part, the board may forthwith collect the amount due from the operator in the following manner: The board may seize any vehicle subject to the lien of the tax and thereafter sell it at public auction to pay the tax due together with any interest and penalties imposed for the delinquency and any costs incurred on account of the seizure and sale.

10122. Notice of the sale and the time and place thereof shall be given in writing to the delinquent operator and to all persons appearing of record to have an interest in the vehicle at least 10 days before the date set for the sale. The notice shall be enclosed in an envelope addressed to the operator at his last known residence or place of business in this State and, in the case of any person appearing of record to have an interest in the vehicle, addressed to the person at his last known place of residence. It shall be deposited in the United States mail, postage prepaid. The notice shall also be published for at least 10 days before the date set for the sale in a newspaper of general circulation published in the county in which the vehicle seized is to be sold. If there is no newspaper of general circulation in the county, notice shall be posted in three public places in the county 10 days prior to the date set for the sale. The notice shall contain a description of the vehicle to be sold, a statement of the amount due, interest, penalties, and costs, the name of the operator, and the further statement that unless the tax due, interest, penalties, and costs are paid on or before the time fixed in the notice for the sale, the vehicle will be sold in accordance with law and the notice.

10123. The board may seize any vehicle subject to the lien of the tax and thereafter sell the vehicle at private sale to pay the tax due, together with any interest and penalties imposed for the delinquency and any costs incurred on account of the seizure and sale.

10124. Notice of the sale shall be given in writing to the delinquent operator and to all persons appearing of record to have an interest in the vehicle at least 10 days before the date set for the sale of the vehicle. The notice shall be enclosed in an envelope addressed to the operator at his last known residence or place of business in this State and, in the case of any person appearing of record to have an interest in the vehicle, addressed to the person at his last known place of residence. It shall be deposited in the United States mail, postage prepaid. The notice shall contain a description of the vehicle to be sold, a statement of the amount due, interest, penalties, and costs, the name of the operator, and the further statement that unless the tax due, interest, penalties, and costs are paid within 10 days the vehicle will be sold at private sale.

10125. At any sale the board shall sell the vehicle in accordance with law and the notice shall deliver to the purchaser a bill of sale for the vehicle. The bill of sale vests title in the purchaser.

10126. If upon any sale the moneys received exceed the amount of all taxes, interest, penalties, and costs due the State from the operator, the board shall return any excess to the operator and obtain his receipt. If for any reason the receipt of the operator is not available, the board shall deposit the excess moneys with the State Treasurer, as trustee for the operator, subject to the order of the operator, his heirs, successors, or assigns.

#### Article 5. Miscellaneous Provisions

10146. The remedies of the State provided for in this chapter are cumulative, and no action taken by the board constitutes an election by the State to pursue any remedy to the exclusion of any other remedy for which provision is made in this part.

## CHAPTER 6. OVERPAYMENTS AND REFUNDS

## Article 1. Claim for Refund

10251. If the board determines that any amount not required to be paid under this part has been paid by any person, the board shall set forth in its records and certify to the State Board of Control the amount paid in excess of the amount legally due and the person from whom it was collected. If the State Board of Control approves, the excess shall thereupon be credited on any taxes then due from the operator under this part, and the balance shall be refunded to the operator, or his successors, administrators, executors, or assigns.

10252. No credit or refund shall be allowed after three years from the date of overpayment unless a claim therefor is filed with the board within three years from the date of overpayment.

10253. The claim shall be in writing and shall state the specific grounds upon which it is founded.

## Article 2. Suit for Refund

10276. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action, or proceeding in any court against this State or against any officer of the State to prevent or enjoin the collection under this part of any tax or other amounts sought to be collected by the board.

10277. After payment of any tax under protest duly verified and setting forth the grounds of objection to the legality of the tax, the operator paying the tax may bring an action against the board in the Superior Court of the County of Sacramento for the recovery of the tax so paid.

10278. No action may be instituted more than 60 days after the last day prescribed for the payment of the tax without penalty. Failure to bring suit within the 60 days constitutes a waiver of any demand against this State on account of alleged overpayments.

10279. The court shall not consider any grounds of illegality of the tax other than those set forth in the protest filed at the time of the payment of the tax.

10280. If judgment is rendered for the plaintiff, the amount of the judgment shall first be credited on any tax, interest, or penalties due from the plaintiff under this part, and the balance of the judgment shall be refunded to the plaintiff.

10281. In any judgment, interest shall be allowed at the rate of 6 percent per annum upon the amount of tax found to have been illegally collected from the date of payment of the tax to the date of allowance of credit on account of the judgment or to a date preceding the date of the refund warrant by not more than 30 days, the date to be determined by the board.

10282. A judgment shall not be rendered in favor of the plaintiff in any action brought against the board to recover any tax paid when the action is brought by or in the name of an assignee of the operator paying the tax or by any person other than the person who paid the tax.

## Article 3. Recovery of Erroneous Refunds

10301. The board may recover any refund or part thereof which is erroneously made and any credit or part thereof which is erroneously allowed in an action brought in a court of competent jurisdiction in the County of Sacramento in the name of the people of the State of California.

10302. The action shall be tried in the County of Sacramento unless the court with the consent of the Attorney General orders a change of place of trial.

10303. The Attorney General shall prosecute the action, and the provisions of the Code of Civil Procedure relating to service of summons, pleadings, proofs, trials and appeals are applicable to the proceedings.

## Article 4. Cancellations

10321. If any amount has been illegally determined, the board shall set forth in its records and certify to the State Board of Control the amount determined in excess of the amount legally due and the person against whom the determination was made. If the State Board of Control approves, it shall authorize the cancellation of the amount upon the records of the board.

## CHAPTER 7. ADMINISTRATION

10401. The board shall enforce the provisions of this part, except insofar as duties and powers are vested in the department, and may prescribe, adopt, and enforce rules and regulations relating to the administration and enforcement of this part. The board may prescribe the extent to which any ruling or regulation shall be applied without retroactive effect.

10402. In enforcing this part the board and its authorized representatives have the powers conferred by law upon peace officers.

10403. The board may employ accountants, auditors, investigators, and other expert and clerical assistants necessary to enforce its powers and perform its duties under this part.

10404 Every operator shall keep an accurate record of his operations in such form as the board may prescribe. All records required shall be available at all times for the inspection of the board or its representatives who may require a statement under oath reflecting the contents of the records.

10405 The board may prescribe the forms of all reports of operations and the forms for keeping records of operations and may make any examinations of the records of operators and other investigations it may deem necessary in carrying out the provisions of this part.

10406 The department shall assist the board in the enforcement of the provisions of this part prohibiting the operation of a vehicle having an actual gross weight in excess of the gross weight set forth on the emblem issued for the vehicle. The department shall promptly transmit to the board on a form prescribed by it information respecting any vehicle found by the department to have been operated in violation of those provisions.

#### CHAPTER 8 DISTRIBUTION OF PROCEEDS

10451. All taxes, interest, and penalties due under this part shall be paid in the form of remittances payable to the board. The board shall transmit the payments to the State Treasury, to be deposited to the credit of the Vehicle Mileage Tax Fund, which fund is hereby created. All fees paid under this part shall be deposited by the board in the State Treasury to the credit of the same fund.

10452 All money in the Vehicle Mileage Tax Fund, unless otherwise appropriated, shall, upon order of the Controller, be drawn therefrom for the purpose of making refunds under this part or be transferred to the Highway Users Tax Fund of the State.

#### CHAPTER 9 VIOLATIONS

10501 It is unlawful for any person to do any of the following:

(a) Use any public highway in this State for the operation of a vehicle without first obtaining the permit required under this part or without carrying upon each vehicle the emblem required under this part.

(b) Fail, neglect, or refuse to make any return required under this part or any report required by the board or make any false return.

(c) Refuse to permit the board or any of its representatives to make any examination which the board may make.

(d) Fail to keep records of operations as the board may prescribe.

(e) Operate on any public highway any vehicle having an actual gross weight in excess of the gross weight set forth on the emblem issued for the vehicle, except as variations may necessarily occur in the case of passenger vehicles.

(f) Violate any other provision of this part.

Any person who violates any provision of this section is guilty of a misdemeanor, unless the act is by any other law of this State declared to be a felony.

SEC. 3. Section 372 of the Vehicle Code is amended to read:

372. Weight Fees for Commercial Vehicles. (a) In addition to the registration fee specified in Section 370, there shall be paid fees as set forth in this section for the registration of every vehicle of a type subject to registration used or maintained for the transportation of persons for hire, compensation or profit or designed, used or maintained primarily for the transportation of property.

(b) For any electric vehicle designed, used or maintained as described in subdivision (a) hereof fees shall be paid for registration according to the following schedule:

| Unladen weight  | Fee     |
|---|---------|
| (1) Less than 6,000 pounds.....                           | \$28.25 |
| (2) 6,000 pounds or more but less than 10,000 pounds..... | 50 00   |
| (3) 10,000 pounds or more.....                            | 80.00   |

(c) For any vehicle designed, used or maintained as described in subdivision (a) hereof having a gross weight in excess of four thousand pounds, other than an electric vehicle, fees shall be paid for registration according to the following schedule:

| Gross Weight of Vehicle   | Fee    |
|---------------------------|--------|
| 4,001 to 6,000 lbs.....   | \$6.00 |
| 6,001 to 7,000 lbs.....   | 9.00   |
| 7,001 to 8,000 lbs.....   | 15 00  |
| 8,001 to 9,000 lbs.....   | 21 00  |
| 9,001 to 10,000 lbs.....  | 27 00  |
| 10,001 to 11,000 lbs..... | 34.00  |
| 11,001 to 12,000 lbs..... | 40.00  |
| 12,001 to 13,000 lbs..... | 46.00  |
| 13,001 to 14,000 lbs..... | 52 00  |

(d) "Gross weight" as used in this section means the weight of the vehicle plus the weight of the maximum load which the vehicle may transport as declared by the operator and approved by the department. The maximum load of a passenger vehicle shall be the weight of the maximum seating capacity of the vehicle, including the seat of the driver, computed at 150 pounds per passenger seat, plus the maximum weight

of any property to be carried on the vehicle. If separate or individual seats are not provided, twenty (20) lined inches shall be deemed the equivalent of one passenger seat.

(e) At the time of the registration of a commercial vehicle the owner thereof shall declare the gross weight of the vehicle on a form prescribed by the department. The gross weight as so declared by the owner is, however, subject to the approval of the department and may be modified by it so as not to exceed the maximum permissible gross weight for the operation of the vehicle.

(f) The gross weight of a vehicle subject to the fees imposed by this section shall be clearly marked in a conspicuous place upon the vehicle.

(g) The department shall indicate the gross weight of each commercial vehicle upon the certificate of registration issued by the department with respect to such vehicle and shall advise the State Board of Equalization of all vehicles having a gross weight in excess of 14,000 pounds.

(h) It is unlawful for any person to operate on any public highway a vehicle the gross weight of which exceeds the permissible gross weight. In the case of a combination, this means the total of the permissible gross weight of each vehicle in the combination.

SEC. 38. Sections 29, 30, 31, 35, 36, and 37 of this act, inasmuch as they provide for a tax levy, shall, under the provisions of Section 16, Article IV of the Constitution, take effect immediately; provided, however, that Sections 29 and 30 shall become operative July 1, 1947; and provided further, that Sections 36 and 37 shall become operative January 1, 1948, and shall apply with respect to the operation or registration of vehicles on or after that date.

SEC. 39. Sections 1 to 18, inclusive, of this act shall become effective on the ninety-first day following the adjournment of this session of the Legislature, but shall not become completely operative until July 1, 1947, it being the intention of the Legislature that the changes in allocation of funds, and the purposes for which they may be expended shall take effect as of that date, but that the administrative work necessary to enable such changes to be effected in an orderly manner on said date be performed prior thereto.

SEC. 40. Sections 19 to 28, inclusive, of this act shall become effective on the ninety-first day following the adjournment of this session of the Legislature, but shall not become fully operative until July 1, 1947, it being the intention of the Legislature that the changes in depositing and distribution of funds effected by these sections shall apply after July 1, 1947, and that in the meantime these sections must be effective in order to permit such administrative action as will be required to make them fully operative on July 1, 1947.

SEC. 41. Notwithstanding Section 10452 of the Revenue and Taxation Code, effective on the ninety-first day following the adjournment of this session of the Legislature, all money in the Motor Vehicle Transportation Tax Fund, unless otherwise appropriated, shall, upon order of the Controller, be drawn therefrom for the purpose of making refunds under Part 4 of Division 2 of the Revenue and Taxation Code or be transferred to the Highway Users Tax Fund.

SEC. 42. The Legislature hereby declares that this act is enacted in furtherance of the policy and purpose of Article XXVI of the Constitution."

#### Amendment No. 3

On page 1 of said bill, strike out lines 2 to 15, inclusive, and strike out pages 2 to 13, inclusive.

Amendments read, and adopted.

Bill ordered printed, engrossed, and to third reading.

**Senate Bill No. 21**—An act to add Sections 10753.6, 10753.7, and 10753.8. to the Revenue and Taxation Code, relating to the motor vehicle license fee.

Bill read second time.

#### Consideration of Committee Amendments

The following amendments were proposed by the Committee on Transportation:

#### Amendment No. 1

Amend the title of the printed bill to read as follows: "An act to amend Section 10752 and to add Sections 10753.6, 10753.7, and 10753.8, to the Revenue and Taxation Code, relating to the motor vehicle license fee."

#### Amendment No. 2

On page 1, line 1, of said bill, Section 1 is amended to read:

"Section 1. Section 10752 is amended to read:

10752. The annual amount of the license fee shall be determined by multiplying one-half of the actual market value of vehicles as determined by the department by

the average tax rate of the preceding year assessed against tangible personal property throughout the State. Such average annual tax rate applicable to personal property in the State shall be determined by the Board of Equalization for the purposes of this act."

**Amendment No. 3**

On page 1, line 1, of said bill, strike out "Section 1", and insert "Sec. 2".

**Amendment No. 4**

On page 1, line 10, of said bill, strike out "Sec. 2", and insert "Sec. 3".

**Amendment No. 5**

On page 1, line 16, of said bill, strike out "twenty-five dollars (\$25)", and insert "fifty dollars (\$50)".

**Amendment No. 6**

On page 1, line 19, of said bill, strike out "Sec. 3", and insert "Sec. 4".

Amendments read, and adopted.

Bill ordered printed, engrossed, and to third reading.

**CONSIDERATION OF DAILY FILE  
THIRD READING OF SENATE BILLS**

**Senate Bill No. 22**—An act making an appropriation to the Department of Motor Vehicles for the improvement and mechanization of the registration and related financial and statistical procedures, of the Department of Motor Vehicles, to take effect immediately.

Bill read third time.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Burns, Busch, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Donnelly, Gordon, Hatfield, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Watson, and Williams—30.

**NOES**—None.

Bill ordered transmitted to the Assembly.

**REQUEST FOR UNANIMOUS CONSENT**

Senator Keating asked for, and was granted, unanimous consent to take up Senate Bill No. 1, at this time, for consideration.

**SECOND READING OF SENATE BILLS (OUT OF ORDER)**

**Senate Bill No. 1**—An act to amend Sections 160, 164, 164.5, and 675.5 of the Vehicle Code, relating to the registration of motor vehicles.

Bill read second time, ordered engrossed, and to third reading.

**MOTION TO PRINT WITH RUSH ORDER**

Senator Collier moved that Senate Bills Nos. 5 and 21, as amended, be sent to print with a rush order.

Motion carried.

**ADJOURNMENT**

At 4.50 p m., on motion of Senator Keating, the President declared the Senate adjourned until 2 p.m., Tuesday, February 4, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

---

**SEVENTEENTH LEGISLATIVE DAY**  
**TWENTY-THIRD CALENDAR DAY**

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Tuesday, February 4, 1947

The Senate met at 2 p.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Watson, Weybret, and Williams—36.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Ward, on motion of Senator Powers, due to illness.

Senator DeLap, on motion of Senator Jespersen, due to legislative business.

### GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR

On request of Senator Crittenden, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Fred Ballinger of Stockton.

On request of Senator McBride, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Lieutenant Commander Hamilton Joslin, the stepson of Assemblyman J. B. Cooke, and Major Fulton Field, Army Air Corps, the nephew of Assemblyman Cooke, both of Ventura.

On request of Senator Desmond, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Clifford Bryant of Sacramento.

## REPORTS OF STANDING COMMITTEES

## Committee on Rules

SENATE CHAMBER, SACRAMENTO, February 4, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Bill No. 2

Senate Bill No. 21

Senate Bill No. 5

And reports the same correctly engrossed

POWERS, Chairman

## RESOLUTIONS

The following resolution was offered:

By Senator Hatfield:

## Senate Resolution No. 14

Relative to the preparation, printing and distribution of an analysis of  
Senate Bill No. 5

*Resolved, by the Senate of the State of California,* That the Legislative Counsel is requested to prepare, at the earliest possible date, a detailed analysis of Senate Bill No. 5 of this extraordinary session; that 2,000 copies of the analysis be printed by the State Printer, the cost thereof to be charged to the Legislative Printing Fund; and that the Secretary of the Senate distribute copies of the analysis to all Members of the Legislature.

Resolution read, and ordered placed on third reading file.

## INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS

The following bills were introduced, and read the first time:

**Senate Bill No. 31:** By Senator Tenney—An act to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 of the Revenue and Taxation Code, imposing a tax upon persons engaged in the transportation of persons or property for hire or compensation by motor vehicle.

Referred to Committee on Revenue and Taxation.

**Senate Bill No. 32:** By Senator Tenney—An act to amend Section 372 of the Vehicle Code, relating to weight fees for commercial vehicles.

Referred to Committee on Transportation.

**Senate Bill No. 33:** By Senator Hatfield—An act to raise revenues for the public streets and highways by levying taxes upon the privilege of operation of commercial vehicles thereon, and for that purpose to amend and renumber Sections 370, 371, and 371.5 as Sections 360, 361, and 361.5 of, to add chapter headings for Chapters 1 and 3 of Division 6 of, to add Chapter 2, comprising Sections 365 to 371.9 to Division 6 of, to repeal Section 372 of the Vehicle Code, and to amend Sections 9603, 9603.5, 9603.6, 9605, 9606, 9606.7, 9653, 9701, 9703, 9754, 10452, and 10501 of the Revenue and Taxation Code.

Referred to Committee on Transportation.

## RECESS

At 2.20 p.m., on motion of Senator Powers, the Senate recessed to call of the chair.

## REASSEMBLED

At 2.31 p.m., the Senate reconvened.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.



**REPORTS OF STANDING COMMITTEES****Committee on Rules**

SENATE CHAMBER, SACRAMENTO, February 4, 1947

MR. PRESIDENT The Committee on Rules, to which was referred

Assembly Concurrent Resolution No. 1

Has had the same under consideration, and reports the same back with amendment with the recommendation Amend, and be adopted, as amended

Committee membership 5; committee vote Ayes 5

POWERS, Chairman

**SECOND READING OF ASSEMBLY BILLS (OUT OF ORDER)**

**Assembly Concurrent Resolution No. 1**—Relative to the recess of the Fifty-seventh (First Extraordinary) Session of the Legislature, and to the reassembling of the Legislature after said recess, and fixing the date for said recess and said reassembling.

Resolution read.

**Consideration of Committee Amendments**

The following amendment was proposed by the Committee on Rules.

**Amendment No. 1**

On page 2, line 16, of the printed resolution, strike out "January 31, 1947", and insert "February 5, 1947".

Amendment read, and adopted.

**Further Consideration Assembly Concurrent Resolution No. 1, as Amended**

**Assembly Concurrent Resolution No. 1**—Relative to the recess of the Fifty-seventh (First Extraordinary) Session of the Legislature, and to the reassembling of the Legislature after said recess, and fixing the date for said recess and said reassembling.

Resolution read, as amended.

The roll was called.

**Call of the Senate**

Pending the announcement of the vote, Senator Powers moved a call of the Senate.

Motion carried. Time, 2.35 p.m.

The President directed the Sergeant-at-Arms to close the doors, and to bring in the absent members.

**PROCEEDINGS UNDER CALL OF THE SENATE****THIRD READING OF SENATE BILLS (OUT OF ORDER)**

**Senate Resolution No. 14**—Relative to the Preparation, Printing and Distribution of an Analysis of Senate Bill No. 5.

*Resolved, by the Senate of the State of California,* That the Legislative Counsel is requested to prepare, at the earliest possible date, a detailed analysis of Senate Bill No. 5 of this extraordinary session; that 2,000 copies of the analysis be printed by the State Printer, the cost thereof to be charged to the Legislative Printing Fund; and that the Secretary of the Senate distribute copies of the analysis to all Members of the Legislature.

Resolution read, and, on motion of Senator Hatfield, adopted.

**MOTION TO PRINT COPIES OF MAP**

Senator Rich moved that 250 copies of the map regarding the Outline of California Taxes on Motorist and Related Fund be made for the use of the Senate.

Motion carried.

### REQUEST FOR UNANIMOUS CONSENT

Senator Quinn asked for, and was granted, unanimous consent to have the following Report of the Division of Highways printed in the Journal:

#### Figures and Report Submitted by the Division of Highways Upon the Request of Senator Quinn—Dated February 4, 1947

|                          | Expressways |                 |      | Other<br>state highways |      | Total<br>deficiency estimate |      |
|--------------------------|-------------|-----------------|------|-------------------------|------|------------------------------|------|
|                          | Miles       | Est cost        |      |                         |      |                              |      |
| North                    |             |                 |      |                         |      |                              |      |
| Metropolitan Expressways |             |                 |      |                         |      |                              |      |
| New routes -----         | 21.4        | \$105,800,000   |      |                         |      |                              |      |
| Present routes -----     | 310.9       | \$37,018,000    |      |                         |      |                              |      |
| Total                    |             |                 |      |                         |      |                              |      |
| Metropolitan North ----  | 332.3       | \$42,818,000    |      |                         |      |                              |      |
| Rural expressways -----  | 1,207.3     | \$189,670,500   |      |                         |      |                              |      |
| Total North -----        | 1,539.6     | \$682,488,500   | 56%  | \$305,371,500           | 60%  | \$987,860,000                | 57%  |
| South                    |             |                 |      |                         |      |                              |      |
| Metropolitan expressways |             |                 |      |                         |      |                              |      |
| New routes -----         | 46.0        | \$108,000,000   |      |                         |      |                              |      |
| Present routes -----     | 275.1       | \$239,810,000   |      |                         |      |                              |      |
| Total                    |             |                 |      |                         |      |                              |      |
| Metropolitan South ----  | 321.1       | \$347,810,000   |      |                         |      |                              |      |
| Rural expressways -----  | 1,377.6     | \$179,805,000   |      |                         |      |                              |      |
| Total South -----        | 1,698.7     | \$527,615,000   | 44%  | \$208,049,000           | 40%  | \$735,664,000                | 43%  |
| State Total -----        | 3,238.3     | \$1,210,103,500 | 100% | \$513,420,500           | 100% | \$1,723,524,000              | 100% |

### FURTHER PROCEEDINGS UNDER CALL OF THE SENATE DISPENSED WITH

At 2.56 p.m., on motion of Senator Powers, further proceedings under the call of the Senate were dispensed with.

The names of the absentees were called, and Assembly Concurrent Resolution No. 1 adopted by the following vote:

AYES—Senators Breed, Brown, Burns, Busch, Carter, Crittenden, Cunningham, Desmond, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Kraft, Mayo, McBride, O'Gara, Parkman, Powers, Quinn, Rich, Slater, Swing, Tenney, Watson, Weybret, and Williams—30.

NOES—None.

Resolution ordered transmitted to the Assembly.

### REQUEST FOR UNANIMOUS CONSENT

Senator Collier asked for, and was granted, unanimous consent to have the following opinion of the Legislative Counsel relating to Senate Bill No. 5, printed in the Journal:

#### Opinion of Legislative Counsel

##### OFFICE OF LEGISLATIVE COUNSEL

SACRAMENTO, CALIFORNIA, February 4, 1947

*Constitutional Factors Relating to S. B. 5 (Special Session) as amended in Senate February 3, 1947*

The title of the bill states that it is: "An act to provide for a system of public streets and highways in this State and for the financial support thereof, including the levying of taxes therefor \* \* \*"

We are of the opinion that:

(1) The bill embraces but one subject, which is expressed in its title (Const., Art. IV, Sec. 24), especially in view of Article XXVI of the Constitution.

(2) The bill does not contain more than one item of appropriation and that for a single and certain purpose (Const., Art. IV, Sec. 34), especially in view of Article XXVI of the Constitution.

(3) The bill does not make an appropriation from the General Fund of the State and therefore requires but a majority, not a two-thirds, vote for passage (Const., Art. IV, Sec. 34a), especially in view of Article XXVI of the Constitution.

(4) The provisions of Section 38 of the bill declaring that certain other sections therein take effect immediately are valid and effective, because in our opinion such other sections are "providing for tax levies" (Const., Art. IV, Sec. 1).

We find nothing in the Constitution which denies the Legislature the right to make different parts of a tax levy act take effect at different times or to combine in a single subject act tax levy features and nontax levy features.

We also think that "tax levy" as used in Section 1 of Article IV is used in the broad sense of including registration or license fees as well as excise taxes and property taxes.

We believe that the immediate effect sections of this bill would not be subject to the referendum and that the nonimmediate effect provisions would be—each just as much as if in a separate bill by itself.

Should the courts hold that any part which Section 38 declares immediately effective is not thus effective, the only result would be postponement of operation of that part until 90 days after final adjournment; no longer than that unless referendum is invoked, and in the latter case the referendum would be submitted to the voters at the November, 1948, election or at a special election, at an earlier date, called by the Governor.

FRED B. WOOD, Legislative Counsel  
By J. D. STRAUSS, Deputy

### CONSIDERATION OF DAILY FILE THIRD READING OF SENATE BILLS

**Senate Bill No. 3**—An act to amend Sections 102, 108, and 128 of, to add Division 2A, comprising Sections 139 to 139.61 inclusive to, and to repeal Sections 111, 113, 116, 117, 119, 120, 121, 122, 123, 124, 124.1, 125, 126, 135, 135.5, 135.8, 486, and 489 of, the Vehicle Code, providing for the reorganization of the California Highway Patrol, abolishing the Division of Enforcement of the Department of Motor Vehicles, establishing a Department of Highway Patrol and Safety and prescribing its powers, duties, purposes and functions, providing for the transfer of records and property; and to make available money for the support of said department.

Bill read third time.

#### Motion to Continue Consideration

Senator Tenney moved that further consideration of Senate Bill No. 3, be continued until March 3, 1947.

Motion lost.

#### Further Consideration of Senate Bill No. 3

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Deuel, Dilling, Gordon, Hatfield, Keating, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Swing, Watson, and Williams—26.

**NOES**—Senators Dillinger, Dilworth, Donnelly, Jespersen, Judah, Kraft, Sutton, and Tenney—8.

Bill ordered transmitted to the Assembly.

**Senate Bill No. 2**—An act to add Section 10759 to the Revenue and Taxation Code, and Section 373.5 to the Vehicle Code, relating to vehicle registration and license fees.

Bill read third time.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Deuel, Dillinger, Dilworth, Gordon, Hatfield, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Swing, Watson, Weybret, and Williams—31.

**NOES**—Senators Desmond and Donnelly—2.

Bill ordered transmitted to the Assembly.

**Senate Bill No. 5**—An act relating to funds for street and highway purposes and the allocation thereof; providing for the administration of street and highway work by the State, counties, cities and counties, and cities, and the respective functions of each, and in connection therewith to add Section 29 to the general provisions of, and to add Chapters 1, 2, and 5 to Division 3 of, and to add Sections 2102 to 2106, inclusive, to Chapter 3 of Division 3 of, and to amend Sections 194 and 195 of, and to repeal Article 2 of Chapter 2 of Division 1 of and Sections 203, 1621, 1622, 1623, 1624, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, and to add Article 2 to Chapter 2 of Division 1 of the Streets and Highways Code, and to repeal Section 779 of, and to add Section 779 to, the Vehicle Code.

Bill read third time.

**Motion to Amend**

Senator Collier moved the adoption of the following amendments:

**Amendment No. 1**

On page 4, line 27, of the printed bill, as amended in the Senate on February 3, 1947, strike out "or any portion thereof in a city".

**Amendment No. 2**

On page 4, line 28, of said bill, strike out "such", and insert "the".

**Amendment No. 3**

On page 20, line 28, of said bill, strike out "\$56", and insert "5.6".

**Amendment No. 4**

On page 33, line 46, of said bill, after "levy", insert "and this section".

**Amendment No. 5**

On page 33, line 47, of said bill, strike out "16", and insert "1".

Amendments read, and adopted.

**Further Amendments to Senate Bill No. 5**

**Motion to Amend**

Senator Mayo moved the adoption of the following amendments:

**Amendment No. 1**

On page 13, line 25, of the printed bill, as amended in the Senate on February 3, 1947, after "State", insert "subject to the provisions of Section 188.4".

**Amendment No. 2**

On page 13 of said bill, strike out lines 28 to 33, inclusive, and insert "188.4. The commission shall allocate for expenditure, and the department shall expend or cause to be expended in every county, including cities and counties, for the construction of, and the acquisition of rights of way for, state highways in every such county of at least 25 percent of the estimated cost of construction and rights of way as set forth in the summary of the "State Highway Deficiency Report for the 10-year period 1946-1956" printed in the Senate Daily Journal of the Fifty-seventh (First Extraordinary) Session for January 30, 1947, during the five-year period commencing July 1, 1946, and ending June 30, 1951, and an additional 25 percent of such estimated total cost during the five-year period commencing July 1, 1951, and ending June 30, 1956."

Amendments read.

**Motion to Continue Consideration**

Senator O'Gara moved that further consideration of the amendments offered by Senator Mayo to Senate Bill No. 5 be continued until March 3, 1947.

**Roll Call Demanded**

Senators O'Gara, Tenney, and Rich demanded a roll call.

The roll was called, and the motion lost by the following vote:

AYES—Senators Dilworth, O'Gara, Sutton, Swing, and Tenney—5.

NOES—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, Parkman, Powers, Quinn, Rich, Salsman, Slater, Watson, Weybret, and Williams—31.

Amendments offered by Senator Mayo to Senate Bill No. 5 adopted.  
Senate Bill No. 5 ordered printed, engrossed, and to third reading.

**Motion to Continue Consideration**

Senator Kraft moved that further consideration of Senate Bill No. 5 be continued until March 3, 1947.

Motion carried.

**Motion to Print Copies of Senate Bill No. 5**

Senator Hatfield moved that 4,000 copies of Senate Bill No. 5, as amended, be printed for distribution.

Motion carried.

**RESOLUTIONS**

The following resolutions were offered:

By the Committee on Rules:

**Senate Resolution No. 15**

*Resolved*, That the following schedule is hereby established as the schedule of salaries of the following Senate officers for this Fifty-seventh (First Extraordinary) Session of the Legislature:

|                              | <i>Per day</i> |
|------------------------------|----------------|
| Secretary of the Senate----- | \$20 00        |
| Sergeant-at-Arms -----       | 15 00          |
| Chaplain -----               | 5 00           |
| Minute Clerk-----            | 15 00          |

The compensation provided by this resolution shall be paid for the days of this session on which these officers are not paid salaries as officers of the Fifty-seventh Regular Session.

Resolution read.

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Breed, Brown, Burns, Busch, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Watson, Weybret, and Williams—34.  
NOES—None.

By Senator Mayo:

**Senate Resolution No. 16**

Relative to requesting the State Department of Public Works  
to report to the Senate regarding state highways

*Resolved by the Senate of the State of California*, That the Director of Public Works of California is hereby requested and directed to report by written communication to the Senate of the State of California, not later than the day on which this Senate reconvenes in its present extraordinary session, a statement of what roads or streets which are not now in the State Highway System are incorporated into the State Highway System by the provisions of Senate Bill No. 5 of the first extraordinary session of the Fifty-seventh Legislature of California, and to include in the statement the location of each such road or street so added; and be it further

*Resolved*, That the Secretary of the Senate is directed to transmit immediately copies of this resolution to the State Director of Public Works.

Resolution read, and, on motion of Senator Mayo, adopted.

## CONSIDERATION OF DAILY FILE (RESUMED)

## THIRD READING OF SENATE BILLS (OUT OF ORDER)

**Senate Bill No. 21**—An act to add Sections 10753.6, 10753 7, and 10753 8, to the Revenue and Taxation Code, relating to the motor vehicle license fee.

Bill read third time.

The roll was called, and the bill passed by the following vote:

AYES—Senators Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Jespersen, Judah, Keating, Krift, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Watson, Weybret, and Williams—29

NOES—None

Bill ordered transmitted to the Assembly.

**Senate Bill No. 1**—An act to amend Sections 160, 164, 164.5, and 675 5 of the Vehicle Code, relating to the registration of motor vehicles.

Bill read third time.

The roll was called, and the bill passed by the following vote:

AYES—Senators Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Jespersen, Judah, Keating, O'Gara, Powers, Quinn, Rich, Slater, Sutton, Swing, Watson, Weybret, and Williams—26.

NOES—None

Bill ordered transmitted to the Assembly.

## ADJOURNMENT

At 2.59 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 2 p.m., Wednesday, February 5, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

# SENATE DAILY JOURNAL

---

---

EIGHTEENTH LEGISLATIVE DAY  
TWENTY-FOURTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO  
Wednesday, February 5, 1947

The Senate met at 2 p m.

Hon Goodwin J Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Cuttenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kiatt, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Tenney, Watson, Weybriet, and Williams—36.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Ward, on motion of Senator Powers, due to illness.

### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, February 5, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day concurred in Senate amendments to.

Assembly Concurrent Resolution No. 1

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

ASSEMBLY CHAMBER, SACRAMENTO, February 5, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed.

Senate Bill No. 22

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By H. F. LEWRIGHT, Assistant Clerk

Above bill ordered enrolled.

## RESOLUTIONS

The following resolution was offered :

By Senators Powers, Keating, Parkman, Hatfield, Hulse, Mayo, McBride, Burns, Crittenden, Brown, Breed, Collier, Cunningham, DeLap, Desmond, Deuel, Dillinger, Gordon, Jespersen, McCormack, Quinn, Rich, Slater, and Swing :

## Senate Resolution No. 17

Relative to Andrew L. Pierovich

WHEREAS, The beloved late former Senator, Judge Andrew L. Pierovich was born in Jackson, Amador County, California, on June 22, 1895, and was from his boyhood possessed of qualities of character and a capacity for friendship which gave him a place of leadership in all the varying activities of his early life: Through his student career at St. Mary's College, where he was an outstanding player on the football team, editor of student publications, and student body president, and where he obtained his Bachelor of Arts degree in 1917; in the United States Navy, in which he served throughout World War I; and thereafter in teaching and coaching football at Sacred Heart College in San Francisco, working as a sports writer for the *San Francisco Call*, and during his attendance at Hastings College of Law of the University of California, where he obtained his Bachelor of Laws degree in 1922; and

WHEREAS, Andrew L. Pierovich then returned to his native city, where he engaged in the practice of the law and various civic activities, serving for a time as City Attorney, and where in 1932 he was elected to this body, representing the Ninth Senatorial District comprising the Mother Lode Counties of El Dorado, Alpine, and Amador; and whereas he served in the California State Senate with utmost distinction, was reelected in 1936 and continued to serve until his appointment in 1939 as Judge of the Superior Court of the State of California in and for his native County of Amador, an office to which he was elected in 1940 and reelected in 1946 and which he held until his unfortunate and untimely death on October 5, 1946; and

WHEREAS, The death of Andrew L. Pierovich brought to each Member of this Senate personal sorrow as well as shock and profound regret that a career so wholly devoted to public service should have been brought thus too soon to an end, taking from the people of his own Mother Lode country and of the State of California the services of one of the State's most able and beloved men, and taking from his family so devoted a husband and father; now, therefore, be it

*Resolved by the Senate of the State of California*, That the Members of this Senate pause a moment and by this resolution pay a final tribute of respect and affection to Andy Pierovich, a good friend, an able legislator and jurist, and a man who met his illness and death with a fortitude equalled only by his great love of life; and be it further

*Resolved*, That the Secretary of the Senate transmit suitably prepared copies of this resolution as an expression of the sympathy and sorrow of the Members of the Senate of California, to the family of Andrew L. Pierovich: His widow, Mrs. Blanche Thomas Pierovich, his children, Andrew and Loyda, and his brothers Mr. Mel Pierovich of Sacramento and Mr. John Pierovich of Jackson; and be it further

*Resolved*, That when this Senate this day adjourns for the constitutional recess, it do so out of respect to the memory of Andrew L. Pierovich.

Resolution read, and adopted by a rising vote of the following Senators:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Garra, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Tenney, Watson, Weybret, and Williams—26.

## REQUEST FOR UNANIMOUS CONSENT

Senator Tenney asked for, and was granted, unanimous consent to have the following information from the Legislative Auditor printed in the Journal:

LEGISLATIVE BUDGET COMMITTEE, CALIFORNIA LEGISLATURE

CAPITOL, SACRAMENTO, February 5, 1947

*Honorable Jack B. Tenney*

*Senator, Thirty-eighth District*

*State Capitol, Sacramento, California*

DEAR SENATOR: Conforming with your request of January 17th, I have made a check of the figures submitted to the Legislature, Fifty-seventh First Extraordinary Session, in the Minority Report signed by Assemblyman Waters and yourself as appearing on page 22 of the Senate Journal, January 13, 1947. My comments on these figures are attached hereto.



You ask specifically for my opinion as to the accuracy of these figures and whether or not in my opinion the State may expect this much money for road purposes in the next four years.

You further ask if this money is presently available, and as claimed has it already been committed by contract for road work, whether or not the contracts in question include part of the program suggested by the Collier committee, and its extent. Not all of the money presently available is committed by contract. A large part of it is merely set up in allocations or work orders. Contracts entered into but outstanding are included in the unexpended budget. There is actually as of January 22, 1947, in the unexpended budget of the Division of Highways as adjusted by the Highway Commission on that date \$119,450,396.10. This is what is known as the Ordinary Budget. This includes the one-quarter cent for state highways in cities and the cities one-quarter cent for city streets, the latter amounting to \$7,263,576.45. This money is the amount unexpended for all state highway purposes and includes both maintenance and new construction.

In addition to this there was also on the same date unexpended in the Division of Highways budget in the division which they call their Extraordinary Budgets \$30,602,107.67. This included in round figures \$26,000,000 for county highways, \$2,000,000 for access highways, \$57,000 for flight strips, \$7,000 for federal aid feeder strips and \$1,810,000 for grade separations. Therefore, the total unexpended budget of the Division of Highways as adjusted by the Highway Commission January 22, 1947 for the period ending June 30, 1947, was \$150,112,503.77. The increase in the adjustment made at that date arises from an adjustment in revenue estimates approved by vote of the Highway Commission on that date of \$3,521,082.70.

I cannot answer specifically your statement that the money presently available to the Division of Highways has already been committed by contract for road work, for the accounts of the Division of Highways are not maintained on the basis of contracts let but are set up on the basis of work orders issued. A work order is not necessarily a contract or a commitment. It is merely a convenient means of setting up on the books of the Division of Highways the estimated cost of some project, and these are adjusted from time to time by the Highway Commission. On December 31, 1946, the work orders issued in relation to their Ordinary Budget amounted to \$140,111,716.58. The balance available for future work orders on the same date amounted to \$59,472,702.05. On that date there had been expended from work orders \$83,655,105.23, leaving an unexpended balance of work orders of \$56,456,611.35. To this, of course, should be added the adjustment in revenue estimates made January 22, 1947, by the Highway Commission in the sum of \$3,521,082.70.

In answer to your question as to whether or not the contracts include part of the program by the Collier committee, I must answer with explanation for the reason that the plan of the Collier committee appears to be still in a condition of flux, and as yet I cannot find it set forth definitely and specifically in any official document. However, on page 12 of the Senate Journal (Special Session) of January 13th, the statement is made that the general outlined program in the engineering report was soundly conceived and includes the statement that any lesser program will fail to provide acceptable standards of service, while on page 10 of the same Journal it is stated that:

"An aggregate expenditure of at least \$2,819,853,000 between July 1, 1945, and June 30, 1959, will be required in order to modernize the road and street plant, provide adequate maintenance, and assure efficient administration.

"Work under way or projected for the period up to January 1, 1948, will reduce the amount of expenditure required for this minimum highway program from January 1, 1948, to June 30, 1959, to \$2,434,730,000."

Accepting this statement then as meaning the general outlines of the Kennedy Report are basic and that expenditures made subsequent to July 1, 1945, are for maintenance, administration and modernization, we must conclude that all expenditures made and committed subsequent to that date are included as a part of the program suggested by the Collier Fact-Finding Committee Report. There should also be included in this sum money spent locally on parts of the highway plant that will be included in the new system. We have no way of determining this amount, but it probably is not large.

It is not generally recognized that the Collier Report is not only concerned with a highway plant which includes only state roads, but is also concerned with certain county highways and city streets, including the expenditure thereon. It is contemplated by the Collier committee that \$388,123,000 will be expended on the highway plant between July 1, 1945 and June 30, 1959, which is included in the highway plant as recommended by the Collier committee. This is found on the bottom of page 10 and on top of page 11 of the Senate Journal of January 13, 1947.

In my opinion revenues are accruing faster to the Division of Highways than was estimated by the financial experts of the Collier committee. As a matter of fact, the adjustment made January 22, 1947, by the Highway Commission increasing their revenue estimates for the period ending June 30, 1947, by \$3,521,082 is indicative of this condition. The present consumption of gasoline is at the rate of 824 gallons per motor vehicle per year which is the highest in the history of the State. Normal before the war was about 600 gallons per year per motor vehicle. It is my opinion that we cannot safely count on the continuance of this high rate of consumption, but I believe

that it will exceed the prewar rate of 600 gallons, and I have based my revenue estimate for the next two years on 700 gallons per registered vehicle. Subsequent to that date for the remaining years in the period covered by the Collier Report I have estimated revenue on an annual average of 666 gallons per registered vehicle. This drops the average income per vehicle at present tax rates from \$21 to \$20 per vehicle per year. Of course, if there should be a depression, revenues would drop further.

My analysis of the figures published in your Minority Report on page 22 of the Senate Journal, January 13, 1947, First Extraordinary Session, are attached.

I trust that my reply satisfactorily covers all the points you wished checked.

Very sincerely yours,

ROLLAND A VANDEGRIFT, Legislative Auditor

**Analysis of Figures Submitted to the Legislature in the Minority Report of the Joint Fact-Finding Committee on Highways, Streets and Bridges, Published in the Senate Journal, January 13, 1947 (First Extraordinary Session), on Page 22**

By ROLLAND A VANDEGRIFT, Legislative Auditor

(1) Your statement that the Kennedy Engineering Report states that California should spend on its state and local highways the sum of \$632,725,600 in the four-year period beginning July 1, 1946 and ending June 30, 1950, is correct and can be found on pages 130-134 inclusive, of the Kennedy Engineering report. A tabulation compiled from these figures showing the division of expenditures divided into the three agencies of State, county and city is attached.

(2) Your statement from the report of the Major Highway Development Committee that federal and state revenues available for state and local highway expenditures within the next four years will amount to \$594,914,600 is slightly in error. The sum is correct as taken from Tables II and I of the report referred to. However, it includes federal aid allocated to counties and gas tax and registration fees collected by the State and allocated to counties and cities, and it also includes an estimated carry-over cash balance of \$132,898,000 shown on Table I in the above-mentioned report. Our adjustment of that figure estimating the federal and state revenues from existing sources, together with carry-over balances in the State Treasury as of June 30, 1946, available for state and local purposes for the four-year period, we estimated to be \$597,196,528.

(3) You are correct—the Kennedy expenditure figure includes that for county roads and city streets, and it is necessary therefore to take into account the probable amount of local property tax for highway purposes. The figure you use as the estimated amount of local levies, taking the 1945 figure and compounding it annually at 3 percent, will produce in the four years \$73,271,600. However, we believe that this estimate is low for the reason that there are many counties that levy no taxes for highway purposes but are likely to do so with increasing demand. In addition, the assessed value of property has been increased in practically every city and county in the State, and the Board of Equalization reports that assessed values should be increased further. Numerous reassessment reports are in progress to this end. We believe that prewar allocations at least should be reached. These range from \$17,000,000 to \$19,000,000 a year. In fact, in 1943 highway revenues for local purposes amounted to \$19,259,000. Starting with a \$18,000,000 base in 1946 and increasing 10 percent annually, we arrive at a local levy of \$23,870,000 for the year 1949-50. This is in excess of the estimates in the Major Highway Development Committee Report above referred to by approximately \$10,000,000. Our estimate places this figure at \$8,370,000.

(4) You state that by adding federal, state and local revenue available for state and local highway purposes and including a carry-over cash balance as of July 1, 1946, the total available for the next four years will be \$668,185,000. This calculation is correct from the figures taken and are reliably reported from the source used. However, for reasons stated, that the carry-over balance as shown by the Controller to be larger and our estimates of local property taxes being higher, we arrive at a figure in excess of yours by approximately \$12,060,000, or a total of \$880,566,528.

(5) You state that without change in the tax system there will be enough revenue to take care of the expenditures recommended in the Kennedy Report for the next four years and leave a cash balance as of "June 30, 1947" of approximately \$35,000,000. This statement is in error and does not coincide with the tabulation below. You apparently mean a cash balance on June 30, 1950. Your tabulation below confirms that you have made an error in this date. Using the figures taken from the several sources you quote, which you correctly report in your tabulation published in the Journal, you arrive at this conclusion. However, with our estimates we arrive at a larger cash balance on June 30, 1950, amounting to \$47,840,829. The details of our estimate are included in the attached tabulation.

May we call your attention to the fact that you are taking the Kennedy Report as the basis for the expenditure program and you are not beginning your accelerated highway construction until the year 1949-50. Your tabulation and ours show a jump in such proposed expenditures from \$136,790,000 in 1948-49 to \$210,383,600 in 1949-50. If this program of expenditure is accelerated, then, of course, there would be a lesser balance, if any, as of June 30, 1950. However, since all this expenditure program would be a part of that proposed in the Kennedy Report, it would reduce the amount of the balance to be supplied.

It should be carefully noted that the estimated revenue includes that from local property taxes, the expenditure of which is not now controlled by the State. Likewise all of these expenditures include the amounts required for maintenance and administration. The State Division of Highways has accelerated its spending program in the past six months, having spent approximately \$40,000,000 in that period which is at a rate of approximately double that of the previous year. The estimates which you have given and which we have checked are strictly in accord with the Kennedy Report. They do not include any advance program or the large and extensive acquisition of rights of way.

It should be understood that adjustments in these figures should be made in relation to adjustments in the highway building program

#### EXHIBIT NO. 10

#### Estimate of Costs for State, County and City to Provide Recommended Highway System

From Kennedy Engineering Report  
to

Joint Fact-Finding Committee on Highways, Streets and Bridges

| <i>Year ending<br/>June 30</i> | <i>State</i>           | <i>County</i>        | <i>City</i>            |
|--------------------------------|------------------------|----------------------|------------------------|
| 1946 (already completed) ----- | \$85,696,000           | \$38,385,000         | \$15,950,000           |
| 1947 -----                     | 87,806,000             | 44,639,000           | 15,950,000             |
| 1948 -----                     | 69,299,000             | 50,458,000           | 17,400,000             |
| 1949 -----                     | 71,244,000             | 48,146,000           | 17,400,000             |
| 1950 -----                     | 111,548,600            | 48,643,000           | 50,192,000             |
| <b>Total</b> -----             | <b>\$425,593,600</b>   | <b>\$230,271,000</b> | <b>\$116,892,000</b>   |
| 1951 -----                     | 113,418,600            | 49,111,000           | 50,730,000             |
| 1952 -----                     | 115,048,600            | 50,561,000           | 51,567,000             |
| 1953 -----                     | 116,461,600            | 50,873,000           | 51,927,000             |
| 1954 -----                     | 118,394,600            | 52,029,000           | 53,086,000             |
| 1955 -----                     | 120,633,400            | 52,811,000           | 53,982,000             |
| 1956 -----                     | 122,545,400            | 53,969,000           | 55,140,000             |
| 1957 -----                     | 124,572,400            | 54,594,000           | 55,857,000             |
| 1958 -----                     | 126,119,400            | 55,307,000           | 56,874,000             |
| 1959 -----                     | 128,144,400            | 56,250,000           | 57,590,000             |
| <b>Total</b> -----             | <b>\$1,085,338,400</b> | <b>\$475,505,000</b> | <b>\$486,753,000</b>   |
| Grand total -----              | <b>\$1,510,932,000</b> | <b>\$705,776,000</b> | <b>\$603,645,000</b>   |
| Grand total—all agencies ----- |                        |                      | <b>\$2,820,353,000</b> |

TABLE B

#### Proposed Highway Expenditures Compared With Available Highway Revenues State of California

|                               | (1)  | (2)   | (3)   | (4)  |
|-------------------------------|--|---|---|--|
|                               | <i>Proposed<br/>State and<br/>Local Highway<br/>Expenditures</i> | <i>Estimated<br/>Federal and<br/>State Revenues<br/>From Existing<br/>Sources</i> | <i>Estimated<br/>Local<br/>Property<br/>Taxes</i> | <i>Estimated<br/>Total<br/>Highway<br/>Revenue</i> |
| Carry-over Cash Balance ----- |  | \$135,180,917   |   | \$135,180,917                                      |
| 1946-47 -----                 | \$148,395,000  | 109,558,000   | \$18,000,000                                      | 127,558,000  |
| 1947-48 -----                 | 137,157,000  | 121,877,000   | 19,800,000  | 141,677,000  |
| 1948-49 -----                 | 136,790,000  | 116,656,000   | 21,700,000  | 138,356,000  |
| 1949-50 -----                 | 210,383,600  | 113,925,000   | 23,870,000  | 137,795,000  |
| <b>4-Year Totals</b> -----    | <b>\$632,725,600</b>   | <b>\$597,196,528</b>  | <b>\$83,370,000</b>                               | <b>\$680,566,528</b>                               |
| <b>Surplus Revenue</b> -----  |  |   |   | <b>\$47,840,928</b>                                |

#### NOTES

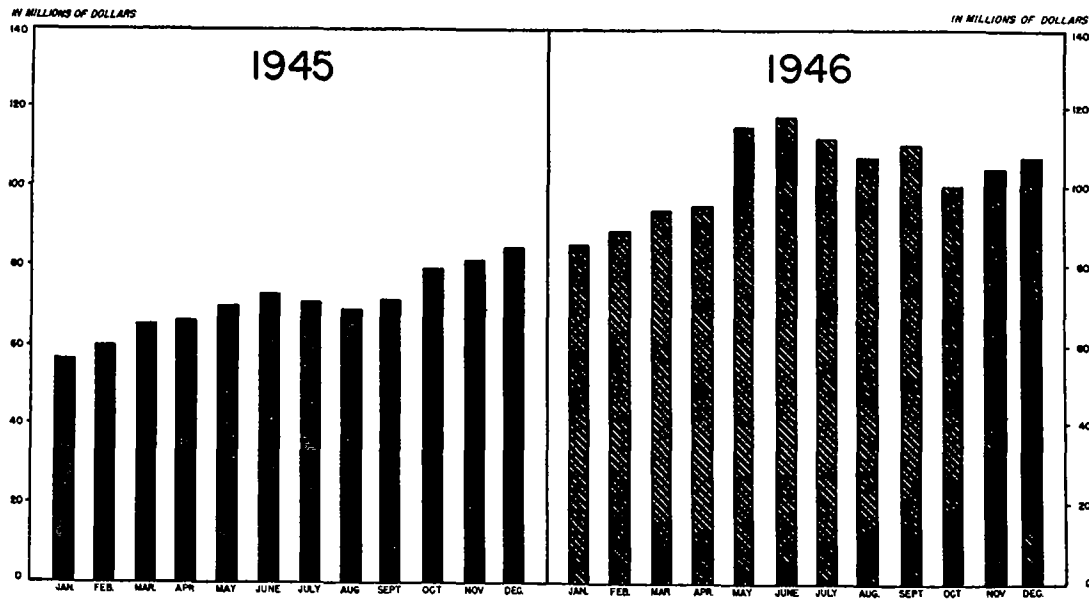
(1) Proposed state, county and city highway expenditures as recommended in Kennedy Report submitted to Joint Fact-Finding Committee on Highways, Streets and Bridges on October 15, 1946.

(2) Carry-over cash balances and estimated highway revenues from existing federal and state tax sources compiled by California Major Highway Development Committee, submitted to Joint Fact-Finding Committee on Highways, Streets and Bridges on September 24, 1946.

(3) County and city property taxes levied locally for highway and street purposes. Projected trend computed on basis of past experience and present reassessment of local property at 10 percent annual increase, which is conservative in view of the fact that many counties do not now levy property taxes for highway purposes.

(4) Federal, state and local revenues available for highway purposes in California.

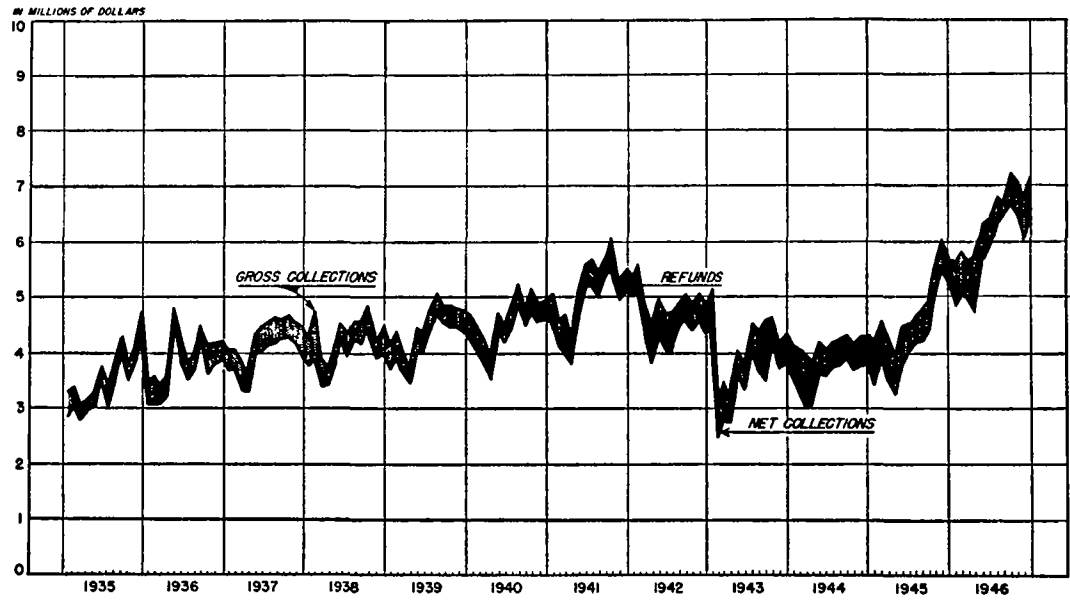
# CASH IN HIGHWAY AND MOTOR VEHICLE FUNDS STATE OF CALIFORNIA



SOURCE: STATE CONTROLLER

# GROSS AND NET GASOLINE TAX COLLECTIONS

## STATE OF CALIFORNIA



SOURCE: STATE CONTROLLER

**MOTION TO TAKE BILL FROM THE INACTIVE FILE**

Senator Collier moved that Senate Bill No. 15 be taken from the inactive file, and placed on the second reading file, for the purpose of amendment, and be returned to the inactive file.

Motion carried.

**SECOND READING OF SENATE BILLS (OUT OF ORDER)**

**Senate Bill No. 15**—An act to amend Sections 7401, 8101, 8102, and 8103 of, and to add Section 8103.5 to, the Revenue and Taxation Code, relating to motor vehicle fuel license taxes.

Bill read second time.

**Motion to Amend**

Senator Collier moved the adoption of the following amendments:

**Amendment No. 1**

In line 1 of the title of the printed bill, as amended in the Senate January 22, 1947, after "7401," insert "7406,".

**Amendment No. 2**

In the last line of the title of the printed bill, after "taxes", insert ". to take effect immediately".

**Amendment No. 3**

On page 1, line 5, of the printed bill, strike out "sold", and insert "distributed".

**Amendment No. 4**

On page 1, line 11, of the printed bill, strike out "sold to, or exchanged with," and insert "distributed, or delivered on the order of the owner, to".

**Amendment No. 5**

On page 1, line 19, of said printed bill, strike out "or sales", and insert ", sales or distributions".

**Amendment No. 6**

On page 2 of the printed bill, between lines 3 and 4, insert  
"SEC. 2. Section 7406 of the said code is amended to read  
"7406. The provisions of Section 7401, as they read prior to their amendment in 1947, exempting motor vehicle fuel sold to the Government of the United States from the measure of the license tax imposed hereunder shall not apply to any motor vehicle fuel sold to contractors purchasing such fuel either for their own account or as the agents of the United States for use in the performance of contracts with the United States."

**Amendment No. 7**

On page 2, line 4, of the printed bill, after "SFC." strike out "2", and insert "3".

**Amendment No. 8**

On page 2, lines 11 and 12, of the printed bill, strike out "registered for operation".

**Amendment No. 9**

On page 2, line 17, of the printed bill, after "SFC.", strike out "3", and insert "4"

**Amendment No. 10**

On page 2, line 26, of the printed bill, after "SEC.", strike out "4", and insert "5".

**Amendment No. 11**

On page 2, line 32, of the printed bill, strike out "5", and insert "6".

**Amendment No. 12**

On page 2 of the printed bill, after line 37, insert  
"SEC. 7. This act, inasmuch as it provides for a tax levy, shall, under the provisions of Section 1 of Article IV of the Constitution, take effect immediately, but its provisions shall not be operative prior to July 1, 1947."

Amendments read, and adopted.

Bill ordered printed, and to the inactive file.

**CONSIDERATION OF DAILY FILE  
THIRD READING OF SENATE BILLS**

**Senate Bill No. 8**—An act to amend Sections 713, 714, and 715 5 of the Vehicle Code, relating to reduction of weight limits on streets and highways.

Bill read third time.

**Motion to Re-Refer Senate Bill No. 8**

Senator Collier moved that Senate Bill No. 8 be re-referred to Committee on Transportation.

Motion carried.

**President Pro Tempore of the Senate Presiding**

At 2.43 p.m., Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

**MOTION TO SUSPEND SENATE RULES**

Senator Mayo moved that Senate Rule No. 43 of the Standing Rules of the Senate be suspended temporarily for the purpose of further considering Senate Bill No. 5.

**Previous Question**

Senator DeLap moved the previous question.

Motion carried.

The question being on the motion by Senator Mayo to suspend Rule No. 43.

The roll was called, and the motion carried by the following vote:

**AYES**—Senators Breed, Brown, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Tenney, Watson, Weybret, and Williams—32.

**NOES**—Senator Sutton—1.

**MOTION TO RECONSIDER**

Senator Mayo moved to reconsider the vote whereby further consideration of Senate Bill No. 5 was continued until March 3, 1947.

Motion carried.

**Motion to Reconsider**

Senator Mayo moved to reconsider the vote whereby the amendments offered by himself on February 4, 1947, to Senate Bill No. 5 were adopted.

The roll was called, and the motion carried by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Sutton, Tenney, Watson, Weybret, and Williams—35.

**NOES**—None.

**Senator DeLap Presiding**

At 2.55 p.m., Senator T. H. DeLap of the Seventeenth District, presiding.

**MOTION TO PRINT REPORT**

Senator Mayo moved that the following Report of the State Department of Public Works Regarding the State Highway Deficiency for 10-Year Period be printed in the Journal of this date in 10-point type.

Motion carried.

**Letter of Transmittal**

STATE OF CALIFORNIA, DEPARTMENT OF PUBLIC WORKS

SACRAMENTO, January 21, 1947

*Honorable Randolph Collier, State Senator  
State Capitol, Sacramento, California*

DEAR SENATOR COLLIER: As requested by you, there is being forwarded to you a tabulation, "State Highway Deficiency Report For Ten-Year Period, 1946-1956."

This report shows the deficiencies that exist on the State Highway System on the basis of 1946 traffic, taking into consideration probable traffic increase for the 10-year period, 1946-1956. Estimates are based on current contract costs.

Yours very truly,

G. T. McCOY, State Highway Engineer



**STATE HIGHWAY DEFICIENCY REPORT FOR THE 10-YEAR PERIOD 1946-1956, AS SUBMITTED BY THE  
STATE DEPARTMENT OF PUBLIC WORKS AND INCLUDING NEW ADDITIONS TO THE STATE  
HIGHWAY SYSTEM AS SET FORTH IN SENATE BILL NO. 5 AS AMENDED IN THE SENATE FEBRU-  
ARY 3, 1947, FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

**SUMMARY**

| County            | Length<br>(miles) | Right of way | Total construction cost |             |               | Total<br>construction<br>and<br>right of way |
|-------------------|-------------------|--------------|-------------------------|-------------|---------------|--|
|                   |                   |              | Rural                   | Cities      | Freeways      |  |
| Alameda.....      | 149 7             | \$56,210,000 | \$6,584,000             | \$4,824,000 | \$131,836,000 | \$199,454,000                                |
| Alpine.....       | 64 5              | 135,000      | 3,807,000               |             |               | 3,942,000                                    |
| Amador.....       | 94.2              | 191,000      | 6,625,000               | 318,000     |               | 7,134,000                                    |
| Butte.....        | 98 5              | 883,000      | 8,556,000               | 1,227,000   |               | 10,666,000                                   |
| Calaveras.....    | 98 1              | 293,000      | 5,786,000               |             |               | 6,079,000                                    |
| Colusa.....       | 69 5              | 446,000      | 4,994,000               | 110,000     |               | 5,550,000                                    |
| Contra Costa..... | 84 8              | 3,458,500    | 7,581,000               | 286,000     | 28,142,000    | 39,467,500                                   |
| Del Norte.....    | 26 2              | 111,000      | 4,777,000               | 127,000     |               | 5,015,000                                    |
| El Dorado.....    | 107 9             | 357,600      | 5,063,000               | 825,000     |               | 6,245,600                                    |
| Fresno.....       | 195 40            | 3,932,000    | 15,439,000              | 6,095,000   |               | 25,466,000                                   |
| Glenn.....        | 65 0              | 360,000      | 4,076,000               | 550,000     |               | 4,986,000                                    |
| Humboldt.....     | 134 5             | 1,701,000    | 23,442,000              | 1,844,000   |               | 26,987,000                                   |
| Imperial.....     | 241.6             | 845,000      | 8,200,000               | 1,220,000   |               | 10,325,000                                   |
| Inyo.....         | 72 9              | 15,000       | 2,247,000               |             |               | 2,262,000                                    |
| Kern.....         | 473 7             | 3,737,000    | 21,501,000              | 1,407,000   | 7,150,000     | 33,795,000                                   |
| Kings.....        | 91 0              | 328,000      | 4,627,000               | 139,000     |               | 5,094,000                                    |
| Lake.....         | 59 8              | 342,000      | 5,730,000               |             |               | 6,072,000                                    |
| Lassen.....       | 79 38             | 159,000      | 3,499,000               | 110,000     |               | 3,768,000                                    |
| Los Angeles.....  | 538.6             | 68,062,000   | 18,282,200              | 14,434,710  | 254,614,000   | 355,992,910                                  |
| Madera.....       | 57.9              | 820,000      | 7,874,000               | 454,000     |               | 9,148,000                                    |
| Marin.....        | 68 9              | 930,000      | 3,509,000               |             | 11,992,000    | 16,431,000                                   |
| Mariposa.....     | 87 3              | 602,500      | 7,810,000               |             |               | 8,412,500                                    |
| Mendocino.....    | 96.8              | 1,042,500    | 21,513,000              | 768,000     |               | 23,323,500                                   |
| Merced.....       | 156 8             | 2,640,000    | 13,421,000              | 2,045,000   |               | 18,106,000                                   |
| Modoc.....        | 95.3              | 268,000      | 4,745,000               | 275,000     |               | 5,288,000                                    |
| Mono.....         | 52.1              | 56,000       | 1,898,000               |             |               | 1,864,000                                    |
| Monterey.....     | 118.0             | 2,335,000    | 22,435,000              | 295,000     |               | 25,065,000                                   |
| Napa.....         | 44.1              | 980,000      | 4,330,000               | 1,613,000   |               | 6,923,000                                    |
| Nevada.....       | 76.7              | 558,800      | 7,135,000               | 405,000     |               | 8,078,800                                    |
| Orange.....       | 156.5             | 11,712,000   | 10,016,500              | 1,627,120   | 34,265,000    | 57,620,620                                   |

Feb. 5, 1947]

SENATE JOURNAL

125

**SUMMARY—Continued**  
**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| County                 | Length<br>(miles) | Right of way  | Total construction cost |              |               | Total<br>construction<br>and<br>right of way |
|------------------------|-------------------|---------------|-------------------------|--------------|---------------|--|
|                        |                   |               | Rural                   | Cities       | Freeways      |  |
| Placer.....            | 111 3             | \$1,233,900   | \$13,922,000            | \$193,000    | -----         | \$15,348,900                                 |
| Plumas.....            | 59 54             | 137,000       | 4,413,000               | -----        | -----         | 4,550,000                                    |
| Riverside.....         | 446 9             | 5,081,000     | 17,577,000              | 1,282,000    | 9,248,000     | 33,185,000                                   |
| Sacramento.....        | 151 7             | 5,005,000     | 17,658,000              | 6,100,000    | -----         | 29,763,000                                   |
| San Benito.....        | 71 3              | 380,000       | 4,013,000               | 166,000      | -----         | 4,559,000                                    |
| San Bernardino.....    | 346 1             | 8,611,000     | 22,470,000              | 1,690,000    | 12,652,000    | 45,423,000                                   |
| San Diego.....         | 434 2             | 5,655,000     | 24,862,000              | 4,558,000    | 7,886,000     | 43,264,000                                   |
| San Francisco.....     | 28 0              | 61,140,000    | -----                   | 4,505,000    | 114,240,000   | 179,885,000                                  |
| San Joaquin.....       | 171 40            | 3,155,000     | 20,719,000              | 1,012,000    | -----         | 27,436,000                                   |
| San Luis Obispo.....   | 234 6             | 3,232,000     | 21,555,000              | 3,600,000    | 2,520,000     | 28,396,000                                   |
| San Mateo.....         | 131 84            | 3,515,000     | 9,371,000               | 2,433,000    | 14,971,000    | 30,299,000                                   |
| Santa Barbara.....     | 134 3             | 4,175,000     | 25,519,000              | 888,000      | 8,650,000     | 39,232,000                                   |
| Santa Clara.....       | 161 3             | 3,485,000     | 14,069,000              | 4,513,000    | 7,339,000     | 29,407,000                                   |
| Santa Cruz County..... | 105 3             | 1,357,000     | 7,278,000               | 2,233,000    | 3,022,000     | 13,890,000                                   |
| Shasta.....            | 122 66            | 670,000       | 15,347,000              | 1,012,000    | -----         | 17,025,000                                   |
| Sierra.....            | 61 4              | 95,000        | 2,090,000               | -----        | -----         | 2,185,000                                    |
| Siskiyou.....          | 235 47            | 1,031,000     | 13,855,000              | 312,000      | -----         | 15,228,000                                   |
| Solano.....            | 62 0              | 849,000       | 5,990,000               | 805,000      | 9,020,000     | 16,870,000                                   |
| Sonoma.....            | 170 2             | 2,639,000     | 16,954,000              | 2,674,000    | 4,072,000     | 27,239,000                                   |
| Stanislaus.....        | 134 0             | 3,635,000     | 14,899,000              | 2,276,000    | -----         | 20,510,000                                   |
| Sutter County.....     | 45 2              | 466,500       | 4,153,000               | 275,000      | -----         | 4,894,500                                    |
| Tehama.....            | 80 5              | 735,000       | 9,018,000               | 275,000      | -----         | 10,028,000                                   |
| Trinity.....           | 34 1              | 78,000        | 3,301,000               | -----        | -----         | 3,379,000                                    |
| Tulare.....            | 217 4             | 3,247,000     | 14,446,000              | 658,000      | -----         | 18,351,000                                   |
| Tuolumne.....          | 146 6             | 460,000       | 6,416,000               | 27,000       | -----         | 6,903,000                                    |
| Ventura.....           | 89 4              | 2,130,000     | 13,551,000              | 838,600      | 9,931,000     | 26,450,600                                   |
| Yolo.....              | 165 6             | 1,716,000     | 19,536,000              | -----        | 330,000       | 21,582,000                                   |
| Yuba.....              | 38 4              | 393,700       | 5,697,000               | 605,000      | -----         | 6,695,700                                    |
| Totals.....            | 7,946 49          | \$288,431,000 | \$614,144,700           | \$64,268,430 | \$671,880,000 | \$1,658,724,130                              |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co , Rte., Sec. | Length | Description                              | Type of improvement    | Right of way | Total construction cost |             |               | Total construction and right of way |
|-----------------|--------|--|------------------------|--------------|-------------------------|-------------|---------------|-------------------------------------|
|                 |        |  |                        |              | Rural                   | Cities      | Freeways      |                                     |
| ALAMEDA         |        |  |                        |              |                         |             |               |                                     |
| 5-C             | 17.6   | Hayward to 0.6 Mi N of Ala-SCI Co. Bdry  | 4-lane divided         | \$200,000    | \$1,987,000             |             |               | \$2,087,000                         |
| 5-Hay           | 1.0    | Through Hayward                          | 4-lane divided         | 200,000      |                         | \$319,000   |               | 519,000                             |
| 5-D             | 1.3    | Castro Valley Jct to Hayward             | 4-lane divided         | 100,000      | 215,000                 |             |               | 315,000                             |
| 5-D             | 3.8    | Jct Ala-5-B to San Leandro               | 4-lane divided freeway | 1,900,000    |                         |             | \$1,670,000   | 3,570,000                           |
| 5-SLn           | 1.1    | Through San Leandro                      | 6-lane freeway         | 2,750,000    |                         |             | 1,810,000     | 4,560,000                           |
| 5-Oak           | 10.1   | Through Oakland                          | 6-lane freeway         | 26,750,000   |                         |             | 19,300,000    | 46,050,000                          |
| 5-Emv           | 0.2    | Through Emeryville                       | 6-lane freeway         | 50,000       |                         |             | 385,000       | 435,000                             |
| 5-B             | 2.0    | Castro Valley to Jct. Ala-5-D            | 4-lane divided freeway | 200,000      |                         |             | 792,000       | 992,000                             |
| 5-B             | 7.2    | Dublin to Castro Valley                  | 4-lane divided freeway | 150,000      |                         |             | 1,287,000     | 1,437,000                           |
| 5-B             | 7.8    | 1.2 Mi W of Livermore to Dublin          | 4-lane divided freeway | 185,000      |                         |             | 1,529,000     | 1,714,000                           |
| 5-A.B.          | 5.1    | Greenville to 1.2 Mi W of Livermore      | 4-lane divided freeway | 135,000      |                         |             | 1,110,000     | 1,254,000                           |
| 5-E             | 1.7    | San Joaquin Co Bdry to exist 4-lane div. | 4-lane divided         | 25,000       | 450,000                 |             |               | 475,000                             |
| 69-E            | 0.6    | 0.6 Mi N SCI Co Bdry to SCI Co Bdry      | 4-lane divided freeway | 30,000       |                         |             | 132,000       | 162,000                             |
| 69-E            | 7.6    | Jct Rt 107 to 0.6 Mi N SCI Co Bdry       | 4-lane divided freeway | 310,000      |                         |             | 3,457,000     | 3,797,000                           |
| 69-D            | 7.7    | Jct Rt 105 to Jct Rt 107                 | 4-lane divided freeway | 300,000      |                         |             | 3,344,000     | 3,644,000                           |
| 69-C            | 3.5    | Lewelling Blvd to Jct Rt 105             | 4-lane divided freeway | 200,000      |                         |             | 1,650,000     | 1,850,000                           |
| 69-C            | 4.3    | S C L Oakland to Lewelling Blvd          | 6-lane freeway         | 300,000      |                         |             | 2,321,000     | 2,621,000                           |
| 69-Oak          | 7.4    | 6th & Oak to S C L Oakland               | 6-lane freeway         |              |                         |             | 6,800,000     | 6,800,000                           |
| 69-Oak          | 1.9    | 7th & Cypress to 6th & Oak               | 6-lane freeway         | 5,700,000    |                         |             | 6,680,000     | 12,380,000                          |
| 69-Oak          | 1.3    | 7th & Cypress to Distribution Structure  | 6-lane freeway         | 1,950,000    |                         |             | 4,560,000     | 6,510,000                           |
| 69-Emv          | 1.3    | S C L Emeryville to Jct Rt 206           | 8-lane freeway         | 50,000       |                         |             | 2,530,000     | 2,580,000                           |
| 69-Ber          | 2.4    | Through Berkeley                         | 6 & 8 lane freeway     | 500,000      |                         |             | 4,950,000     | 5,450,000                           |
| 69-Alb          | 1.1    | Through Albany                           | 6-lane freeway         |              |                         |             | 1,080,000     | 1,080,000                           |
| 75-Oak          | 3.8    | MacArthur Blvd to W Portal of Tunnel     | 6-lane freeway         | 1,400,000    |                         |             | 6,460,000     | 13,860,000                          |
| 107-A           | 3.5    | Niles to Sunol                           | Gr & Surf Por 4-lane   | 50,000       | 550,000                 |             |               | 600,000                             |
| 107-B           | 9.6    | Sunol to Jct Rt 5 (Dublin)               | Grade and surface      | 50,000       | 990,000                 |             |               | 1,040,000                           |
| 107-B           | 1.4    | Dublin to Contra Costa Co Bdry           | 4-lane divided         | 50,000       | 402,000                 |             |               | 452,000                             |
| 108-A           | 5.0    | Mission San Jose to Sunol                | 4-lane divided         | 25,000       | 990,000                 |             |               | 1,015,000                           |
| 108-A           | 9.0    | Sunol to Livermore                       | 4-lane divided         | 20,000       | 1,100,000               |             |               | 1,120,000                           |
| 108-Lvin        | 1.6    | Through Livermore                        | 4-lane divided         |              |                         | 215,000     |               | 215,000                             |
| 206-Ber         | 0.5    | S C L to 9th St, Berkeley                | 6-lane divided         | 500,000      |                         | 660,000     |               | 1,160,000                           |
| 206-Ber         | 3.3    | 9th St to E C L, Berkeley                | 6-lane divided         | 6,050,000    |                         | 3,630,000   |               | 9,680,000                           |
| 206-Oak         | 0.4    | Berkeley C L to Jct Rt 75                | 6-lane freeway         | 80,000       |                         |             | 350,000       | 430,000                             |
| *               | 4.0    | Walnut Creek                             | Freeway                | In Total     |                         |             | 50,000,000    | 50,000,000                          |
| *               | 9.6    | Mountain Boulevard                       | Freeway                | In Total     |                         |             | 9,600,000     | 9,600,000                           |
| Totals          | 149.7  |  |                        | \$56,210,000 | \$6,534,000             | \$4,824,000 | \$131,336,000 | \$199,454,000                       |

\* Proposed freeways added by Senate Bill No. 5, not included in deficiency program as submitted by the Department of Public Works and published in the corrected Senate Daily Journal for the Fifty-seventh (First Extraordinary) Session under date of January 24, 1947

## ALPINE COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co ; Rte., Sec. | Length | Description                       | Type of improvement    | Right of way | Total construction cost |        |          | Total construction and right of way |
|-----------------|--------|-----------------------------------|------------------------|--------------|-------------------------|--------|----------|-------------------------------------|
|                 |        |                                   |                        |              | Rural                   | Cities | Freeways |                                     |
| ALPINE          |        |                                   |                        |              |                         |        |          |                                     |
| 23-C            | ---    | E Carson River (approaches) 31-01 | Bridge                 |              | \$39,000                |        |          | \$39,000                            |
| 23-D,E,F        | 14.0   | Markleeville to County Line       | Grade, surface, bridge | \$25,000     | 880,000                 |        |          | 905,000                             |
| 24-A,B,C        | 30.0   | W. Co Bdry. to Rt. 23             | Grade and surface      | 50,000       | 1,568,000               |        |          | 1,618,000                           |
| 24-D            | 6.5    | Woodfords to State Line           | Grade and surface      | 50,000       | 275,000                 |        |          | 325,000                             |
| 34-A,B          | 14.0   | W. Co Bdry. to Jct. Rt. 23        | Grade and surface      | 10,000       | 1,045,000               |        |          | 1,055,000                           |
| Totals          | 64.5   |                                   |                        | \$135,000    | \$3,807,000             |        |          | \$3,942,000                         |

## AMADOR COUNTY

|                      |      |  |                             |           |             |           |       |             |
|----------------------|------|--|-----------------------------|-----------|-------------|-----------|-------|-------------|
| <b>AMADOR</b>        |      |  |                             |           |             |           |       |             |
| 34-A.....            | 5.9  | W. Co Bdry. to Ione.....               | Grade and surface.....      | ---       | \$220,000   | ---       | ---   | \$220,000   |
| 34-B.....            | 9.5  | Ione to Martell.....                   | Grade and surface.....      | ---       | 385,000     | ---       | ---   | 385,000     |
| 65-34-C, Jkn. C..... | 1.8  | South of Jackson to E. of Jackson..... | Grade and surface.....      | ---       | 135,000     | \$135,000 | ---   | 270,000     |
| 34-C.....            | 7.5  | Jackson to West of Pine Grove.....     | Grade and surface.....      | \$30,000  | 457,000     | ---       | ---   | 487,000     |
| 34-Jkn.....          | 0.5  | In Jackson.....                        | Grade and surface.....      | ---       | ---         | 183,000   | ---   | 183,000     |
| 34-F,G.....          | 31.0 | Cooks Station to E. Co. Bdry.....      | Grade, surface, bridge..... | 50,000    | 2,420,000   | ---       | ---   | 2,470,000   |
| 64-A.....            | 9.3  | W. Co Bdry. to Central House.....      | Grade and surface.....      | 10,000    | 346,000     | ---       | ---   | 356,000     |
| Ama-Cal-65-C,A.....  | 5.0  | Jackson to Mokelumne Hill.....         | Grade and surface.....      | 25,000    | 880,000     | ---       | ---   | 905,000     |
| 65-A,B.....          | 12.0 | N. Co Bdry. to Jct. Rt. 34.....        | Grade and surface.....      | 50,000    | 990,000     | ---       | ---   | 1,040,000   |
| 65-B.....            | ---  | Rancheria Creek Br. 26-17.....         | Bridge.....                 | ---       | 72,000      | ---       | ---   | 72,000      |
| 97-A.....            | 4.0  | County Line to E. of Ione.....         | Grade and surface.....      | 20,000    | 330,000     | ---       | ---   | 350,000     |
| 97-B.....            | 7.7  | Ione to Waites Station.....            | Grade and surface.....      | 6,000     | 390,000     | ---       | ---   | 396,000     |
| Totals.....          | 94.2 | -----                                  | -----                       | \$191,000 | \$6,625,000 | \$318,000 | ----- | \$7,134,000 |

# STATE HIGHWAY DEFICIENCY REPORT

## 10-Year Period—1946 to 1956

### BUTTE COUNTY

Feb. 5, 1947]

SENATE JOURNAL

1940

| Co, Rte, Sec. | Length | Description                       | Type of improvement      | Right of way | Total construction cost |             |          | Total construction and right of way |
|---------------|--------|-----------------------------------|--------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|               |        |                                   |                          |              | Rural                   | Cities      | Freeways |                                     |
| BUTTE         |        |                                   |                          |              |                         |             |          |                                     |
| 3-B,C,D       | ---    | 20 conc. bridges                  | Bridges                  | ---          | \$660,000               | ---         | ---      | \$660,000                           |
| 3-B,C         | 18.2   | Oroville Wye to Chico             | Grade & sur. For 4 lanes | ---          | 1,680,000               | ---         | ---      | 1,680,000                           |
| 3-Chc         | 1.0    | In Chico                          | 4-lane                   | \$300,000    | ---                     | \$649,000   | ---      | 949,000                             |
| 3-A,B         | 12.5   | S Co Bdry to Oroville Wye         | Grade & sur. For 4 lanes | 120,000      | 1,139,000               | ---         | ---      | 1,259,000                           |
| 3-D           | 2.0    | Chico to 2 Mi. N                  | 4-lanes                  | 63,000       | 430,000                 | ---         | ---      | 493,000                             |
| 3-D           | 9.8    | 2 Mi N of Chico to N. Co. Bdry    | Gr, sur. Br Por 4 lane   | 150,000      | 1,232,000               | ---         | ---      | 1,382,000                           |
| 21-A          | ---    | Feather R (W. Oroville) Br. 12-34 | Bridge                   | ---          | 385,000                 | ---         | ---      | 385,000                             |
| 21-Ovl        | 2.0    | In Oroville                       | ---                      | 100,000      | ---                     | 578,000     | ---      | 678,000                             |
| 21-B          | 20.5   | Oroville to Jarbo Pass            | Grade and surface        | 20,000       | 550,000                 | ---         | ---      | 570,000                             |
| 21-CII        | 0.1    | Tunnel #1                         | Lane and pave            | ---          | 88,000                  | ---         | ---      | 88,000                              |
| 45-A          | ---    | Cherokee Canal Br. 12-42          | Bridge                   | ---          | 105,000                 | ---         | ---      | 105,000                             |
| 47-A          | ---    | Sacramento R. Br. 12-54           | Bridge                   | ---          | 330,000                 | ---         | ---      | 330,000                             |
| 87-A          | 14.4   | S Bdry to Oroville                | Grade, surface, bridge   | 60,000       | 715,000                 | ---         | ---      | 775,000                             |
| 87-B          | 18.0   | Oroville to Chico                 | Grade, surface, bridge   | 70,000       | 1,242,000               | ---         | ---      | 1,312,000                           |
| Totals        | 98.50  | -----                             | -----                    | \$883,000    | \$8,556,000             | \$1,227,000 | -----    | \$10,666,000                        |

### CALAVERAS COUNTY

|                    |      |                                    |                        |           |             |       |       |             |
|--------------------|------|------------------------------------|------------------------|-----------|-------------|-------|-------|-------------|
| <b>CALAVERAS</b>   |      |                                    |                        |           |             |       |       |             |
| 5-A, B.....        | 17.8 | W Co Bdry. to Mokelumne Hill.....  | Grade and surface..... | \$25,000  | \$770,000   | ---   | ---   | \$795,000   |
| 24-A, B.....       | 10.0 | W. Co Bdry. to San Andreas.....    | Grade and surface..... | 100,000   | 374,000     | ---   | ---   | 474,000     |
| 24-D, E, F, G..... | 44.8 | Angeles Camp, E. Bdry.....         | Grade and surface..... | 60,000    | 2,061,000   | ---   | ---   | 2,121,000   |
| 65-A.....          | 9.0  | San Andreas to Mokelumne Hill..... | Grade and surface..... | 75,000    | 880,000     | ---   | ---   | 955,000     |
| 65-C.....          | 6.0  | S. Co Bdry. to Angels Camp.....    | Grade and surface..... | 25,000    | 715,000     | ---   | ---   | 740,000     |
| 75-A, B.....       | 10.5 | W Co Bdry. to Altaville.....       | Grade and surface..... | 8,000     | 986,000     | ---   | ---   | 994,000     |
| Totals.....        | 98.1 | -----                              | -----                  | \$293,000 | \$5,786,000 | ----- | ----- | \$6,079,000 |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**COLUSA COUNTY**

130

| Co., Rte , Sec. | Length | Description                | Type of improvement    | Right of way | Total construction cost |           |          | Total construction and right of way |
|-----------------|--------|----------------------------|------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                 |        |                            |                        |              | Rural                   | Cities    | Freeways |                                     |
| COLUSA          |        |                            |                        |              |                         |           |          |                                     |
| 7-A,B,C-----    | 33 0   | S. Co Bdry. to N Co. Bdry. | 4 lanes                | \$320,000    | \$3,685,000             |           |          | \$4,005,000                         |
| 15-D,E-----     | 8 7    | W. Co Bdry to Williams     | Grade, surface, bridge | 65,000       | 577,000                 |           |          | 642,000                             |
| 15-Clu-----     | ---    | In Colusa                  | Grade, surface, bridge | 15,000       |                         | \$110,000 |          | 125,000                             |
| 50-A-----       | 7 0    | S Co. Bdry. to Jet Rt. 15  | Grade, surface, bridge | 16,000       | 347,000                 |           |          | 363,000                             |
| 88-A,B-----     | 20 8   | S. Co Bdry. to Jet Rt. 15  | Grade and surface      | 30,000       | 385,000                 |           |          | 415,000                             |
| Totals-----     | 69.5   |                            |                        | \$446,000    | \$4,994,000             | \$110,000 |          | \$5,550,000                         |

**CONTRA COSTA COUNTY**

|                     |      |                                    |                       |             |             |           |              |              |
|---------------------|------|------------------------------------|-----------------------|-------------|-------------|-----------|--------------|--------------|
| <b>CONTRA COSTA</b> |      |                                    |                       |             |             |           |              |              |
| CC,Sol-7-A          | 0 5  | Carquinez Strait Bridge            | Bridge                | \$60,000    |             |           | \$7,700,000  | \$7,760,000  |
| 11-B                | 1 1  | Jet Exist Rt. 75 to Jet CC-75-F,G  | Grade and surface     | 7,500       | \$110,000   |           |              | 117,500      |
| 14-Rch              | 1 0  | San Pablo to N.C.L. Richmond       | 4-lane freeway        | 446,000     |             |           | 730,000      | 1,176,000    |
| 14-C                | 5 1  | Richmond to Hercules               | Multiple lane freeway | 485,000     |             |           | 3,700,000    | 4,185,000    |
| 14-Her              | 1 2  | Through Hercules                   | Multiple lane freeway | 30,000      |             |           | 935,000      | 965,000      |
| 14-D                | 3 5  | Hercules to Carquinez Bridge       | Multiple lane freeway | 250,000     |             |           | 5,610,000    | 5,860,000    |
| 69-Rch              | 1 5  | Albany N. C. L. to Madison Ave     | 6-lane freeway        |             |             |           | 1,210,000    | 1,210,000    |
| 69-Rch,E Cr         | 1 5  | Madison Ave. to San Pablo Ave      | 4-lane freeway        |             |             |           | 1,411,000    | 1,411,000    |
| 75-A                | 9 3  | Tunnel to Walnut Creek             | 6-lane freeway        | 1,000,000   |             |           | 4,857,000    | 5,857,000    |
| 75-WIC              | 1 3  | Through Walnut Creek               | 4-lane freeway        | 200,000     |             |           | 482,000      | 682,000      |
| 75-B,E              | 5 0  | Walnut Creek to Concord            | 4-lane freeway        | 200,000     |             |           | 1,507,000    | 1,707,000    |
| 75-E                | 2 3  | Concord to 0 4 Mi W of Ohmer       | 4-lane divided        |             | 319,000     |           |              | 319,000      |
| 75-F                | 12 0 | 0 4 Mi W. of Ohmer to Jet. Rt. 11  | 4 lanes               | 150,000     | 2,200,000   |           |              | 2,350,000    |
| 75-G                | 13 0 | Jet. Rt. 11 to San Joaquin Co Line | Grade and surface     | 150,000     | 1,452,000   |           |              | 1,602,000    |
| 106-A               | 9 2  | Luzon to Muir                      | 4-lane divided        | 30,000      | 1,245,000   |           |              | 1,275,000    |
| 106-C               | 2 0  | 0 4 Mi W. of Ohmer to Jet Rt. 75   | 4-lane divided        |             | 495,000     |           |              | 495,000      |
| 107-A               | 14 3 | Alameda Co Bdry. to Walnut Creek   | 4-lane divided        | 300,000     | 1,760,000   |           |              | 2,060,000    |
| 107-WIC             | 1 0  | In Walnut Creek                    | 4-lane divided        | 150,000     |             | \$286,000 |              | 436,000      |
| Totals              | 84.8 |                                    |                       | \$3,458,500 | \$7,581,000 | \$286,000 | \$28,142,000 | \$39,467,500 |

SENATE JOURNAL

[Feb. 5, 1947]

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**DEL NORTE COUNTY**

| Co, Rte, Sec       | Length      | Description                                | Type of improvement    | Right of way     | Total construction cost |                  |          | Total construction and right of way |
|--------------------|-------------|--|------------------------|------------------|-------------------------|------------------|----------|-------------------------------------|
|                    |             |  |                        |                  | Rural                   | Cities           | Freeways |                                     |
| <b>DEL NORTE</b>   |             |  |                        |                  |                         |                  |          |                                     |
| 1-A.....           | 5.5         | Humboldt Co Bdry to Klamath.....           | Grade and surface..... | \$12,000         | \$1,060,000             | -----            | -----    | \$1,072,000                         |
| 1-A.....           | ---         | Mynot Cr Br 1-02.....                      | Bridge.....            | -----            | 9,000                   | -----            | -----    | 9,000                               |
| 1-A.....           | ---         | Panther Cr Br 1-25.....                    | Bridge.....            | -----            | 25,000                  | -----            | -----    | 25,000                              |
| 1-A.....           | ---         | Hunter Cr Br 1-03.....                     | Bridge.....            | -----            | 25,000                  | -----            | -----    | 25,000                              |
| 1-A.....           | ---         | High Prairie Cr Br 1-04.....               | Bridge.....            | -----            | 19,000                  | -----            | -----    | 19,000                              |
| 1-A,B.....         | 1 2         | De Martin's Ranch to 1 Mi N Wilson Cr..... | Grade and surface..... | 4,000            | 262,000                 | -----            | -----    | 266,000                             |
| 1-CrC.....         | 0 5         | Crescent City.....                         | 64' street.....        | 40,000           | -----                   | \$127,000        | -----    | 167,000                             |
| 1-D.....           | 8 4         | Gasquet to Patricks Cr Br 1-14.....        | Grade and surface..... | 45,000           | 1,386,000               | -----            | -----    | 1,431,000                           |
| 46-A.....          | ---         | Turwar Creek Br 1-27.....                  | Bridge.....            | -----            | 220,000                 | -----            | -----    | 220,000                             |
| 71-A,B.....        | 5 0         | Smith R Br to ¼ Mi. N. Winton Corners..... | Grade and surface..... | 10,000           | 858,000                 | -----            | -----    | 868,000                             |
| 71-A.....          | 5 6         | Rt 1 to Smith River Br.....                | Grade and surface..... | -----            | 913,000                 | -----            | -----    | 913,000                             |
| <b>Totals.....</b> | <b>26 2</b> |  |                        | <b>\$111,000</b> | <b>\$4,777,000</b>      | <b>\$127,000</b> | -----    | <b>\$5,015,000</b>                  |

**EL DORADO COUNTY**

|                    |              |   |                              |                  |                    |                  |       |                    |
|--------------------|--------------|---|------------------------------|------------------|--------------------|------------------|-------|--------------------|
| <b>EL DORADO</b>   |              |   |                              |                  |                    |                  |       |                    |
| 11-Pla.....        | 2 5          | In Placerville.....                         | Grade and surface.....       | \$135,000        | -----              | \$825,000        | ----- | \$960,000          |
| 11-A.....          | 4 8          | 2½ Mi E Clarksville to Shingle Springs..... | Grade and surface.....       | -----            | \$427,000          | -----            | ----- | 427,000            |
| 11-E.....          | 5 0          | R R Xing to E. of Camino.....               | Grade & sur Por 4-lane.....  | 22,000           | 530,000            | -----            | ----- | 552,000            |
| 11-F.....          | 6 0          | Fresh Pond-Riverton.....                    | Grade & surf Por 4-lane..... | 40,000           | 550,000            | -----            | ----- | 590,000            |
| 11-J.....          | 5 0          | Foot of Myers Gr to Mays Sta.....           | Grade and surface.....       | 17,600           | 425,000            | -----            | ----- | 442,600            |
| 11-K.....          | ---          | Upper Truckee R Br 25-10.....               | Bridge.....                  | -----            | 17,000             | -----            | ----- | 17,000             |
| 11-K.....          | ---          | Trout Cr Br. 25-13.....                     | Bridge.....                  | -----            | 8,000              | -----            | ----- | 8,000              |
| 23-A.....          | 9 3          | C. L. to Meyers Jet.....                    | Grade and surface.....       | 15,000           | 676,000            | -----            | ----- | 691,000            |
| 38-B.....          | 7 8          | Mays Sta to Bay View Rest.....              | Grade and surface.....       | 27,000           | 775,000            | -----            | ----- | 802,000            |
| 65-B.....          | 1 6          | S. Frk American R. Br.....                  | Bridge.....                  | 1,000            | 290,000            | -----            | ----- | 291,000            |
| 65-A.....          | ---          | Greenwood Cr. Br. 25-22.....                | Bridge.....                  | -----            | 28,000             | -----            | ----- | 28,000             |
| 65-A,B,C.....      | 38 0         | American River to Cosumnes River.....       | Grade, surface, bridge.....  | 70,000           | 880,000            | -----            | ----- | 950,000            |
| 93-A,B.....        | 28.0         | Placerville to Cool.....                    | Grade, surface, bridge.....  | 30,000           | 457,000            | -----            | ----- | 487,000            |
| <b>Totals.....</b> | <b>107.9</b> |   |                              | <b>\$357,600</b> | <b>\$5,063,000</b> | <b>\$825,000</b> | ----- | <b>\$6,245,600</b> |

## FRESNO COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte , Sec. | Length | Description                   | Type of improvement    | Right of way | Total construction cost |             |          | Total construction and right of way |
|-----------------|--------|-------------------------------|------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                 |        |                               |                        |              | Rural                   | Cities      | Freeways |                                     |
| FRESNO          |        |                               |                        |              |                         |             |          |                                     |
| 4-D,Kingb,A     | 4.7    | So County Line to Selma       | 4-lane divided         |              | \$400,000               | \$150,000   |          | \$550,000                           |
| 4-B             | 0.7    | Calwa Overpass and approaches | Overpass               |              | 812,000                 |             |          | 812,000                             |
| 4-Fre           | 3.9    | In Fresno                     | 6-lane divided         | \$1,455,000  |                         | 4,169,000   |          | 5,624,000                           |
| 4-C             | 1.3    | Olive Ave. to Clinton Ave     | 6-lane divided         |              | 103,000                 |             |          | 103,000                             |
| 4-C             | 2.9    | Clinton Ave. to Tehama Ave.   | 6-lane divided         | 650,000      | 1,239,000               |             |          | 1,889,000                           |
| 4-C             | 7.2    | Clinton Ave to S. J. River    | 4-lane divided         |              | 670,000                 |             |          | 670,000                             |
| 10-A,B,C        | 22.0   | W. Co. Bdry. to Coalinga      | Grade and surface      | 100,000      | 1,650,000               |             |          | 1,750,000                           |
| 10-D,E,F        | 28.0   | Coalinga to E Co Bdry         | Grade, surface, bridge | 100,000      | 550,000                 |             |          | 650,000                             |
| 41-M,N,P,Q      | 55.0   | W. Co. Bdry. to Fresno        | Grade and surface      | 150,000      | 2,365,000               |             |          | 2,515,000                           |
| 41-Fre          | 1.3    | In Fresno                     | Grade and surface      | 150,000      |                         | 866,000     |          | 1,016,000                           |
| 41-R            | 3.5    | Orange Ave. to Clovis Ave.    | 4-lane divided         | 365,000      | 578,000                 |             |          | 943,000                             |
| 41-S,T          | 17.5   | Byrd Slough to White Deer Rd  | Grade and surface      | 100,000      | 1,650,000               |             |          | 1,750,000                           |
| 76-A            | 5.0    | Rte. 125 to Clovis            | Bridges                | 40,000       | 275,000                 |             |          | 315,000                             |
| 125-A,B         | 15.0   | S Co Line to Manning Ave.     | Grade and surface      | 100,000      | 891,000                 |             |          | 991,000                             |
| 125-B           | 7.8    | Manning Ave to Fresno         | 4-lane divided         | 170,000      | 1,472,000               |             |          | 1,642,000                           |
| 125-Fre         | 2.0    | In Fresno                     | 4-lane divided         | 360,000      |                         | 910,000     |          | 1,270,000                           |
| 125-C           | 1.5    | Olive Ave to Shields Ave.     | 4-lane divided         |              | 786,000                 |             |          | 786,000                             |
| Fre-Mad-125-A   | 1.1    | Skaggs Bridge and approaches  | Bridge                 | 42,000       | 238,000                 |             |          | 280,000                             |
| 138-A           | 15.0   | S. Co Bdry to Coalinga        | Grade and surface      | 150,000      | 1,760,000               |             |          | 1,910,000                           |
| Total           | 195.40 |                               |                        | \$3,932,000  | \$15,439,000            | \$6,095,000 |          | \$25,466,000                        |



## GLENN COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co , Rte., Sec. | Length | Description                                     | Type of improvement            | Right of way | Total construction cost |           |          | Total construction and right of way |
|-----------------|--------|---|--------------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                 |        |   |                                |              | Rural                   | Cities    | Freeways |                                     |
| GLENN           |        |   |                                |              |                         |           |          |                                     |
| 7-Wlos.....     | ---    | Through Willows.....                            | Grade and surface.....         | \$41,000     |                         | \$275,000 |          | \$316,000                           |
| 7-Orl.....      | ---    | Through Orland.....                             | Grade and surface.....         | 38,000       |                         | 275,000   |          | 313,000                             |
| 7-A,B,C.....    | 26.7   | S. Co. Bdwy. to N Co Bdwy.....                  | Grade & sur. Por. 4 lanes..... | 189,000      | \$2,200,000             |           |          | 2,389,000                           |
| 45-B,C.....     | 1.0    | 1/4 Mi. W. Sac Rv. to Butte Co L (Bridges)..... | Bridges.....                   |              | 922,000                 |           |          | 922,000                             |
| 45-A,B,C.....   | 21.1   | Willows to Butte Co Line.....                   | Grade and surface.....         | 60,000       | 550,000                 |           |          | 610,000                             |
| 47-A.....       | ---    | Glenn-Colusa Canal Br 11-28.....                | Bridge.....                    |              | 28,000                  |           |          | 28,000                              |
| 88-B,C.....     | 16.2   | Glenn to Hamilton City.....                     | Grade and surface.....         | 32,000       | 376,000                 |           |          | 408,000                             |
| Total.....      | 65.0   |   |                                | \$360,000    | \$4,076,000             | \$550,000 |          | \$4,986,000                         |

## HUMBOLDT COUNTY

## Page 1 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte, Sec. | Length | Description                                     | Type of improvement       | Right of way | Total construction cost |           |          | Total construction and right of way |
|---------------|--------|---|---------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|               |        |   |                           |              | Rural                   | Cities    | Freeways |                                     |
| HUMBOLDT      |        |   |                           |              |                         |           |          |                                     |
| 1-A           | 2.3    | Co Bdry to Smith Point.....                     | Grade and Surface.....    | \$6,000      | \$386,000               |           |          | \$392,000                           |
| 1-A           | 2.4    | Old Twin Tree Br to Benbow.....                 | Grade and surface.....    | 54,000       | 924,000                 |           |          | 978,000                             |
| 1-B           | 2.9    | Near Tuttle Ranch Rd. to S Stogemyer Bluff..... | Grade and surface.....    | 15,000       | 479,000                 |           |          | 494,000                             |
| 1-B           | 0.7    | Franklin K. Lane Grove to Fish Creek.....       | Grade and surface.....    | 4,000        | 116,000                 |           |          | 120,000                             |
| 1-C           | 4.0    | Miranda to ¼ Mi N Elk Cr 4-201.....             | Grade and surface.....    |              | 814,000                 |           |          | 814,000                             |
| 1-C           | 6.1    | 0.4 Mi S. of Meyers to Weott.....               | Grade and surface.....    | 38,000       | 956,000                 |           |          | 994,000                             |
| 1-C           | 1.9    | 0.4 Mi N. Weott to Dyerville Br 4-10.....       | Grade and surface.....    |              | 255,000                 |           |          | 255,000                             |
| 1-D           | 6.4    | ¼ Mi N. Dyerville to Bear Cr.....               | Grade and surface.....    | 150,000      | 1,056,000               |           |          | 1,206,000                           |
| 1-D           | 3.1    | Bear Cr to Jordan Cr.....                       | Grade and surface.....    | 35,000       | 572,000                 |           |          | 607,000                             |
| 1-E           | 1.2    | S. Scotia Br 4-14.....                          | Grade and surface.....    | 30,000       | 825,000                 |           |          | 855,000                             |
| 1-E           | 1.3    | Through town of Scotia.....                     | 4 lanes.....              | 40,000       | 305,000                 |           |          | 345,000                             |
| 1-E,F,Gta     | 8.0    | N Scotia Br to 16th St in Fortuna.....          | 2 and 4 lane divided..... |              | 1,369,000               | \$96,000  |          | 1,465,000                           |
| 1-Fta         | 1.0    | Fortuna, 16th St to N.C.L.....                  | 64' street.....           | 90,000       |                         | 248,000   |          | 338,000                             |
| 1-G           | 1.8    | Fortuna to Fernbridge.....                      | 4-lane divided.....       | 48,000       | 322,000                 |           |          | 370,000                             |
| 1-G           | 2.7    | Fernbridge to Loleta.....                       | 4-lane divided.....       | 45,000       | 937,000                 |           |          | 982,000                             |
| 1-G           | 4.5    | Loleta to Beatrice O H.....                     | 4-lane divided.....       | 40,000       | 1,018,000               |           |          | 1,058,000                           |
| 1-G           | 5.7    | Beatrice O H to Eureka.....                     | 4-lane divided.....       | 55,000       | 1,196,000               |           |          | 1,251,000                           |
| 1-Eur         | 4.1    | S C L. Eureka to Eureka St. Br.....             | Multiple lanes.....       | 450,000      |                         | 1,196,000 |          | 1,646,000                           |
| 1-H           | 5.5    | Eureka to Arcata.....                           | 4-lane divided.....       | 90,000       | 1,650,000               |           |          | 1,740,000                           |
| 1-Arc         | 1.2    | Arcata.....                                     | 4-lane dividod.....       | 75,000       |                         | 304,000   |          | 379,000                             |
| 1-I           | 1.8    | Arcata to Proposed New Jct. with Rt. 20.....    | 4-lane divided.....       | 75,000       | 583,000                 |           |          | 658,000                             |
| 1-I           | 0.7    | 0.3 Mi S to 0.4 Mi N Clam Beach.....            | Grade and surface.....    | 4,000        | 101,000                 |           |          | 105,000                             |
| 1-I           | 4.4    | Cranell U P to Trinidad.....                    | Grade and surface.....    | 48,000       | 823,000                 |           |          | 871,000                             |
| 1-J           | 7.2    | McNeill's Ranch to Big Lagoon Crossing.....     | Grade and surface.....    | 50,000       | 2,046,000               |           |          | 2,096,000                           |
| 1-J           | 7.2    | Big Lagoon Crossing to Stone Lagoon Summit..... | Grade and surface.....    | 55,000       | 1,228,000               |           |          | 1,283,000                           |

**HUMBOLDT COUNTY****Page 2 of Two Pages****STATE HIGHWAY DEFICIENCY REPORT****10-Year Period—1946 to 1956**

| Co , Rte., Sec.      | Length | Description                                 | Type of improvement    | Right of way | Total construction cost |             |          | Total construction and right of way |
|----------------------|--------|---|------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                      |        |   |                        |              | Rural                   | Cities      | Freeways |                                     |
| 1-J,K.....           | 4 3    | Stone Lagoon Summit to Redwood Cr.....      | Grade and surface..... | \$55,000     | \$1,210,000             | -----       | -----    | \$1,265,000                         |
| 1-K.....             | 2.6    | East Branch Prairie Cr to DN Co. Bdry.....  | Grade and surface..... | 5,000        | 501,000                 | -----       | -----    | 506,000                             |
| 20-A.....            | 6.6    | Proposed new Jct Rt. 1 to Blue Lake.....    | Grade and surface..... | \$2,000      | 1,126,000               | -----       | -----    | 1,208,000                           |
| 20-A.....            | ---    | Powers Cr Br 4-35.....                      | Bridge.....            | -----        | 11,000                  | -----       | -----    | 11,000                              |
| 20-B.....            | ---    | N. Fork Mad River Br. 4-043.....            | Bridge.....            | -----        | 110,000                 | -----       | -----    | 110,000                             |
| 20-C,D.....          | 6 4    | Horse Mountain to Jct. Rt. 84.....          | Grade and surface..... | 12,000       | 845,000                 | -----       | -----    | 857,000                             |
| 20-D.....            | 4 4    | Jct. Rt 84 to Hum-Tri Co. Bdry.....         | Grade and surface..... | 30,000       | 508,000                 | -----       | -----    | 538,000                             |
| Hum,Tri-35-CD,A..... | 15.0   | Bridgeville to Mad River.....               | Grade and surface..... | 15,000       | 400,000                 | -----       | -----    | 415,000                             |
| 46-D.....            | ---    | Aiken Cr. Br 4-59.....                      | Bridge.....            | -----        | 28,000                  | -----       | -----    | 28,000                              |
| 46-D.....            | ---    | Bluff Cr Br 4-60.....                       | Bridge.....            | -----        | 55,000                  | -----       | -----    | 55,000                              |
| 46-D.....            | ---    | Slate Cr Br 4-61.....                       | Bridge.....            | -----        | 31,000                  | -----       | -----    | 31,000                              |
| 46-E.....            | ---    | Camp Cr Br 4-66.....                        | Bridge.....            | -----        | 46,000                  | -----       | -----    | 46,000                              |
| 46-F.....            | 7.1    | Klamath R. Br. 4-69 to Hum-Sis Co Bdry..... | Grade and surface..... | 5,000        | 500,000                 | -----       | -----    | 505,000                             |
| 56-A.....            | ---    | Salt R (Ballou) Br 4-131.....               | Bridge.....            | -----        | 110,000                 | -----       | -----    | 110,000                             |
| Totals.....          | 134.5  | -----                                       | -----                  | \$1,701,000  | \$23,442,000            | \$1,844,000 | -----    | \$28,987,000                        |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**IMPERIAL COUNTY**

| Co., Rte, Sec.                       | Length | Description                                      | Type of improvement          | Right of way | Total construction cost |             |          | Total construction and right of way |
|--------------------------------------|--------|--|------------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                                      |        |  |                              |              | Rural                   | Cities      | Freeways |                                     |
| IMPERIAL                             |        |  |                              |              |                         |             |          |                                     |
| 12-A,B,C.....                        | ---    | Bridges.....                                     | Bridges.....                 | ---          | \$110,000               | ---         | ---      | \$110,000                           |
| 12-C.....                            | 8.5    | Seeley to El Centro.....                         | 4-lane divided.....          | \$200,000    | 990,000                 | ---         | ---      | 1,190,000                           |
| 26-A,B,C.....                        | ---    | Bridges.....                                     | Bridges.....                 | ---          | 110,000                 | ---         | ---      | 110,000                             |
| 26-B,C,A.....                        | 15.0   | Trifolium Canal to 2 Mi. N. of Sandy Bch Rd..... | Grade and surface.....       | ---          | 695,000                 | ---         | ---      | 695,000                             |
| 26-J.....                            | 10.0   | Calexico to El Centro.....                       | Grade and surface.....       | 10,000       | 550,000                 | ---         | ---      | 560,000                             |
| 27-ECn.....                          | 1.0    | In El Centro.....                                | 4-lane divided.....          | 150,000      | ---                     | \$950,000   | ---      | 1,100,000                           |
| 27-Holt.....                         | 1.0    | Alamo River Bridge.....                          | Bridge.....                  | 85,000       | ---                     | 270,000     | ---      | 355,000                             |
| 27-C,D,A,B.....                      | 58.0   | El Centro to State Line.....                     | Grade, surface, bridge.....  | 100,000      | 1,020,000               | ---         | ---      | 1,120,000                           |
| 187-A,Holt-BC,<br>Brw,D,Cip,EFG..... | 74.0   | Rt 202 to North Co. Bdry.....                    | Grade, surface, bridges..... | 200,000      | 3,135,000               | ---         | ---      | 3,335,000                           |
| 198-A.....                           | 13.0   | W. Co Bdry. to Jct. Rt 26.....                   | Grade, surface, bridges..... | ---          | 660,000                 | ---         | ---      | 660,000                             |
| 201-A,B.....                         | 17.5   | State Line to Brawley.....                       | Grade, surface, bridge.....  | 50,000       | 385,000                 | ---         | ---      | 435,000                             |
| 202-A,B,C,D.....                     | 43.6   | Route 12 to Route 27.....                        | Grade, surface, bridges..... | 50,000       | 605,000                 | ---         | ---      | 655,000                             |
| Totals.....                          | 241.6  | -----  | -----                        | \$845,000    | \$8,260,000             | \$1,220,000 | -----    | \$10,325,000                        |

## INYO COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte, Sec. | Length | Description                                 | Type of improvement    | Right of way | Total construction cost |        |          | Total construction and right of way |
|----------------|--------|---|------------------------|--------------|-------------------------|--------|----------|-------------------------------------|
|                |        |   |                        |              | Rural                   | Cities | Freeways |                                     |
| INTO           |        |   |                        |              |                         |        |          |                                     |
| 23-G.....      | 1.7    | Five Mile Canyon.....                       | Grade and surface..... | \$1,000      | \$143,000               |        |          | \$144,000                           |
| 23-H.....      | 0.4    | Dunsmuir Hill.....                          | Grade and surface..... |              | 54,000                  |        |          | 54,000                              |
| 23-J.....      | ---    | Cottonwood Cr Br 48-12.....                 | Bridge.....            |              | 25,000                  |        |          | 25,000                              |
| 23-K.....      | 7.4    | Bartlett to Diaz Lake.....                  | Grade and surface..... | 1,000        | 406,000                 |        |          | 401,000                             |
| 23-L,M.....    | 4.3    | Alabama Gates Spillway to Manzanar.....     | Grade and surface..... | 2,000        | 175,000                 |        |          | 177,000                             |
| 23-A.....      | 9.7    | Independence to Division Creek.....         | Grade and surface..... |              | 390,000                 |        |          | 390,000                             |
| 23-B,C.....    | 10.2   | Division Cr to 12 Mi S of Big Pine.....     | Grade and surface..... | 4,000        | 440,000                 |        |          | 444,000                             |
| 23-F.....      | 3.7    | Pine Cr. Rd to Iny-Mno Co Line.....         | Grade and surface..... |              | 31,000                  |        |          | 31,000                              |
| 63-C.....      | 6.5    | Gilbert Summit.....                         | Grade and surface..... | 2,000        | 50,000                  |        |          | 52,000                              |
| 76-B.....      | 14 6   | Otey's to Camp Sabrina.....                 | Grade and surface..... |              | 63,000                  |        |          | 63,000                              |
| 76-B.....      | ---    | Bridges.....                                | Bridges.....           |              | 41,000                  |        |          | 41,000                              |
| 127-C,D.....   | 4.6    | Soda Plant to S P R R Xing W of Keeler..... | Grade and surface..... | 2,000        | 200,000                 |        |          | 202,000                             |
| 127-D.....     | 8.0    | Soda Plant to 8 Mi S.....                   | Grade and surface..... | 1,000        | 183,000                 |        |          | 184,000                             |
| 127-E.....     | 0.8    | Darwin Jet to $\frac{3}{4}$ Mi West.....    | Grade and surface..... | 1,000        | 18,000                  |        |          | 19,000                              |
| 127-N.....     | 1 0    | Shoshone.....                               | Grade and surface..... | 1,000        | 34,000                  |        |          | 35,000                              |
| Totals.....    | 72.9   | -----                                       | -----                  | \$15,000     | \$2,247,000             | -----  | -----    | \$2,262,000                         |

**KERN COUNTY**  
Page 1 of Two Pages

138

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co., Rte., Sec. | Length | Description                              | Type of improvement        | Right of way | Total construction cost |           |             | Total construction and right of way |
|-----------------|--------|--|----------------------------|--------------|-------------------------|-----------|-------------|-------------------------------------|
|                 |        |  |                            |              | Rural                   | Cities    | Freeways    |                                     |
| KERN            |        |  |                            |              |                         |           |             |                                     |
| 4-A             | 4.5    | L A Co Bdry to Ft Tejon                  | 4-lane divided freeway     | \$50,000     |                         |           | \$1,100,000 | \$1,150,000                         |
| 4-A,B,C         | ---    | Ft. Tejon to McKittrick Road             | Structures (freeway)       | 100,000      |                         |           | 1,100,000   | 1,200,000                           |
| 4-C             | 9.8    | McKittrick Rd. to Brundage Lane          | 4-lane freeway             | 75,000       |                         |           | 1,540,000   | 1,615,000                           |
| 4-Bkd           | 0.9    | Bakersfield                              | 6-lane freeway             |              |                         |           | 1,980,000   | 1,980,000                           |
| 4-G             | 0.7    | N C L Bakersfield to N end Kern River Br | 6-lane freeway             | 14,000       |                         |           | 1,430,000   | 1,444,000                           |
| 4-E,F           | 10.5   | N end Famoso U.P. to North Co Bdry       | 4-lane divided             | 710,000      | \$1,925,000             |           |             | 2,635,000                           |
| 4-Dln           | 2.2    | In Delano                                | 4-lane divided             | 100,000      |                         | \$747,000 |             | 847,000                             |
| 23-B            | 4.8    | Mojave C L to 4 S Mi North               | Grade and surface          |              | 340,000                 |           |             | 340,000                             |
| 23-C            | 5.3    | Sta. 30 to Sta 345—Jawbone Canyon        | Grade and surface          | 5,000        | 255,000                 |           |             | 260,000                             |
| 23-C            | 2.5    | Sta 345 to Sta 472—Red Rock Canyon       | Grade and surface          | 1,000        | 460,000                 |           |             | 461,000                             |
| 23-D            | 1.6    | Sta 4 to Sta 90—Upper Red Rock Canyon    | Grade and surface          | 2,000        | 150,000                 |           |             | 152,000                             |
| 23-D            | 14.3   | Ricardo to Freeman Jct.                  | Grade and surface          |              | 600,000                 |           |             | 600,000                             |
| 23-E            | 1.1    | Indian Wells Canyon                      | Grade and surface          | 2,000        | 89,000                  |           |             | 91,000                              |
| 33-A,B,C,D      | 58.0   | W. Bdry to Route 4                       | Grade, surface, structures | 120,000      | 1,265,000               |           |             | 1,385,000                           |
| 57-B,C          | 6.0    | Maricopa to Rt. 4                        | Grade and surface          | 15,000       | 461,000                 |           |             | 476,000                             |
| 57-E            | 3.5    | Bakersfield C L to Rt 143                | 4-lane divided             | 200,000      | 347,000                 |           |             | 547,000                             |
| 57-E            | 0.3    | Rt 143 to Cottonwood Cr                  | Grade and surface          | 3,000        | 385,000                 |           |             | 388,000                             |
| 57-FGHJKLM      | 77.6   | Cottonwood Cr to Rt 23                   | Grade, surface, structures | 400,000      | 5,533,000               |           |             | 5,933,000                           |
| 58-HJKLM        | 54.0   | W Bdry to Bakersfield                    | Grade, surface, bridges    | 400,000      | 2,860,000               |           |             | 3,260,000                           |
| 58-Bkd          | 5.7    | Bakersfield                              | 4-lane divided             | 200,000      |                         | 660,000   |             | 860,000                             |
| 58-C            | 7.0    | Bakersfield to Edison                    | 4-lane divided             | 574,000      | 1,100,000               |           |             | 1,674,000                           |
| 58-D            | ---    | Walker Basin Cr Br. 50-38                | Bridge                     |              | 20,000                  |           |             | 20,000                              |
| 58-D            | ---    | Walker Basin Cr Br 50-39                 | Bridge                     |              | 61,000                  |           |             | 61,000                              |
| 58-D            | ---    | Caliente Cr. Br. 50-40                   | Bridge                     |              | 53,000                  |           |             | 53,000                              |
| 58-F,G          | 5.5    | Tehachapi to 1/2 Mi E of Monolith        | Grade and surface          | 150,000      | 447,000                 |           |             | 597,000                             |
| 58-G            | 2.5    | 1/2 Mi E Monolith to Cache Creek         | Grade and surface          | 8,000        | 168,000                 |           |             | 176,000                             |
| 58-A            | 12.5   | 4 2 Mi E Mojave to Muroc                 | Grade and surface          |              | 272,000                 |           |             | 272,000                             |
| 58-B            | 14.2   | Muroc Jct. to SBd Co Bdry                | Grade and surface          |              | 578,000                 |           |             | 578,000                             |
| 138-ABCDE       | 62.0   | Maricopa to N Co Bdry                    | Grade, surface, bridges    | 200,000      | 1,100,000               |           |             | 1,300,000                           |

SENATE JOURNAL

[Feb. 5, 1947]

# **KERN COUNTY** Page 2 of Two Pages

## **STATE HIGHWAY DEFICIENCY REPORT** 10-Year Period—1946 to 1956

| Co, Rte, Sec. | Length       | Description                 | Type of improvement | Right of way       | Total construction cost |                    |                    | Total construction and right of way |
|---------------|--------------|-----------------------------|---------------------|--------------------|-------------------------|--------------------|--------------------|-------------------------------------|
|               |              |                             |                     |                    | Rural                   | Cities             | Freeways           |                                     |
| 139-A         | ---          | Kern River Br 50-74         | Bridge              |                    | \$58,000                |                    |                    | \$58,000                            |
| 139-A         | ---          | Goose Lake Slough Br. 50-77 | Bridge              |                    | 33,000                  |                    |                    | 33,000                              |
| 140-A         | 3.7          | Taft to 3 7 Mi N E          | Grade and surface   | \$4,000            | 326,000                 |                    |                    | 330,000                             |
| 140-A         | ---          | Buena Vista Cr. Br 50-82    | Bridge              |                    | 11,000                  |                    |                    | 11,000                              |
| 140-C,D       | 23.7         | Rt 4 to Rt 58               | Grade and surface   | 250,000            | 550,000                 |                    |                    | 800,000                             |
| 141-A         | 5 0          | Jct. Rt 4 S to Jct Rt 4 N   | Grade and surface   | 50,000             | 550,000                 |                    |                    | 600,000                             |
| 142-ABCDEF    | 70.0         | Bakersfield to Rt 57        | Grade and surface   | 100,000            | 1,240,000               |                    |                    | 1,340,000                           |
| 143-A         | 4.0          | Rt 140 to 4 Mi N            | Grade and surface   | 4,000              | 264,000                 |                    |                    | 268,000                             |
| <b>Totals</b> | <b>473.7</b> |                             |                     | <b>\$3,737,000</b> | <b>\$21,501,000</b>     | <b>\$1,407,000</b> | <b>\$7,150,000</b> | <b>\$33,795,000</b>                 |

## **KINGS COUNTY**

|                     |             |                          |                   |                  |                    |                  |  |                    |
|---------------------|-------------|--------------------------|-------------------|------------------|--------------------|------------------|--|--------------------|
| <b>KINGS</b>        |             |                          |                   |                  |                    |                  |  |                    |
| 10-C                | 0 2         | Hanford at W C L         | Grade and surface |                  | \$20,000           |                  |  | \$20,000           |
| 10-Han.             | 1 0         | Through Hanford          | 4-lanes           |                  |                    | \$139,000        |  | 139,000            |
| 10-A                | 3 0         | Hanford to 3 Mi E        | 4-lane divided    | \$100,000        | 850,000            |                  |  | 950,000            |
| Kin-Ker-125-ABCDE,A | 57 0        | S Co Bdry to N Co Bdry   | Grade and surface | 100,000          | 2,640,000          |                  |  | 2,740,000          |
| 135-A               | 9 8         | Guernsey to Corcoran     | Grade and surface | 28,000           | 567,000            |                  |  | 595,000            |
| 138-A,B             | 20 0        | S Co Bdry to N. Co. Bdry | Grade and surface | 100,000          | 550,000            |                  |  | 650,000            |
| <b>Totals</b>       | <b>91 0</b> |                          |                   | <b>\$328,000</b> | <b>\$4,627,000</b> | <b>\$139,000</b> |  | <b>\$5,094,000</b> |

## LAKE COUNTY

140

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co , Rte., Sec. | Length | Description                                    | Type of improvement    | Right of way | Total construction cost |        |          | Total construction and right of way |
|-----------------|--------|--|------------------------|--------------|-------------------------|--------|----------|-------------------------------------|
|                 |        |  |                        |              | Rural                   | Cities | Freeways |                                     |
| LAKE            |        |  |                        |              |                         |        |          |                                     |
| 15-A            | 1.1    | Men-Lak. Co Bdry to Le Trianon                 | Grade and surface      | \$3,000      | \$151,000               |        |          | \$154,000                           |
| 15-A            | 5.7    | Laurel Dell Lake to Upper Lake                 | Grade, surface, bridge | 50,000       | 825,000                 |        |          | 875,000                             |
| 15-B            | 0.7    | N. Lucerne to Lucerne                          | Grade and surface      | 10,000       | 105,000                 |        |          | 115,000                             |
| 49-A,B          | 4.3    | ¼ Mi S of Putah Cr. to ¼ Mi. S. of Harris Cr.  | Grade and surface      | 26,000       | 780,000                 |        |          | 806,000                             |
| 49-B            | 4.2    | ¼ Mi S. of Harris Cr. to Lower Lake            | Grade and surface      | 65,000       | 667,000                 |        |          | 732,000                             |
| 49-C            | 1.6    | Lower Lake to ¼ Mi. N. of Cache Cr             | Grade and surface      | 18,000       | 341,000                 |        |          | 359,000                             |
| 49-C            | 1.7    | ¼ Mi N of Cache Cr to Clear Lake Highlands Rd. | Grade and surface      | 21,000       | 221,000                 |        |          | 242,000                             |
| 49-C            | 4.7    | Clear Lake Highlands Rd. to Jct Rt 15          | Grade and surface      | 29,000       | 694,000                 |        |          | 723,000                             |
| 89-B,C,D        | 30.6   | Middletown to Lakeport                         | Grade and surface      |              | 1,210,000               |        |          | 1,210,000                           |
| 89-E            | 5.2    | Lakeport to 1 2 Mi. N. of Rodman Narrows       | Grade and surface      | 120,000      | 736,000                 |        |          | 856,000                             |
| Totals          | 59.8   |  |                        | \$342,000    | \$5,730,000             |        |          | \$6,072,000                         |

## LASSEN COUNTY

SENATE JOURNAL

|                |       |   |                            |           |             |           |       |             |
|----------------|-------|---|----------------------------|-----------|-------------|-----------|-------|-------------|
| <b>LASSEN</b>  |       |   |                            |           |             |           |       |             |
| 21-A.....      | 4.2   | W. Co. Bdry. to Rt 29.....  | Grade and surface.....     | -----     | \$350,500   | -----     | ----- | \$350,500   |
| 28-B.....      | 2.8   | 8 5 Mi. E of Bieber to Modoc Co Bdry.....   | Grade and surface.....     | -----     | 132,000     | -----     | ----- | 132,000     |
| 29-A.....      | 3.8   | Plumas Co. Line to Westwood.....  | Grade and surface.....     | \$10,000  | 275,000     | -----     | ----- | 285,000     |
| 29-C.....      | 1.1   | Baxter Cr. Line Change.....   | Grade and surface.....     | 3,000     | 93,500      | -----     | ----- | 96,500      |
| 29-E.....      | 0.08  | Bridge.....   | Reconstruct bridge.....    | -----     | 33,000      | -----     | ----- | 33,000      |
| 29-B,Susv..... | 5.0   | 1 Mi. W. of Susan R. to ECL Susanville.....   | Grade and surface.....     | 80,000    | 523,000     | \$110,000 | ----- | 713,000     |
| 29-E.....      | ---   | Long Valley & branches of Long Valley Cr. Bridges 7-10, 7-17, 7-18, 7-19, 7-20..... | Widen and reconstruct..... | -----     | 35,000      | -----     | ----- | 35,000      |
| 29-C,D.....    | 42.0  | Johnstonville to Doyle.....   | Grade and surface.....     | 50,000    | 825,000     | -----     | ----- | 875,000     |
| 73-D.....      | 16.7  | Secret Valley to Ravendale.....   | Grade and surface.....     | 16,000    | 1,045,000   | -----     | ----- | 1,061,000   |
| 73-G.....      | 3.7   | Madeline to N. Bdry.....  | Grade and surface.....     | -----     | 187,000     | -----     | ----- | 187,000     |
| Totals.....    | 79.38 | -----   | -----                      | \$159,000 | \$3,499,000 | \$110,000 | ----- | \$3,768,000 |

[Feb. 5, 1947]



**LOS ANGELES COUNTY**  
**Page 1 of Four Pages**

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

Feb. 5, 1947]

SENATE JOURNAL

141

| Co., Rte., Sec.    | Length | Description   | Type of improvement         | Right of way | Total construction cost |           |             | Total construction and right of way |
|--------------------|--------|---|-----------------------------|--------------|-------------------------|-----------|-------------|-------------------------------------|
|                    |        |   |                             |              | Rural                   | Cities    | Freeways    |                                     |
| <b>LOS ANGELES</b> |        |   |                             |              |                         |           |             |                                     |
| 2,166-D,A.....     | 8.8    | Santa Ana Parkway-Eastman Ave. to Rosecrans Ave and Route 174.....      | Freeway.....                | \$800,000    |                         |           | \$5,775,000 | \$6,575,000                         |
| 2-LA,D.....        | 4 0    | Santa Ana Parkway Aliso St. Br to Eastman Avenue.....                   | Freeway.....                | 200,000      |                         |           | 1,003,000   | 1,203,000                           |
| 2-LA.....          | 2+     | Ventura Parkway, Sepulveda Parkway to Rt. 2.....                        | Freeway.....                | 1,000,000    |                         |           | 1,540,000   | 2,540,000                           |
| 2-LA.....          | 5 0    | Ventura Parkway Hollywood Parkway at Vineland to Sepulveda Parkway..... | Freeway.....                | 4,100,000    |                         |           | 7,623,000   | 11,723,000                          |
| 2-LA.....          | 1.6    | Hollywood Parkway Barham to Vineland.....                               | Freeway.....                | 350,000      |                         |           | 503,000     | 853,000                             |
| 2-LA.....          | 4.1    | Hollywood Parkway, Aliso to Vermont.....                                | Freeway.....                |              |                         |           | 11,858,000  | 11,858,000                          |
| 2-LA.....          | 3.5    | Hollywood Parkway, Vermont to Highland.....                             | Freeway.....                | 8,000,000    |                         |           | 7,365,000   | 15,365,000                          |
| 2-D.....           | 3.6    | Mile 0 00 to Mile 3 64.....   | 4-lane divided freeway..... | 60,000       |                         |           | 259,000     | 319,000                             |
| 2-C.....           | 10.8   | Mile 0 00 to Mile 10.86.....  | 4-lane divided freeway..... | 110,000      |                         |           | 1,980,000   | 2,090,000                           |
| LA,Ven-2-C,A.....  | 4.7    | Calabasas to Newbury Park (por).....                                    | Freeway.....                |              |                         |           | 605,000     | 605,000                             |
| 4-LA.....          | 19.0   | Through Los Angeles.....  | 4-lane divided freeway..... |              |                         |           | 9,103,000   | 9,103,000                           |
| 4-Brb.....         | 2 5    | San Fernando Parkway Riverside Parkway to Turkey Crossing.....          | Freeway.....                | 300,000      |                         |           | 2,200,000   | 2,500,000                           |
| 4-Brb.....         | 2.0    | Through Burbank.....  | 6-lane divided freeway..... |              |                         |           | 821,000     | 821,000                             |
| 4-F.....           | 8 4    | Mile 0.00 to Mile 8.39.....   | 4-lane divided freeway..... | 34,000       |                         |           | 1,374,000   | 1,408,000                           |
| 4-A.....           | 5.2    | Mile 0.00 to Mile 5.20.....   | 4-lane divided freeway..... | 55,000       |                         |           | 722,000     | 777,000                             |
| 4-C.....           | 7 1    | Mile 0 00 to Mile 7 05.....   | 4-lane divided freeway..... | 22,000       |                         |           | 2,436,000   | 2,458,000                           |
| 4-H.....           | 5.2    | Mile 0 00 to Mile 5 16.....   | 4-lane divided freeway..... | 14,000       |                         |           | 1,558,000   | 1,602,000                           |
| 4-I.....           | 3.8    | Mile 0 00 to Mile 3.77.....   | 4-lane divided freeway..... | 14,000       |                         |           | 1,007,000   | 1,021,000                           |
| 4-J.....           | 10.8   | Mile 0 00 to Mile 10.81.....  | 4-lane divided freeway..... | 27,000       |                         |           | 2,641,000   | 2,668,000                           |
| 4-D.....           | 3.8    | Mile 0 00 to Mile 3.84.....   | 4-lane divided freeway..... | 34,000       |                         |           | 650,000     | 684,000                             |
| 9-N.....           | 2.3    | Mile 0 00 to 2 25.....  | Grade and surface.....      |              | \$55,000                |           |             | 55,000                              |
| 9-LA.....          | 10 3   | At N C L and at Zelzah.....   | Grade and surface.....      |              |                         | \$131,000 |             | 131,000                             |
| 9-LA.....          | 10.6   | N C L San Fernando to Sec. A.....                                       | 4 lanes.....                |              |                         | 274,000   |             | 274,000                             |
| 9-A.....           | 4 3    | Mile 0 00 to Mile 4 30.....   | 4-lane divided.....         | 35,000       | 299,200                 |           |             | 334,200                             |
| 9-B.....           | 2.1    | Mile 0 00 to Mile 2 07.....   | 4-lane divided.....         | 40,000       | 181,000                 |           |             | 221,000                             |
| 9-B,Pas.....       | 1.5    | La Canada Fryk. Commonwealth to Atlanta St.....                         | Freeway.....                | 100,000      |                         |           | 1,210,000   | 1,310,000                           |
| 9-Pas.....         | 5.9    | Cutoff from Montana St., to Lincoln Ave.....                            | 64' pavement.....           |              |                         | 76,600    |             | 76,600                              |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co, Rte., Sec.            | Length | Description   | Type of improvement      | Right of way | Total construction cost |           |             | Total construction and right of way |
|---------------------------|--------|---|--------------------------|--------------|-------------------------|-----------|-------------|-------------------------------------|
|                           |        |   |                          |              | Rural                   | Cities    | Freeways    |                                     |
| LOS ANGELES<br>—Continued |        |   |                          |              |                         |           |             |                                     |
| 9-E.....                  | 0 8    | Mile 0 00 to Mile 0 84.....   | 4-lane divided.....      | \$7,000      | \$72,000                |           |             | \$79,000                            |
| 9-Muro.....               | 3 1    | Shanrock & Foothill Blvd to Huntington Dr.....                              | 4 lanes.....             |              |                         | \$175,600 |             | 175,600                             |
| 19-B.....                 | 9 4    | Mile 0 00 to Mile 9 39.....   | 4-lane divided.....      | 60,000       | 1,023,000               |           |             | 1,083,000                           |
| 19-Pom.....               | 1 3    | W C.L. to Rt. 77.....   | 4 lanes.....             |              |                         | 66,500    |             | 66,500                              |
| 19-Pom.....               | 2 5    | Willow St. to N C L.....  | 4 lanes.....             |              |                         | 282,000   |             | 282,000                             |
| 19-A.....                 | 0 6    | Mile 0 00 to Mile 0 60.....   | 4-lane divided.....      | 7,000        | 75,000                  |           |             | 82,000                              |
| 21-LA.....                | ---    | Tunnel Station.....   | Traffic interchange..... |              | 374,000                 |           |             | 374,000                             |
| 21-C, D, E.....           | 30 6   | Mile 0 00 to Mile 30 59.....  | Grade and surface.....   | 5,000        | 174,000                 |           |             | 179,000                             |
| 21-E, F.....              | 0 3    | Mt 11 7 "E" to 0 2 "F" Palmdale R R Xing.....                               | Grade and surface.....   |              | 89,000                  |           |             | 89,000                              |
| 21-G.....                 | 2 0    | Mile 4 0 to Mile 6 0.....   | Grade and surface.....   |              | 88,000                  |           |             | 88,000                              |
| 26-LA, D, Alh, AE.....    | 7 4    | Ramona Parkway Indiana St to Rosemead Blvd.....                             | Freeway.....             | 310,000      |                         |           | \$4,290,000 | 4,600,000                           |
| 26-A, EMte, B.....        | 4 0    | Ramona Parkway Rosemead Blvd to San Gabriel River Bridge.....               | Freeway.....             | 1,000,000    |                         |           | 3,300,000   | 4,300,000                           |
| 26-EMte.....              | 0 4    | Through El Monte.....   | 4 lanes.....             |              |                         | 35,000    |             | 35,000                              |
| 26-B.....                 | ---    | At Mile 3 60.....   | 4 lanes.....             |              | 165,000                 |           |             | 165,000                             |
| 26-C, Pom.....            | 4 5    | Ramona Parkway 1 1/2 Mi W. Rt 77 to San Bernardino Co Bdry.....             | Freeway.....             | 1,750,000    |                         |           | 2,750,000   | 4,500,000                           |
| 26-C.....                 | 1 3    | Mile 2 10 to Mile 3 4.....  | 4-lane divided.....      | 20,000       | 275,000                 |           |             | 295,000                             |
| 59-K, A, B, C, D.....     | ---    | Local relocation.....   | Grade and surface.....   | 20,000       | 110,000                 |           |             | 130,000                             |
| 59-J.....                 | ---    | Little Rock Creek Br 53-303.....  | Bridge.....              |              | 55,000                  |           |             | 55,000                              |
| 59-J, I, H.....           | 25 9   | Entire sections.....  | Grade and surface.....   | 180,000      | 880,000                 |           |             | 1,060,000                           |
| 59-H.....                 | ---    | Big Rock Wash Br 53-313, Big Rock Wash Br 53-314, Stony Wash Br 53-441..... | 3 bridges.....           |              | 64,000                  |           |             | 64,000                              |
| 60-ESeg.....              | 2 0    | Through El Segundo.....   | 6 lanes.....             |              |                         | 186,000   |             | 186,000                             |
| 60-SMca.....              | 3 5    | Through Santa Monica.....   | 4 lanes.....             |              |                         | 418,000   |             | 418,000                             |
| 60-A.....                 | 5 8    | Mt 0 00 to Mt 2 44, Mt 14 63 to Mt 17 20; Mt 17 98 to Mt 19 79.....         | 4-lane divided.....      | 100,000      | 1,450,000               |           |             | 1,550,000                           |
| 61-E.....                 | 1 3    | Mt 0 00 to Mt 1 28.....   | 4-lane divided.....      | 68,000       | 187,000                 |           |             | 255,000                             |
| 61-Pas.....               | 1 5    | Through Pasadena.....   | Grade and surface.....   |              |                         | 41,500    |             | 41,500                              |
| 61-A.....                 | 12 6   | Mt 0 00 to Mt 12 57.....  | Grade and surface.....   |              | 275,000                 |           |             | 275,000                             |

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

Feb. 5, 1947]

SENATE JOURNAL

143

| Co., Rte., Sec                            | Length | Description  | Type of improvement    | Right of way | Total construction cost |           |              | Total construction and right of way |
|---|--------|--|------------------------|--------------|-------------------------|-----------|--------------|-------------------------------------|
|   |        |  |                        |              | Rural                   | Cities    | Freeways     |                                     |
| LOS ANGELES                               |        |  |                        |              |                         |           |              |                                     |
| —Continued                                |        |  |                        |              |                         |           |              |                                     |
| 61-C, D                                   | 10 0   | Extend to Big Pine   | Grade and surface      |              | \$1,650,000             |           |              | \$1,650,000                         |
| 62-C                                      |        | San Jose Cr Br 53-716  | Bridge                 |              | 17,000                  |           |              | 17,000                              |
| 62-Azu                                    | 2.2    | Through Azusa  | 4 lanes                |              |                         | \$33,500  |              | 33,500                              |
| 62-A                                      | 11 2   | Mile 0 00 to Mile 11 17  | Grade and surface      |              | 83,000                  |           |              | 83,000                              |
| 62-B                                      | 5 0    | Extend Recreation Road   | Grade, surface, bridge |              | 3,300,000               |           |              | 3,300,000                           |
| 62-B                                      |        | W Fork San Gabriel R Br 53-342, N. Fork San Gabriel R. Br 53-343 | 2 Bridges              |              | 55,000                  |           |              | 55,000                              |
| 77-B                                      | 1.2    | South of Pomona  | 2 and 4 lanes          | \$50,000     | 187,000                 |           |              | 237,000                             |
| 77-Pom                                    | 1 6    | 1 6 Mi to connect 77-B & 77-B                                    | 2 and 4 lanes          |              |                         | 239,000   |              | 239,000                             |
| 77-A                                      | 0.8    | 0 31 Mi to 0 77 Mi & 1 70 Mi to 1 83 Mi                          | 4 lanes                | 30,000       |                         | 200,000   |              | 230,000                             |
| 157-LA                                    |        | At Tunnel Station  | Grade and surface      |              |                         | 220,000   |              | 220,000                             |
| 158-LA, A, C, C, B, Ing, Tor, Gar, L, Bch | 38.0   | Sepulveda Parkway Orange Co Bdry. to Rt 2                        | Freeway                | 8,570,000    |                         |           | \$35,530,000 | 44,100,000                          |
| 158-LA                                    | 4.5    | Rt 9 to Rt 4   | 4-lane divided         |              |                         | 237,000   |              | 237,000                             |
| 161-LA                                    | 8 6    | Townsend Ave to Eagle Rock Blvd and W. of Rt. 4                  | 6 and 4 lanes          |              |                         | 539,000   |              | 539,000                             |
| 161-Brb                                   | 2 0    | Through Burbank  | 6-lane divided         |              |                         | 820,500   |              | 820,500                             |
| 161-Pas                                   | 5 5    | Arroyo Seco to W C L   | 4 & 6 lane divided     |              |                         | 4,340,000 |              | 4,340,000                           |
| 161-Ada                                   | 2 1    | Thorough Arcadia   | Grade and surface      |              |                         | 253,160   |              | 253,160                             |
| 162-LA, BvHs, SMea                        | 11.0   | Santa Monica Parkway   | Freeway                | 12,630,000   |                         |           | 12,870,000   | 25,500,000                          |
| 162-BvHs                                  |        | In Beverley Hills  | Storm Drain            |              |                         | 198,000   |              | 198,000                             |
| 162-LA                                    |        | At San Fernando Road   | Grade separation       |              |                         | 550,000   |              | 550,000                             |
| 164-Tor                                   | 4 8    | Through Torrance   | 4 lanes                |              |                         | 546,400   |              | 546,400                             |
| 164-RdoB                                  | 0 6    | Through Redondo Beach  | 4 lanes                |              |                         | 31,500    |              | 31,500                              |
| 164-A                                     | 1 5    | Mile 12 95 to Mile 14 45   | 4-lane divided         | 45,000       | 286,000                 |           |              | 331,000                             |
| 164-Ing                                   | 0 2    | Hillcrest to Spruce  | 6 lanes                |              |                         | 8,600     |              | 8,600                               |
| 165-LA                                    | 0.8    | Rt. 161 south for ¾ Mi   | 4 lanes                |              |                         | 164,000   |              | 164,000                             |
| 165-LA                                    | 1 2    | Harbor Parkway. Adobe to Fifth St                                | Freeway                | 3,000,000    |                         |           | 3,935,000    | 6,935,000                           |
| 165-LA                                    | 17.8   | Harbor Parkway. Fifth St to San Pedro                            | Freeway                | 16,000,000   |                         |           | 22,184,000   | 38,184,000                          |
| 160-A                                     | 3 1    | Mi 0 00 to Mi 1 10, Mi. 2 34 to Mi. 4 37                         | 4 lanes                | 75,000       | 550,000                 |           |              | 625,000                             |
| 167-Lyn                                   | 1.3    | Through Lynwood  | 6 lanes                |              |                         | 121,200   |              | 121,200                             |
| 167-SGt                                   | 1.6    | Through South Gate   | 6 lanes                |              |                         | 140,000   |              | 140,000                             |
| 167-Bell                                  | 0.7    | Through Bell   | 6 lanes                |              |                         | 74,600    |              | 74,600                              |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co, Rte, Sec             | Length | Description   | Type of improvement | Right of way | Total construction cost |              |               | Total construction and right of way |
|--------------------------|--------|---|---------------------|--------------|-------------------------|--------------|---------------|-------------------------------------|
|                          |        |   |                     |              | Rural                   | Cities       | Freeways      |                                     |
| Los Angeles<br>Continued |        |   |                     |              |                         |              |               |                                     |
| 167-MonP                 | 1.7    | Brooklyn Ave. to Garvey Ave                         | Grade and surface   |              |                         | \$453,000    |               | \$453,000                           |
| 168-LBch                 | 1.4    | Through Long Beach                                  | 6-lane divided      |              |                         | 146,200      |               | 146,200                             |
| 168-B                    | 7.6    | Mile 0 69 to Mile 8 27                              | 4-lane divided      | \$200,000    | \$979,000               |              |               | 1,179,000                           |
| 168-C                    | 3.7    | Mi 0 00 to Mi 2 74; Mi 5 08 to Mi 6 05              | 4-lane divided      | 125,000      | 484,000                 |              |               | 609,000                             |
| 170-A                    | 11 9   | Mile 1 10 to Mile 13 03                             | 4-lane divided      | 210,000      | 1,001,000               |              |               | 1,211,000                           |
| 170-Wit                  |        | South of Route 2                                    | 4 lanes             |              |                         | 46,000       |               | 46,000                              |
| 170-B                    | 8.4    | Route 2 to Valley Blvd. (Por)                       | Grade and surface   | 50,000       | 330,000                 |              |               | 380,000                             |
| 172-Mtbl                 | 1.3    | Through Montebello                                  | 4-lane divided      |              |                         | 128,000      |               | 128,000                             |
| 172-MonP                 | 2.1    | Through Monterey Park                               | 4-lane divided      |              |                         | 227,000      |               | 227,000                             |
| 173-SMca                 | 2.3    | Olympic Blvd Bundy Dr. to Lincoln Blvd              | 4 & 6 lane divided  |              |                         | 990,000      |               | 990,000                             |
| 173-LA                   | 3.6    | Olympic Parkway Harbor Parkway to Santa Ana Parkway | Freeway             | 7,800,000    |                         |              | \$10,934,000  | 18,734,000                          |
| 174-SGt                  | 3.9    | Through South Gate                                  | Widen to 74'        |              |                         | 317,000      |               | 317,000                             |
| 174-SGt                  | 0.6    | Approaches to Los Angeles R. Br                     | Grade and surface   |              |                         | 175,000      |               | 175,000                             |
| 174-B                    | 3.5    | Santa Ana Parkway                                   | Freeway             | 140,000      |                         |              | 1,958,000     | 2,098,000                           |
| 174-B                    | 3.3    | Mile 8 02 to Mile 11 31                             | 4-lane divided      | 130,000      | 550,000                 |              |               | 680,000                             |
| 175-RdoB                 | 2.2    | Through Redondo Beach                               | 4 lanes             |              |                         | 173,000      |               | 173,000                             |
| 175-Tor                  | 2.2    | Through Torrance                                    | 4 lanes             |              |                         | 248,000      |               | 248,000                             |
| 175-Gar                  | 0.4    | Through Gardena                                     | 4 lanes             |              |                         | 56,250       |               | 56,250                              |
| 175-LA                   | 0.6    | Through Los Angeles                                 | 4-lane divided      |              |                         | 120,500      |               | 120,500                             |
| 175-A                    | 4.5    | Normandy & Main Sts, Central Ave & Alameda St       | 4 lanes             | 400,000      | 875,000                 |              |               | 1,275,000                           |
| 175-LBch                 | 3 1    | Through Long Beach                                  | 4 lanes and bridge  |              |                         | 1,129,800    |               | 1,129,800                           |
| 175-B                    | 7.6    | Mile 2 95 to 10 40                                  | 4-lane divided      | 230,000      | 1,013,000               |              |               | 1,243,000                           |
| 175-C                    | 1.1    | Mile 0 00 to 1 13                                   | 4-lane divided      | 55,000       | 204,000                 |              |               | 259,000                             |
| 178-A                    | 4.6    | Mile 0 00 to Mile 4 58                              | 4-lane divided      | 100,000      | 627,000                 |              |               | 727,000                             |
| 179-LBch                 | 0.2    | Through Long Beach                                  | 4-lane divided      |              |                         | 22,300       |               | 22,300                              |
| *                        | 21 5   | Los Angeles River                                   | Freeway             | In Total     |                         |              | 33,000,000    | 33,000,000                          |
| *                        | 8 0    | Inglewood   | Freeway             | In Total     |                         |              | 16,000,000    | 16,000,000                          |
| *                        | 4.5    | East By-pass  | Freeway             | In Total     |                         |              | 45,000,000    | 45,000,000                          |
| Totals                   | 538.6  |   |                     | \$68,662,000 | \$18,282,200            | \$14,434,710 | \$254,614,000 | \$355,992,910                       |

\* Proposed freeways added by Senate Bill No 5, not included in deficiency program as submitted by the Department of Public Works and published in the corrected Senate Daily Journal for the Fifty-seventh (First Extraordinary) Session under date of January 21, 1947.

**MADERA COUNTY****STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co, Rte, Sec  | Length | Description                             | Type of improvement         | Right of way | Total construction cost |           |          | Total construction and right of way |
|---------------|--------|---|-----------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|               |        |   |                             |              | Rural                   | Cities    | Freeways |                                     |
| <b>MADERA</b> |        |   |                             |              |                         |           |          |                                     |
| 4-A.....      | 7.0    | San Joaquin River to Arcola School..... | 4-lane divided.....         | \$140,000    | \$1,370,000             |           |          | \$1,510,000                         |
| 4-A.....      | 0.3    | 1 1/2 Mi S. of Madera to Madera.....    | 4-lane divided.....         | 11,000       | 58,000                  |           |          | 69,000                              |
| 4-Mad.....    | 1.5    | Through Madera.....                     | 4-lane divided.....         | 392,000      |                         | \$289,000 |          | 681,000                             |
| 4-B.....      | 1 8    | Madera to 1 5 Mi N.....                 | 4-lane divided.....         | 17,000       | 520,000                 |           |          | 537,000                             |
| 4-B.....      | 10 0   | 1 5 Mi N of Madera to Califa.....       | 4-lane divided.....         | 126,000      | 986,000                 |           |          | 1,112,000                           |
| 4-C.....      | 4.7    | Califa to 0 5 Mi N of Ash Slough.....   | 4-lane divided.....         | 18,000       | 1,307,000               |           |          | 1,325,000                           |
| 4-Chw.....    |        | Ash Slough Br. 41-02.....               | Bridge.....                 |              |                         | 165,000   |          | 165,000                             |
| 32-A.....     | 15.7   | W Co Bury. to Rt. 4.....                | Grade, surface, bridge..... |              | 2,200,000               |           |          | 2,200,000                           |
| 125-A.....    | 7.8    | 1 5 Mi N Lanes Br. to Rt. 126.....      | Grade and surface.....      | 9,000        | 655,000                 |           |          | 664,000                             |
| 126-A.....    | 6 6    | San Joaquin River to Madera.....        | Grade, surface, bridge..... | 77,000       | 510,000                 |           |          | 587,000                             |
| 126-B.....    | 2 5    | Madera to 3 Mi E.....                   | Grade and surface.....      | 30,000       | 268,000                 |           |          | 298,000                             |
| Totals.....   | 57.90  |   |                             | \$820,000    | \$7,874,000             | \$464,000 |          | \$9,148,000                         |

**MARIN COUNTY****STATE HIGHWAY DEFICIENCY REPORT****10-Year Period—1946 to 1956**

| Co., Rte., Sec.    | Length      | Description                          | Type of improvement         | Right of way     | Total construction cost |        |                     | Total construction and right of way |
|--------------------|-------------|--------------------------------------|-----------------------------|------------------|-------------------------|--------|---------------------|-------------------------------------|
|                    |             |                                      |                             |                  | Rural                   | Cities | Freeways            |                                     |
| <b>MARIN</b>       |             |                                      |                             |                  |                         |        |                     |                                     |
| 1-D.....           | 2.0         | Waldo to G. G. Bridge.....           | 6-lane divided freeway..... | \$300,000        | -----                   | -----  | \$3,410,000         | \$3,710,000                         |
| 1-C.....           | 7.0         | San Rafael to Waldo.....             | 6-lane divided freeway..... | 400,000          | -----                   | -----  | 7,040,000           | 7,440,000                           |
| 1-A.....           | 6.3         | Ignacio to San Rafael.....           | 4-lane divided freeway..... | 180,000          | -----                   | -----  | 1,542,000           | 1,722,000                           |
| 1-A.....           |             | Forbes Sta. Overhead, Br. 27-02..... | Bridge.....                 | -----            | \$55,000                | -----  | -----               | 55,000                              |
| 8-A.....           | 3.6         | Ignacio to Sonoma Co. Line.....      | 4-lane divided.....         | 50,000           | 2,340,000               | -----  | -----               | 2,390,000                           |
| 52-A.....          |             | Alto Overhead, Br. 27-14.....        | Bridge.....                 | -----            | 204,000                 | -----  | -----               | 204,000                             |
| 56-A,B,C,D.....    | 50.0        | Manzanita to Sonoma Co. Line.....    | Grade and surface.....      | -----            | 910,000                 | -----  | -----               | 910,000                             |
| <b>Totals.....</b> | <b>68.9</b> |                                      |                             | <b>\$930,000</b> | <b>\$3,509,000</b>      | -----  | <b>\$11,992,000</b> | <b>\$16,431,000</b>                 |

**MARIPOSA COUNTY**

|                    |             |                              |                             |                  |                    |       |       |                    |
|--------------------|-------------|------------------------------|-----------------------------|------------------|--------------------|-------|-------|--------------------|
| <b>MARIPOSA</b>    |             |                              |                             |                  |                    |       |       |                    |
| 18-A to I.....     | 52.0        | W. Co. Bdry to Yosemite..... | Grade, surface, bridge..... | \$500,000        | \$5,720,000        | ----- | ----- | \$6,220,000        |
| 40-A.....          | 2.2         | At Bucks Meadows.....        | Grade and surface.....      | 2,500            | 66,000             | ----- | ----- | 68,500             |
| 65-A,B,C.....      | 33.1        | Mariposa to N. Co. Bdry..... | Grade and surface.....      | 100,000          | 2,024,000          | ----- | ----- | 2,124,000          |
| <b>Totals.....</b> | <b>87.3</b> |                              |                             | <b>\$602,500</b> | <b>\$7,810,000</b> | ----- | ----- | <b>\$8,412,500</b> |

# MENDOCINO COUNTY

Page 1 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte, Sec. | Length | Description  | Type of improvement          | Right of way | Total construction cost |           |          | Total construction and right of way |
|---------------|--------|--|------------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|               |        |  |                              |              | Rural                   | Cities    | Freeways |                                     |
| MENDOCINO     |        |  |                              |              |                         |           |          |                                     |
| 1-B           | 0.7    | At Burke Hill, Sta 420-457                                       | 4 lanes                      | \$1,000      | \$117,000               |           |          | \$118,000                           |
| 1-B           | 1.2    | Dutton's Ranch to SCL Ukiah, Sta 630-694                         | 4 lanes                      |              | 160,000                 |           |          | 160,000                             |
| 1-Uk          | 1.5    | Through Ukiah  | 4 lanes and city street      | 160,000      |                         | \$363,000 |          | 523,000                             |
| 1-C           | 5.7    | Ukiah to 1 1/2 Mi S of Forsythe Cr                               | Grade and surface            | 130,000      | 954,000                 |           |          | 1,094,000                           |
| 1-C,D,E       | 9.8    | 1 1/2 Mi S. Forsythe Cr Br. to Ridgewood Sum.                    | Grade and surface            |              | 2,619,000               |           |          | 2,619,000                           |
| 1-E           | 1.3    | Drinking Ftn to NWPRR & OH at NWPRR                              | Grade and surface            | 5,000        | 292,000                 |           |          | 297,000                             |
| 1-E           | 2.8    | NWP Underpass to 0.5 Mi S. Willits                               | Grade and surface            | 12,000       | 297,000                 |           |          | 309,000                             |
| 1-E           | 0.5    | 0.5 Mi S of Willits to Willits                                   | 4 lanes                      | 15,000       | 105,000                 |           |          | 120,000                             |
| 1-Will        | 1.6    | Willits, Sta. 798 to 880   | 64' street                   | 125,000      |                         | 405,000   |          | 530,000                             |
| 1-F           | 4.0    | Willits to Outlet Cr., O-188                                     | Grade and surface            | 20,000       | 823,000                 |           |          | 843,000                             |
| 1-F,G         | 4.7    | Reeves Cr to 0.5 Mi N. Longvale Cr. Br. 10-19                    | Grade and surface            | 52,000       | 941,000                 |           |          | 993,000                             |
| 1-G,H         | 5.7    | 0.5 Mi N Longvale Cr Br 10-19 to 0.25 Mi N. Longvale Cr Br 10-23 | Grade and surface            | 54,000       | 1,298,000               |           |          | 1,352,000                           |
| 1-H           | 5.4    | 0.25 Mi N Longvale Cr Br 10-23 to Laytonville Maint Sta          | Grade and surface            | 31,000       | 756,000                 |           |          | 817,000                             |
| 1-H           | 2.8    | Laytonville M Sta to near Sapp Cr., 298-430                      | Grade and surface            | 5,000        | 401,000                 |           |          | 406,000                             |
| 1-I           | 2.0    | 1/2 Mi N Farmhouse Inn to 1/4 Mi N. Tan Oak Park, 206-306        | Grade and surface            | 30,000       | 737,000                 |           |          | 767,000                             |
| 1-I           | 5.6    | Rattlesnake Xing 3 to 1/2 Mi S. Big Dann Creek                   | Grade and surface            | 55,000       | 1,789,000               |           |          | 1,844,000                           |
| 1-J           | 4.6    | Underwoods (94) to Heagneys (336)                                | Grade and surface            | 45,000       | 759,000                 |           |          | 807,000                             |
| 1-J           | 0.6    | Rock Creek Bridge  | Bridge                       |              | 184,000                 |           |          | 184,000                             |
| 1-J,K         | 0.7    | 0.1 Mi N Lanes Flat to 0.4 Mi N Side Hill Viaduct 10-34          | Grade and surface            | 2,500        | 791,000                 |           |          | 793,500                             |
| 1-K           | 2.4    | Piercy to Co Bdry  | Grade and surface            | 36,000       | 403,000                 |           |          | 439,000                             |
| 15-A          | 2.6    | 1.1 Mi E of E. Br. Russian R to Cold Cr. Xing 1                  | Grade and surface            | 8,000        | 275,000                 |           |          | 283,000                             |
| 15-A          | 3.5    | 5th Xing Cold Cr to Men-Lak Co. Bdry                             | Grade and surface            | 12,000       | 532,000                 |           |          | 544,000                             |
| 48-A          | 5.0    | McDonald to Booneville   | Grade and surface, & bridges | 40,000       | 880,000                 |           |          | 920,000                             |
| 48-C          |        | N Fk Navarro River Br. 10-78                                     | Bridge                       |              | 44,000                  |           |          | 44,000                              |
| 56-A          | 1.0    | At Big Gulch   | Grade and surface            | 16,000       | 154,000                 |           |          | 170,000                             |
| 56-A          | 0.7    | Signal Port 10-106 & Bacon Gulch 10-105 Bridges & line change    | Bridges                      |              | 132,000                 |           |          | 132,000                             |

Feb. 5, 1947]

SENATE JOURNAL

147

## MENDOCINO COUNTY

Page 2 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec.         | Length | Description  | Type of improvement          | Right of way | Total construction cost |           |          | Total construction and right of way |
|-------------------------|--------|--|------------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                         |        |  |                              |              | Rural                   | Cities    | Freeways |                                     |
| MENDOCINO<br>—Continued |        |  |                              |              |                         |           |          |                                     |
| 56-A.....               | 0.6    | St Ores Cr Br 10-96 and line change.....                                     | Bridge.....                  | -----        | \$88,000                | -----     | -----    | \$88,000                            |
| 56-A.....               | ---    | Gualala River Br 10-99.....  | Bridge.....                  | -----        | 165,000                 | -----     | -----    | 165,000                             |
| 56-B.....               | ---    | Brush Creek Br. 10-115.....  | Bridge.....                  | -----        | 23,000                  | -----     | -----    | 23,000                              |
| 56-B,C.....             | 1.0    | 0.5 Mi. S to 0.5 Mi. N of Mallo Pass Cr.....                                 | Grade, Surface, bridge.....  | \$6,000      | 253,000                 | -----     | -----    | 259,000                             |
| 56-C.....               | 0.7    | Navarro R Br & line change—10-130.....                                       | Bridge.....                  | -----        | 360,000                 | -----     | -----    | 360,000                             |
| 56-C.....               | 0.8    | 0.6 Mi S Bonce Gulch to 0.1 Mi N. of Greenwood Creek.....                    | Grade, surface, bridges..... | 8,000        | 495,000                 | -----     | -----    | 503,000                             |
| 56-D.....               | 4.8    | Albion to 1.5 Mi S. of Big R.—Little R. Br.....                              | Grade, surface, bridge.....  | 47,000       | 822,000                 | -----     | -----    | 869,000                             |
| 56-D.....               | 1.2    | Salmon Cr Br 10-134 & approaches.....  | Bridge.....                  | -----        | 690,000                 | -----     | -----    | 690,000                             |
| 56-D,E.....             | 3.0    | 1.5 Mi S of Big River to Jack Peters Creek, Big River Bridge & R R Xing..... | Grade, surface, bridge.....  | 46,000       | 1,018,000               | -----     | -----    | 1,064,000                           |
| 56-E.....               | 3.6    | 0.4 Mi N. Russian Gulch to 0.1 Mi. S. of Jughandle Cr.....                   | Grade, surface, bridge.....  | 68,000       | 834,000                 | -----     | -----    | 902,000                             |
| 56-F.....               | 1.5    | At Ten Mile River.....   | Grade, surface, bridge.....  | 9,000        | 660,000                 | -----     | -----    | 669,000                             |
| 56-F.....               | .05    | Virgin Creek Bridge 10-159.....  | Culvert and fill.....        | 1,000        | 39,000                  | -----     | -----    | 40,000                              |
| 56-F.....               | 0.7    | Kibbesallah Creek Bridge 10-165.....   | Bridge.....                  | -----        | 88,000                  | -----     | -----    | 88,000                              |
| 56-F.....               | ---    | Pudding Creek Bridge 10-158.....   | Bridge.....                  | -----        | 220,000                 | -----     | -----    | 220,000                             |
| 70-A.....               | 2.0    | Route 1 to Talmage.....  | Grade, surface, bridge.....  | -----        | 275,000                 | -----     | -----    | 275,000                             |
| Totals.....             | 96.8   | -----  | -----                        | \$1,042,500  | \$21,513,000            | \$768,000 | -----    | \$23,323,500                        |



## MERCED COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co., Rte., Sec. | Length | Description                            | Type of improvement | Right of way | Total construction cost |             |          | Total construction and right of way |
|-----------------|--------|--|---------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                 |        |  |                     |              | Rural                   | Cities      | Freeways |                                     |
| MERCED          |        |  |                     |              |                         |             |          |                                     |
| 4-A             | 6.5    | Dutchman's Creek to Langard            | 4-lane divided      | \$50,000     | \$935,000               |             |          | \$985,000                           |
| 4-Mer           | 2.0    | In Merced                              | 4-lane divided      | 920,000      |                         | \$1,210,000 |          | 2,130,000                           |
| 4-A             | 0.8    | N.C.L. of Merced to N of Jct. Rte. 123 | 4-lane divided      | 20,000       | 990,000                 |             |          | 1,010,000                           |
| 4-Atw           | 1.8    | In Atwater                             | 4-lane divided      | 500,000      |                         | 330,000     |          | 830,000                             |
| 4-C             | 4.2    | Buhack to Arena                        | 4-lane divided      | 100,000      | 471,000                 |             |          | 571,000                             |
| 4-D             | 8.6    | Arena to Northerly Bdry                | 4-lane divided      | 200,000      | 1,870,000               |             |          | 2,070,000                           |
| 4-Lvtn          | 0.5    | In Livingston                          | 4-lane divided      | 20,000       |                         | 55,000      |          | 75,000                              |
| 18-Mer          | 1.0    | In Merced                              | Grade and surface   |              |                         | 110,000     |          | 110,000                             |
| 18-A            | 10.0   | Merced to Easterly Bdry                | Grade and surface   | 50,000       | 1,100,000               |             |          | 1,150,000                           |
| 32-A,B          | 20.0   | Westerly Bdry to Los Banos             | 4-lane divided      | 150,000      | 1,980,000               |             |          | 2,130,000                           |
| 32-L.Bns        | 0.6    | In Los Banos                           | 4-lane divided      | 75,000       |                         | 275,000     |          | 350,000                             |
| 32-C            | 11.2   | Los Banos to Rte 41                    | 4-lane divided      | 115,000      | 1,265,000               |             |          | 1,380,000                           |
| 32-C            | 8.0    | Jct. Rte 41 to S. Co Bdry              | 4-lane divided      | 150,000      | 1,705,000               |             |          | 1,855,000                           |
| 41-DPL          | 0.8    | In Dos Palos                           | Grade and surface   | 5,000        |                         | 43,000      |          | 48,000                              |
| 41-A            | 3.0    | Gustine N. Co Bdry                     | Grade and surface   | 50,000       | 187,000                 |             |          | 237,000                             |
| 41-A,B          | 20.0   | Los Banos to Gustine                   | Grade and surface   | 150,000      | 1,235,000               |             |          | 1,385,000                           |
| 122-A           | 0.4    | Jct. Rte. 41 to Gustine                | Grade and surface   | 10,000       | 22,000                  |             |          | 32,000                              |
| 122-Gus         | 0.4    | In Gustine                             | Grade and surface   | 5,000        |                         | 22,000      |          | 27,000                              |
| 122-A,B         | 26.0   | Gustine to Merced                      | Grade and surface   | 20,000       | 935,000                 |             |          | 955,000                             |
| 123-B           |        | Merced River (Cox Ferry) 39-71         | Bridge              |              | 165,000                 |             |          | 165,000                             |
| 123-A,B         | 31.0   | Rte. 32 to Snelling                    | Grade and surface   | 50,000       | 561,000                 |             |          | 611,000                             |
| Totals          | 158.80 |  |                     | \$2,640,000  | \$13,421,000            | \$2,045,000 |          | \$18,106,000                        |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**MODOC COUNTY**

| Co., Rte., Sec. | Length | Description                           | Type of improvement    | Right of way | Total construction cost |           |          | Total construction and right of way |
|-----------------|--------|---------------------------------------|------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                 |        |                                       |                        |              | Rural                   | Cities    | Freeways |                                     |
| Modoc           |        |                                       |                        |              |                         |           |          |                                     |
| 28-A.....       | 7.1    | W. Bdry to Canby (Por.).....          | Grade and surface..... | \$15,000     | \$495,000               |           |          | \$510,000                           |
| 28-B.....       | 18.0   | Canby to Alturas.....                 | Grade and surface..... |              | 1,193,000               |           |          | 1,193,000                           |
| 28,73-Alt.....  | 3.0    | In Alturas.....                       | Grade and surface..... | 50,000       |                         | \$275,000 |          | 325,000                             |
| 28-C.....       | 11.0   | Alturas to 11 Mi. E.....              | Grade and surface..... | 30,000       | 242,000                 |           |          | 272,000                             |
| 28-C.....       | 7.1    | Toms Creek to Cedarville.....         | Grade and surface..... | 20,000       | 462,000                 |           |          | 482,000                             |
| 28-C.....       | ---    | N Fk Pit R Br 3-09.....               | Bridge.....            |              | 33,000                  |           |          | 33,000                              |
| 28-C.....       | ---    | Parker Cr Br 3-10.....                | Bridge.....            |              | 20,000                  |           |          | 20,000                              |
| 73-C.....       | 12.3   | S Bdry to Fitzhugh Cr.....            | Grade and surface..... | 30,000       | 660,000                 |           |          | 690,000                             |
| 73-C.....       | ---    | S Fk Pit R Br 3-19.....               | Bridge.....            |              | 55,000                  |           |          | 55,000                              |
| 73-D.....       | 3.0    | Fitzhugh Cr. to 3 Mi. N.....          | Grade and surface..... | 8,000        | 165,000                 |           |          | 173,000                             |
| 73-A.....       | 17.5   | Jet Rt 28 to N Davis Cr School.....   | Grade and surface..... | 50,000       | 840,000                 |           |          | 890,000                             |
| 73-B.....       | 16.3   | N Davis Cr School to Oregon Bdry..... | Grade and surface..... | 65,000       | 580,000                 |           |          | 645,000                             |
| Totals.....     | 95.3   |                                       |                        | \$268,000    | \$4,745,000             | \$275,000 |          | \$5,288,000                         |

**MONO COUNTY**

|             |       |  |                        |          |             |  |  |             |
|-------------|-------|--|------------------------|----------|-------------|--|--|-------------|
| <b>Mono</b> |       |  |                        |          |             |  |  |             |
| 13-A.....   | 10.0  | Sonora Pass to Rte 23.....                     | Grade and surface..... | \$20,000 | \$495,000   |  |  | \$515,000   |
| 23-A,B..... | 6.3   | Sherwin Hill.....                              | Grade and surface..... | 3,000    | 400,000     |  |  | 403,000     |
| 23-H.....   | 8.7   | Tioga Lodge to Conway Summit.....              | Grade and surface..... | 26,000   | 355,000     |  |  | 381,000     |
| 40-A.....   | ---   | Dodge Point Sidehill Viaduct Bridge 47-07..... | Bridge.....            |          | 30,000      |  |  | 30,000      |
| 40-A,B..... | 6.7   | Gardskys to Poole Plant Rd.....                | Grade and surface..... |          | 71,000      |  |  | 71,000      |
| 76-B.....   | 8.6   | 2.0 Mi. N of Hammill to Benton.....            | Grade and surface..... | 4,500    | 247,000     |  |  | 251,500     |
| 95-A.....   | 2.8   | Coleville to Nevada State Lane.....            | Grade and surface..... | 2,500    | 110,000     |  |  | 112,500     |
| 112-A.....  | 9.0   | Mammoth Lakes to Rte. 23.....                  | Grade and surface..... |          | 100,000     |  |  | 100,000     |
| Totals..... | 52.10 |  |                        | \$56,000 | \$1,808,000 |  |  | \$1,864,000 |

## MONTEREY COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte., Sec. | Length | Description                            | Type of improvement | Right of way | Total construction cost |           |          | Total construction and right of way |
|----------------|--------|--|---------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                |        |  |                     |              | Rural                   | Cities    | Freeways |                                     |
| MONTEREY       |        |  |                     |              |                         |           |          |                                     |
| 2-H,I          | 21.0   | San Ardo to South Co. Bdry             | 4-lane divided      | \$500,000    | \$4,400,000             |           |          | \$4,900,000                         |
| 2-G            | 10.2   | San Ardo to San Lucas                  | 4-lane divided      | 50,000       | 895,000                 |           |          | 945,000                             |
| 2-F            | 9.1    | San Lucas to King City                 | 4-lane divided      | 140,000      | 830,000                 |           |          | 970,000                             |
| 2-E            | 3.9    | King City to 4 Mi. N                   | 4-lane divided      | 65,000       | 1,995,000               |           |          | 2,060,000                           |
| 2-E            | 5.1    | 4 Mi. N King City to Greenfield        | 4-lane divided      | 75,000       | 698,000                 |           |          | 773,000                             |
| 2-E,D          | 2.3    | Greenfield                             | 4-lane divided      | 75,000       | 392,000                 |           |          | 467,000                             |
| 2-D            | 6.8    | Greenfield to Soledad                  | 4-lane divided      | 55,000       | 2,035,000               |           |          | 2,090,000                           |
| 2-D            | 1.3    | Soledad                                | 4-lane divided      | 30,000       | 648,000                 |           |          | 678,000                             |
| 2-D            | 2.2    | Soledad to Camphora                    | 4-lane divided      | 45,000       | 302,000                 |           |          | 347,000                             |
| 2-C            | 4.2    | Camphora to 1 Mi S of Gonzales         | 4-lane divided      | 45,000       | 577,000                 |           |          | 622,000                             |
| 2-C            | 4.0    | Gonzales                               | 4-lane divided      | 85,000       | 765,000                 |           |          | 850,000                             |
| 2-C            | 3.0    | 2 Mi. N. of Gonzales to Chualar        | 4-lane divided      | 30,000       | 412,000                 |           |          | 442,000                             |
| 2-B            | 3.0    | Chualar to 3 Mi. N                     | 4-lane divided      | 95,000       | 462,000                 |           |          | 557,000                             |
| 2-B,A,J        | 11.6   | 3 Mi. N Chualar to 1 Mi. N. Santa Rita | 4-lane divided      | 310,000      | 1,510,000               |           |          | 1,820,000                           |
| 10-C           | 3.0    | Mustang Ridge to E. Co Bdry            | Grade and surface   | 2,000        | 561,000                 |           |          | 563,000                             |
| 56-A           | 2.3    | County Lane to Salmon Creek            | Grade and surface   | 3,000        | 350,000                 |           |          | 353,000                             |
| 56-ABCDEFGH    | ---    | Bridges                                |                     |              | 820,000                 |           |          | 820,000                             |
| 56-H,I         | 3.1    | Carmel River to Monterey               | 4-lane divided      | 160,000      | 770,000                 |           |          | 930,000                             |
| 56-Mon         | 1.0    | In Monterey                            | 4-lane              | 160,000      |                         | \$155,000 |          | 315,000                             |
| 56-I           | 2.0    | Seaside Jct to N. Reservation Bdry     | Grade and surface   |              | 165,000                 |           |          | 165,000                             |
| 56-J           | 1.2    | Through Castroville                    | 4-lane divided      | 100,000      | 237,000                 |           |          | 337,000                             |
| 56-J           | 7.6    | Castroville to Watsonville Airport     | 4-lane divided      | 55,000       | 1,360,000               |           |          | 1,415,000                           |
| 56-J           | 1.2    | Watsonville Airport to Pajaro River    | 4-lane divided      | 25,000       | 514,000                 |           |          | 539,000                             |
| 117-Mon        | 0.7    | In Monterey                            | 4-lane              | 40,000       |                         | 140,000   |          | 180,000                             |
| 117-A          | 0.5    | Monterey to Del Monte Jct              | 4-lane divided      | 40,000       | 825,000                 |           |          | 865,000                             |
| 118-A          | 7.3    | Salinas to Castroville                 | 4-lane divided      | 150,000      | 913,000                 |           |          | 1,063,000                           |
| Totals         | 118.0  |  |                     | \$2,335,000  | \$22,436,000            | \$295,000 |          | \$25,066,000                        |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**NAPA COUNTY**

| Co, Rte., Sec. | Length | Description                               | Type of improvement              | Right of way | Total construction cost |             |          | Total construction and right of way |
|----------------|--------|---|----------------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                |        |   |                                  |              | Rural                   | Cities      | Freeways |                                     |
| NAPA           |        |   |                                  |              |                         |             |          |                                     |
| 8-A.....       | 6.7    | Napa to Sonoma Co. Bdry.....              | Grade, surf, br Por. 4-lane..... | \$150,000    | \$935,000               |             |          | \$1,085,000                         |
| 8-Nap.....     | 1.5    | Through Napa.....                         | 6 lanes.....                     | 100,000      |                         | \$858,000   |          | 958,000                             |
| 8-B.....       | 4.1    | Napa to Solano Co. Bdry.....              | 4-lane divided.....              |              | 198,000                 |             |          | 198,000                             |
| 8-B.....       | 0.5    | Old Napa Wye to Rt. 74.....               | Grade, surface, bridge.....      | 15,000       | 77,000                  |             |          | 92,000                              |
| 49-Nap.....    | 1.4    | Through Napa.....                         | 4-lane divided.....              | 150,000      |                         | 154,000     |          | 304,000                             |
| 49-B,C.....    | 16.1   | Napa to St. Helena.....                   | 4-lane divided.....              | 300,000      | 1,855,000               |             |          | 2,155,000                           |
| 49-SHla.....   | 2.4    | Through St. Helena.....                   | 4-lane divided.....              | 100,000      |                         | 314,000     |          | 414,000                             |
| 49-C.....      | 8.5    | St. Helena to Calistoga.....              | 4-lane divided.....              | 100,000      | 745,000                 |             |          | 845,000                             |
| 49-Cstg.....   | 1.7    | Through Calistoga.....                    | 4-lane divided.....              | 50,000       |                         | 215,000     |          | 265,000                             |
| 74-A.....      | 2.1    | Solano Co Bdry. to opposite Napa Wye..... | 4-lane divided.....              |              | 253,000                 |             |          | 253,000                             |
| 74-B.....      | 0.7    | Opp Napa Wye to Glass House Curve.....    | 4-lane divided.....              |              | 85,000                  |             |          | 85,000                              |
| 103-A.....     | 3.2    | Sonoma Co. Bdry. to Calistoga.....        | Grade and surface.....           |              | 182,000                 |             |          | 182,000                             |
| 103-Cstg.....  | 1.3    | Through Calistoga.....                    | Grade and surface.....           | 15,000       |                         | 72,000      |          | 87,000                              |
| Totals.....    | 44.1   |   |                                  | \$980,000    | \$4,330,000             | \$1,613,000 |          | \$6,923,000                         |

## NEVADA COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co., Rte, Sec.         | Length | Description   | Type of improvement     | Right of way | Total construction cost |           |          | Total construction and right of way |
|------------------------|--------|---|-------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                        |        |   |                         |              | Rural                   | Cities    | Freeways |                                     |
| NEVADA                 |        |   |                         |              |                         |           |          |                                     |
| Nev-15-A               |        | Squirrel Cr Br. 17-03                                 | Bridge                  |              | \$44,000                |           |          | \$44,000                            |
| Nev-15-A,B             | 12.3   | 3.1 Mi. E. of Yuba Co. Bdry. to Rt. 17 near Town Talk | Grade and surface       | \$83,000     | 930,000                 |           |          | 1,013,000                           |
| 15-D                   | 3.2    | Steep Hollow to Bear River                            | Grade and surface       | 5,500        | 335,000                 |           |          | 340,000                             |
| 17-A                   | 7.3    | Bear R. to 1.5 Mi S. Rattlesnake Cr                   | Grade and surface       | 14,300       | 750,000                 |           |          | 764,300                             |
| 17,15-NevC             | 1.0    | In Nevada City  | Grade and surface       | 120,000      |                         | \$405,000 |          | 525,000                             |
| 17-B                   | 4.5    | 1/2 Mi S Grass Valley to Nevada City                  | 4-lane divided          | 130,000      | 940,000                 |           |          | 1,070,000                           |
| 37-A                   |        | Yuba Pass O.H. (Por ) Br. 17-23                       | Bridge                  |              | 88,000                  |           |          | 88,000                              |
| Nev,Pla-37-ABC,<br>FCD | 21.0   | Jct. Rt 15 to Jct. Rt. 38                             | Gr. & surf. Por. 4-lane | 80,000       | 1,100,000               |           |          | 1,180,000                           |
| 38-A,B                 | 17.4   | Jct Rt 37 to N. Co. Bdry                              | Grade, surface, bridge  | 100,000      | 2,310,000               |           |          | 2,410,000                           |
| 93-A                   | 10.0   | Truckee to N Co. Bdry                                 | Grade, surface, bridge  | 6,000        | 638,000                 |           |          | 644,000                             |
| Totals                 | 76.7   |   |                         | \$538,800    | \$7,135,000             | \$405,000 |          | \$8,078,800                         |

# **ORANGE COUNTY** **Page 1 of Two Pages**

## **STATE HIGHWAY DEFICIENCY REPORT**

**10-Year Period—1946 to 1956**

| Co, Rte, Sec.   | Length | Description  | Type of improvement    | Right of way | Total construction cost |           |             | Total construction and right of way |
|-----------------|--------|--|------------------------|--------------|-------------------------|-----------|-------------|-------------------------------------|
|                 |        |  |                        |              | Rural                   | Cities    | Freeways    |                                     |
| <b>ORANGE</b>   |        |  |                        |              |                         |           |             |                                     |
| 2-SCle.....     | 4.5    | Through San Clemente.....                                  | 4-lanes                |              |                         | \$100,000 |             | \$100,000                           |
| 2-A,SCle.....   | 15 0   | Santa Ana Pkway, Sepulveda Pkway to SD Co. L.              | 4-lane divided freeway | \$3,375,000  |                         |           | \$8,250,000 | 11,625,000                          |
| 2-A,B,C,SA..... | 1.5    | Santa Ana Pkway-1st St to Rt. 2 beyond S.E. C L. of Tustin | 4-lane divided freeway | 800,000      |                         |           | 1,155,000   | 1,955,000                           |
| 2-B.....        | 9.6    | Mi. 0 00 to Mi. 9 62                                       | 4-lane divided         | 200,000      | \$1,261,000             |           |             | 1,461,000                           |
| 2-C.....        | 5.5    | Mi. 0 00 to Mi. 5 53                                       | 4-lane divided         | 120,000      | 517,000                 |           |             | 637,000                             |
| 2,174-SA.....   | 2.4    | Santa Ana Pkway, 0 1 Mi. N. Santiago Cr. to First St.      | Freeway                | 360,000      |                         |           | 2,640,000   | 3,000,000                           |
| 2,174-A,SA..... | 10.7   | Santa Ana Pkway, Ora Co L to 0 1 Mi. N. Santiago Cr.       | Freeway                | 330,000      |                         |           | 7,370,000   | 7,700,000                           |
| 2-D.....        | 2.4    | Mi. 1.7 to Mi. 4 1   | Grade and surface      |              | 22,000                  |           |             | 22,000                              |
| 2-F.....        | 4.7    | Mi. 0 00 to Mi. 4 72                                       | 4-lane divided         | 65,000       | 341,000                 |           |             | 406,000                             |
| 2-LHbr.....     | 0 3    | Through La Habra   | 4-lanes                |              |                         | 55,000    |             | 55,000                              |
| 19-Ful.....     | 2 0    | Through Fullerton  | 4-lane divided         |              |                         | 195,000   |             | 195,000                             |
| 19-Bre.....     | 1 9    | Through Brea   | 4-lane divided         |              |                         | 69,720    |             | 69,720                              |
| 19-A.....       | 2.0    | Mi. 0 00 to Mi. 2 00                                       | 4-lane divided         | 30,000       | 249,000                 |           |             | 279,000                             |
| 43-A.....       | 2.4    | Mi. 11 38 to Mi. 13 80                                     | 4-lane divided         | 70,000       | 286,000                 |           |             | 356,000                             |
| 43-A.....       | 6 0    | Mi. 0 16 to Mi. 6 20                                       | 4-lane divided         | 150,000      | 589,000                 |           |             | 749,000                             |
| 43-A.....       | 0.2    | Brannigan Overhead   | Traffic Interchange    | 50,000       | 83,000                  |           |             | 133,000                             |
| 43-B.....       | 13 0   | Mi. 0 00 to Mi. 12 98                                      | 4-lane divided         | 200,000      | 2,365,000               |           |             | 2,565,000                           |
| 3-Ora.....      | 1.5    | Through Orange   | 4-lanes                |              |                         | 199,000   |             | 199,000                             |
| 60-C.....       | 4.9    | Mi. 2 05 to Mi. 6 93                                       | 4-lane divided         |              | 302,500                 |           |             | 302,500                             |
| 60-C.....       | 0 3    | Mi. 1.1 to 1 9   | Lengthen Curves        | 50,000       | 209,000                 |           |             | 259,000                             |
| 60-LgnB.....    | 1.5    | NCL Laguna Beach to Mi. 1.47                               | 4-lanes                |              |                         | 106,000   |             | 106,000                             |
| 60-NptB.....    |        | Brannigan Overhead to Irvine Ave.                          | 6-lanes                |              |                         | 77,000    |             | 77,000                              |

## ORANGE COUNTY

Page 2 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec.      | Length | Description                                       | Type of improvement    | Right of way | Total construction cost |             |              | Total construction and right of way |
|----------------------|--------|---|------------------------|--------------|-------------------------|-------------|--------------|-------------------------------------|
|                      |        |   |                        |              | Rural                   | Cities      | Freeways     |                                     |
| ORANGE<br>—Continued |        |   |                        |              |                         |             |              |                                     |
| 62-D.....            |        | Coyote Creek Br. 55-58.....                       | Bridge.....            |              | \$33,000                |             |              | \$33,000                            |
| 159-A.B.....         | 27.0   | Sepulveda Pkwy., Ora. Co. Line to Rte 2.....      | Freeway.....           | \$5,475,000  |                         |             | \$14,850,000 | 20,325,000                          |
| 171-HntB.....        | 2.4    | Through Huntington Beach.....                     | 4-lane divided.....    |              |                         | \$132,000   |              | 132,000                             |
| 171-A.....           | 7.1    | Mi. 0 00 to Mi. 8 47.....                         | 4-lane divided.....    | 100,000      | 638,000                 |             |              | 738,000                             |
| 171-B.....           | 4.2    | Mi. 0 00 to Mi. 4 17.....                         | 4-lane divided.....    | 60,000       | 341,000                 |             |              | 401,000                             |
| 174-Ana.....         | 1.1    | Through Anaheim.....                              | 4-lane divided.....    |              |                         | 153,200     |              | 153,200                             |
| 175-B.....           |        | At Mi. 5 6 and 7 7.....                           | Drainage.....          |              | 33,000                  |             |              | 33,000                              |
| 175-B.....           |        | Santa Ana River Br. 55-79.....                    | Bridge.....            |              | 440,000                 |             |              | 440,000                             |
| 176-A.....           |        | Br. Coyote Cr. & Orange Cr. 55-80 and 55-120..... | Bridges.....           |              | 28,000                  |             |              | 28,000                              |
| 178-A.....           | 10.6   | Mi. 0 00 to 7 61 & Mi. 10 09 to Mi. 13.11.....    | 4-lane divided.....    | 200,000      | 1,386,000               |             |              | 1,586,000                           |
| 178-Ana.....         | 0.8    | E St. to E C L. Anaheim.....                      | 4-lanes.....           |              |                         | 119,200     |              | 119,200                             |
| 179-A.....           |        | At Mi. 12 0.....                                  | Grade and surface..... |              | 22,000                  |             |              | 22,000                              |
| 181-A.....           |        | Santa Ana River Br. 55-106.....                   | Bridge.....            |              | 231,000                 |             |              | 231,000                             |
| 183-A.....           |        | At Mi. 10 0.....                                  | Grade and surface..... |              | 17,000                  |             |              | 17,000                              |
| 183-SA.....          | 2.2    | Through Santa Ana.....                            | 4-lanes.....           |              |                         | 195,000     |              | 195,000                             |
| 184-A.....           | 4.2    | Mi. 2 09 to Mi. 6 32.....                         | 4-lane divided.....    | 45,000       | 393,000                 |             |              | 438,000                             |
| 184-A.....           | 1 6    | Mi. 6 32 to Mi. 7 92.....                         | 4-lane divided.....    | 32,000       | 220,000                 |             |              | 252,000                             |
| 184-SA.....          | 2.5    | Through Santa Ana.....                            | 4-lane.....            |              |                         | 220,000     |              | 226,000                             |
| Totals.....          | 158.5  |   |                        | \$11,712,000 | \$10,016,500            | \$1,627,120 | \$34,265,000 | \$57,620,620                        |

## PLACER COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co, Rte, Sec        | Length | Description                                       | Type of improvement              | Right of way | Total construction cost |           |          | Total construction and right of way |
|---------------------|--------|---|----------------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                     |        |   |                                  |              | Rural                   | Cities    | Freeways |                                     |
| PLACER              |        |   |                                  |              |                         |           |          |                                     |
| 3-A.....            | 1.0    | Sac Co L to Roseville.....                        | 4-lane divided.....              | \$4,700      | \$190,000               |           |          | \$194,700                           |
| 3-Rev., A.....      | 3.1    | Vernon & Church to 1 Mi. N. of Andora Subway..... | 4-lane divided.....              | 265,000      | 1,320,000               |           |          | 1,585,000                           |
| 3-A,B.....          | 16 0   | 1 Mi. N. of Andora Sub. to N. Co Bdry.....        | Grade, sur & Br Por. 4 lane..... | 140,000      | 1,430,000               |           |          | 1,570,000                           |
| 15-A.....           | 0.7    | Bear River to ¼ Mi. E.....                        | Grade and surface.....           | 3,700        | 97,000                  |           |          | 100,700                             |
| 17-A.....           | 4.0    | Rt 3 in Roseville to ½ Mi. E. of Roseville.....   | 4-lane divided.....              | 18,500       | 880,000                 |           |          | 898,500                             |
| 17-A,B.....         | 14.1   | ½ Mi. E. of Roseville to Auburn.....              | 4-lane divided.....              | 290,000      | 2,100,000               |           |          | 2,390,000                           |
| 17-C.....           | 4.7    | Rock Cr to Bear R.....                            | Grade and surface.....           | 22,000       | 425,000                 |           |          | 447,000                             |
| 37-A,B.....         | 13.7   | 1 Mi. E. of Auburn to 0 4 Mi. S. of Colfax.....   | 4-lane divided.....              | 123,000      | 3,520,000               |           |          | 3,643,000                           |
| 37-C.....           | 8.7    | Colfax to Gold Run.....                           | Grade & surface Por. 4 lane..... | 47,000       | 1,705,000               |           |          | 1,752,000                           |
| 37-D,E.....         | 17.7   | Gold Run to Jct. 16.....                          | Grade & surface Por. 4 lane..... | 70,000       | 550,000                 |           |          | 620,000                             |
| Pla,Nev-38-BCA..... | 14.6   | Tahoe City to Jct. 37.....                        | Grade, surface, bridge.....      | 60,000       | 605,000                 |           |          | 665,000                             |
| 39-A.....           | 11.3   | Tahoe City to State Line.....                     | Grade and surface.....           | 120,000      | 825,000                 |           |          | 945,000                             |
| 65-A.....           | 1.7    | Auburn to E. Co. Bdry.....                        | Grade and surface.....           | 50,000       | 275,000                 |           |          | 325,000                             |
| 65-Aub.....         |        | In Auburn.....                                    | Grade, surface, bridge.....      | 20,000       |                         | \$193,000 |          | 213,000                             |
| Totals.....         | 111.3  |   |                                  | \$1,233,900  | \$13,922,000            | \$193,000 |          | \$15,348,900                        |



## PLUMAS COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co , Rte , Sec | Length | Description                           | Type of improvement    | Right of way | Total construction cost |        |          | Total construction and right of way |
|----------------|--------|---------------------------------------|------------------------|--------------|-------------------------|--------|----------|-------------------------------------|
|                |        |                                       |                        |              | Rural                   | Cities | Freeways |                                     |
| PLUMAS         |        |                                       |                        |              |                         |        |          |                                     |
| 21-A.....      | 0.3    | Grizzly and Elephant Tunnels.....     | Line and pave.....     | -----        | \$495,000               | -----  | -----    | \$495,000                           |
| 21-B.....      | 0.2    | At Indian Cr. Br. 9-14.....           | Bridge.....            | -----        | 132,000                 | -----  | -----    | 132,000                             |
| 21-B.....      | 0.4    | Howells to Spanish Cr.....            | Grade and surface..... | -----        | 77,000                  | -----  | -----    | 77,000                              |
| 21-D,E,F.....  | 31.4   | 7 Mi. E. of Quincy to Beckwourth..... | Grade and surface..... | \$98,000     | 1,958,000               | -----  | -----    | 2,056,000                           |
| 29-A.....      | 12.5   | Jet Rt 83 to Lassen Co. Line.....     | Grade and surface..... | 17,000       | 633,000                 | -----  | -----    | 650,000                             |
| 83-A.....      | 0.54   | Sulphur Creek Br. 9-27.....           | Bridge.....            | -----        | 50,000                  | -----  | -----    | 50,000                              |
| 83-A.....      | -----  | Frazier Cr. Br. 9-28.....             | Bridge.....            | -----        | 39,000                  | -----  | -----    | 39,000                              |
| 83-A.....      | -----  | Gracagle Cr. Br. 9-29.....            | Bridge.....            | -----        | 39,000                  | -----  | -----    | 39,000                              |
| 83-A.....      | -----  | M. Fk. Feather R. Br. 9-30.....       | Bridge.....            | -----        | 66,000                  | -----  | -----    | 66,000                              |
| 83-C.....      | 0.7    | Westwood Rd. to Almanor Dam.....      | Grade and surface..... | 2,000        | 44,000                  | -----  | -----    | 46,000                              |
| 83-D.....      | 13.5   | Almanor Dam to Rt. 29.....            | Grade and surface..... | 20,000       | 880,000                 | -----  | -----    | 900,000                             |
| Totals.....    | 59.54  | -----                                 | -----                  | \$137,000    | \$4,413,000             | -----  | -----    | \$4,550,000                         |

## RIVERSIDE COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte, Sec    | Length | Description  | Type of improvement         | Right of way | Total construction cost |             |             | Total construction and right of way |
|-----------------|--------|--|-----------------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|                 |        |  |                             |              | Rural                   | Cities      | Freeways    |                                     |
| RIVERSIDE       |        |  |                             |              |                         |             |             |                                     |
| 19-A.....       | 2.4    | 2.5 Mi. W. of Riverside to Riverside.....          | 4-lane divided.....         | -----        | \$220,000               | -----       | -----       | \$220,000                           |
| 26-A.....       | 11.6   | Co. Line to Beaumont.....                          | 4-lane divided freeway..... | \$65,000     | -----                   | -----       | \$3,800,000 | 3,865,000                           |
| 26-Ban.....     | 3.5    | In Banning.....                                    | 4-lane divided freeway..... | 560,000      | -----                   | -----       | 605,000     | 1,165,000                           |
| 26-C.....       | 11.0   | Banning to Rt. 187.....                            | 4-lane divided.....         | -----        | 718,000                 | -----       | -----       | 718,000                             |
| 26-C.....       | 1.4    | Jct. Rt. 187 to 1.4 Mi. E.....                     | 4-lane divided.....         | 10,000       | 110,000                 | -----       | -----       | 120,000                             |
| 26-D.....       | 18.2   | 1.4 Mi. E. of Rt. 187 to Edom.....                 | 4-lane divided.....         | 125,000      | 1,914,000               | -----       | -----       | 2,039,000                           |
| 26-Ind.....     | 0.8    | In Indio.....                                      | 4-lane divided.....         | -----        | -----                   | \$55,000    | -----       | 55,000                              |
| 26-F.....       | 2.8    | Indio to Coachella Jct.....                        | 4-lane divided.....         | -----        | 330,000                 | -----       | -----       | 330,000                             |
| 43-A.....       | 4.7    | Orange Co. Line to Corona.....                     | 4-lane divided freeway..... | 5,000        | -----                   | -----       | 550,000     | 555,000                             |
| 43-Cor.....     | 2.6    | In Corona.....                                     | 4-lane divided.....         | -----        | -----                   | 248,000     | -----       | 248,000                             |
| 43-B.....       | 5.7    | Corona to Riverside.....                           | 4-lane divided freeway..... | 340,000      | -----                   | -----       | 1,213,000   | 1,553,000                           |
| 43-Riv.....     | 9.0    | In Riverside.....                                  | 4-lane freeway.....         | 2,400,000    | -----                   | -----       | 3,080,000   | 5,480,000                           |
| 43-C.....       | 1.2    | Riverside to SBd-Riv. Co. Line.....                | 4-lane divided.....         | 185,000      | 202,000                 | -----       | -----       | 387,000                             |
| 64-K to Q.....  | 94.0   | Route 78 to Indio.....                             | Grade, surface, bridge..... | 100,000      | 2,420,000               | -----       | -----       | 2,520,000                           |
| 64-H to F.....  | 104.0  | Indio to State Line.....                           | Bridges.....                | 30,000       | 940,000                 | -----       | -----       | 970,000                             |
| 64-Ind.....     | 0.8    | In Indio.....                                      | Grade and surface.....      | 100,000      | -----                   | 440,000     | -----       | 540,000                             |
| 77-A,B,C,D..... | 48.0   | S. Co. Line to Corona.....                         | Grade, surface, bridge..... | 600,000      | 3,190,000               | -----       | -----       | 3,790,000                           |
| 77-Cor.....     | 4.1    | Through Corona.....                                | 4-lane divided.....         | -----        | -----                   | 539,000     | -----       | 539,000                             |
| 77-E.....       | 2.9    | Corona to Jc. Rte. 43.....                         | Grade and surface.....      | 14,000       | 406,000                 | -----       | -----       | 420,000                             |
| 78-A,B.....     | 19.0   | S. Co. Bdry. to Rte. 77.....                       | Grade and surface.....      | 75,000       | 825,000                 | -----       | -----       | 900,000                             |
| 146-A,B.....    | -----  | Bridges.....                                       | Bridges.....                | 2,000        | 600,000                 | -----       | -----       | 602,000                             |
| 187-C.....      | 8.9    | Rte. 64 to Palm Springs.....                       | Grade, surface, bridge..... | 115,000      | 897,000                 | -----       | -----       | 1,012,000                           |
| 187-D.....      | 4.6    | Palm Springs to 1-1/2 Mi. S. Whitewater Point..... | Grade, surface, bridge..... | 15,000       | 658,000                 | -----       | -----       | 673,000                             |
| 187-A,B,F.....  | 21.0   | S. Co. Bdry. to Rt. 26.....                        | Grade, surface, bridge..... | 20,000       | 1,265,000               | -----       | -----       | 1,285,000                           |
| 194-ABC.....    | 42.0   | Rt. 78 to Rt. 19.....                              | Grade, surface, bridge..... | 70,000       | 660,000                 | -----       | -----       | 730,000                             |
| Totals.....     | 446.9  | -----  | -----                       | \$5,081,000  | \$17,577,000            | \$1,282,000 | \$9,248,000 | \$33,188,000                        |

## SACRAMENTO COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte, Sec | Length | Description                                 | Type of improvement         | Right of way | Total construction cost |             |          | Total construction and right of way |
|---------------|--------|---|-----------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|               |        |   |                             |              | Rural                   | Cities      | Freeways |                                     |
| SACRAMENTO    |        |   |                             |              |                         |             |          |                                     |
| 3,4 Sac       | 5.0    | In Sacramento                               | 4- 6-lane divided           | \$1,000,000  |                         | \$3,300,000 |          | \$4,300,000                         |
| 3-B           | 0.2    | 12th & 16th St inter.                       | Grade separation            | 200,000      | \$167,000               |             |          | 367,000                             |
| 3-B,A         | 10.8   | Ben Ali to Placer Co Line                   | 4-lane divided              | 248,000      | 2,393,000               |             |          | 2,641,000                           |
| 4-A           | 8.7    | San Joaquin Co. L to McConnell Sub          | 4-lane divided              | 163,000      | 2,100,000               |             |          | 2,263,000                           |
| 4-B           | 13.6   | McConnell Subway to Sacramento              | 4-lane divided              | 470,000      | 2,290,000               |             |          | 2,760,000                           |
| 11-C          | 1.5    | Antioch Br to 1.5 Mi. Northerly             | Grade, surface, bridge      | 50,000       | 505,000                 |             |          | 555,000                             |
| 11-C          | 5.7    | 1.5 Mi. N Antioch Br. to 3 Mi. Slough       | Grade, surface, bridge      | 150,000      | 890,000                 |             |          | 1,040,000                           |
| 11-D          | ---    | Sacramento R Br. 24-51                      | Bridge                      |              | 413,000                 |             |          | 413,000                             |
| 11-E          | ---    | Steamboat Slough Br 24-52                   | Bridge                      |              | 248,000                 |             |          | 248,000                             |
| 11-E          | ---    | Sacramento R (Painter) Br. 24-53            | Bridge                      |              | 385,000                 |             |          | 385,000                             |
| 11-D,E,F      | 33.5   | S. Bdry to Sacramento                       | Por 4-lane divided          | 200,000      | 1,650,000               |             |          | 1,850,000                           |
| 11-Sac        | 5.5    | In Sacramento                               | 4-lane divided              | 500,000      |                         | 1,100,000   |          | 1,600,000                           |
| 11-B          | 7.6    | Sacramento to Mills                         | 4-lane divided              | 215,000      | 935,000                 |             |          | 1,150,000                           |
| 11-B,A        | 5.0    | 1 Mi W Nimbus to R R. Cross near White Rock | Grade and surface           | 9,000        | 660,000                 |             |          | 669,000                             |
| 34-B,A        | 17.0   | Rte 4 to E Co. Bdry                         | Grade, surface, bridge      | 100,000      | 1,210,000               |             |          | 1,310,000                           |
| 50-Sac        | 3.7    | In Sacramento                               | 4-lane divided              | 1,000,000    |                         | 1,700,000   |          | 2,700,000                           |
| 53-C          | 5.5    | Rio Vista Br. to Mokelumne River            | Grade and surface           | 180,000      | 550,000                 |             |          | 730,000                             |
| 54-A,B,C      | 21.6   | Perkins to E Co Bdry                        | Grade, surface and bridge   | 120,000      | 957,000                 |             |          | 1,077,000                           |
| 54-C          | ---    | Cosumnes River Br 24-80                     | Bridge                      |              | 105,000                 |             |          | 105,000                             |
| 98-A          | 6.8    | Jct. Rt 4 to Rte 3                          | Grade & surface Por. 4 lane | 400,000      | 2,200,000               |             |          | 2,600,000                           |
| Totals        | 151.70 |   |                             | \$5,005,000  | \$17,658,000            | \$8,100,000 |          | \$28,763,000                        |

## SAN BENITO COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rt., Sec.   | Length | Description                             | Type of improvement     | Right of way | Total construction cost |           |          | Total construction and right of way |
|------------------|--------|---|-------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                  |        |   |                         |              | Rural                   | Cities    | Freeways |                                     |
| SAN BENITO       |        |   |                         |              |                         |           |          |                                     |
| 2-B, A           | 2.0    | Chittenden Rd. to 1 Mi N. San Benito R. | 4-lane divded           | \$10,000     | \$528,000               |           |          | \$538,000                           |
| 22-SJB           | 0.9    | Through San Juan Bautista               | Grade and surface       | 85,000       |                         | \$166,000 |          | 251,000                             |
| 22-A             | 3.0    | 3 Mi. W. of Hollister to Hollister      | Grade and surface       | 100,000      | 560,000                 |           |          | 660,000                             |
| 22-B             | 2.7    | ½ Mi. N to 3½ Mi N. of Hollister        | Grade and surface       | 80,000       | 240,000                 |           |          | 300,000                             |
| 67-A             | 2.7    | Rt. 2 to Pajaro River                   | Grade, surface, bridges | 10,000       | 402,000                 |           |          | 412,000                             |
| 119-ABCD         | 43.3   | S Co Bdry. to Tres Pinos                | Grade, surface, bridges | 100,000      | 1,045,000               |           |          | 1,145,000                           |
| 119-E            |        | Tres Pinos Cr. Br. 43 17                | Bridge                  |              | 115,000                 |           |          | 115,000                             |
| 119-E            | 7.2    | Tres Pinos to Hollister                 | Grade and surface       | 15,000       | 546,000                 |           |          | 561,000                             |
| 119,22 F,B, Hst. | 9.4    | Hollister to Santa Clara Co Bdry.       | Grade and surface       |              | 577,000                 |           |          | 577,000                             |
| Totals           | 71.3   |   |                         | \$380,000    | \$4,013,000             | \$166,000 |          | \$4,559,000                         |

① 6-1-5849

| Co. , Rte. , Sec.     | Length | Description                            | Type of improvement    | Right of way | Total construction cost |           |           | Total construction and right of way |
|-----------------------|--------|--|------------------------|--------------|-------------------------|-----------|-----------|-------------------------------------|
|                       |        |  |                        |              | Rural                   | Cities    | Freeways  |                                     |
| <b>SAN BERNARDINO</b> |        |  |                        |              |                         |           |           |                                     |
| 9-D,A                 | 9.3    | Co Line to Cherry Ave                  | 4-lane divided         |              | \$660,000               |           |           | \$660,000                           |
| 9-Upl                 | 3.0    | In Upland                              | 4-lane divided         |              |                         | \$190,000 |           | 190,000                             |
| 9-A,B,C               | 5.1    | Cherry Avenue to San Bernardino        | 4-lane divided         |              | 220,000                 |           |           | 220,000                             |
| 9-Ria                 | 2.5    | In Rialto                              | 4-lane divided         |              |                         | 116,000   |           | 116,000                             |
| 9-SBd                 | 1.0    | In San Bernardino                      | 4-lane divided         |              |                         | 330,000   |           | 330,000                             |
| 19-A                  | 2.3    | L A. Co Bdry. to Ontario               | 4-lane divided         |              | 352,000                 |           |           | 352,000                             |
| 19-Ont.               | 2.7    | In Ontario                             | 4-lane divided         |              |                         | 440,000   |           | 440,000                             |
| 26-C                  | 2.1    | L A. Co Bdry. to Ontario               | 4-lane divided freeway | 40,000       |                         |           | \$650,000 | 790,000                             |
| 26-Ont                | 2.7    | In Ontario                             | 4-lane divided freeway | 1,350,000    |                         |           | 890,000   | 2,240,000                           |
| 26-D                  | 2.3    | Ontario to Archibald Ave               | 4-lane divided freeway | 80,000       |                         |           | 556,000   | 636,000                             |
| 26-Col.               | 1.3    | In Colton                              | 4-lane divided freeway | 680,000      |                         |           | 1,110,000 | 1,790,000                           |
| 26-E                  | 1.2    | Colton to Jct. of Rte. 26 A            | 4-lane divided freeway | 10,000       |                         |           | 1,020,000 | 1,030,000                           |
| 26-A                  | 2.1    | S CL of San Bernardino to Jct SBd 26-E | 4-lane divided         |              |                         | 596,000   |           | 598,000                             |
| 26-A                  | 5.5    | Jct. SBd 26 AE to Redlands             | 4-lane divided         |              |                         | 716,000   |           | 716,000                             |
| 26-A                  | 8.7    | Santa Ana River to Co. Lane            | Freeway                | 1,525,000    |                         |           | 3,080,000 | 4,605,000                           |
| 26-Rld                | 1.4    | In Redlands                            | 4-lane divided         |              |                         | 165,000   |           | 165,000                             |
| 31-SBd                | 0.6    | In San Bernardino                      | 4-lane divided         | 50,000       |                         | 62,000    |           | 112,000                             |
| 31-A,B                | 22.0   | San Bernardino to Summt.               | 4-lane divided         | 400,000      | 2,200,000               |           |           | 2,600,000                           |
| 31-D,E,F              | 36.0   | Victorville to Rte 58                  | 4-lane divided         | 250,000      | 3,300,000               |           |           | 3,550,000                           |
| 31-G to N             | ---    | Bridges                                | Bridges                |              | 495,000                 |           |           | 495,000                             |
| 43-F                  | 2.6    | Riv Co Line to Colton                  | Freeway                | 285,000      |                         |           | 176,000   | 461,000                             |
| 43-Col.               | 3.4    | In Colton                              | Freeway                | 1,070,000    |                         |           | 1,980,000 | 3,050,000                           |
| 43-SBd                | 5.6    | In San Bernardino                      | Freeway                | 1,330,000    |                         |           | 3,190,000 | 4,520,000                           |
| 43-L                  | 1.2    | Victorville to 1 Mi E                  | Grade, surface, bridge | 5,000        | 275,000                 |           |           | 280,000                             |
| 43-C                  | 13.0   | Rte 207 to Big Bear Dam                | Grade, surface, bridge | 70,000       | 825,000                 |           |           | 895,000                             |

## SAN BERNARDINO COUNTY

Page 2 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec.               | Length | Description                            | Type of improvement         | Right of way | Total construction cost |             |              | Total construction and right of way |
|-------------------------------|--------|--|-----------------------------|--------------|-------------------------|-------------|--------------|-------------------------------------|
|                               |        |  |                             |              | Rural                   | Cities      | Freeways     |                                     |
| SAN BERNARDINO<br>—Continued  |        |  |                             |              |                         |             |              |                                     |
| 58 E.....                     | 8 4    | Jet Rte. 31 to Daggett.....            | Grade, surface, bridge..... | \$30,000     | \$781,000               | -----       | -----        | \$811,000                           |
| 58-F.....                     | ---    | Bridges.....                           | Bridges.....                | -----        | 33,000                  | -----       | -----        | 33,000                              |
| 58-G to N.....                | ---    | Bridges.....                           | Bridges.....                | -----        | 880,000                 | -----       | -----        | 880,000                             |
| 58-N.....                     | 5 6    | ½ Mi. E of Java to Needles.....        | Grade, surface, bridge..... | 6,000        | 561,000                 | -----       | -----        | 567,000                             |
| 58-Ned.....                   | 1.8    | In Needles.....                        | Grade and surface.....      | 325,000      | -----                   | \$277,000   | -----        | 602,000                             |
| 59-C.....                     | ---    | West Fork Mojave River Br. 54-325..... | Bridge.....                 | -----        | 39,000                  | -----       | -----        | 39,000                              |
| 58-A,B,C,D.....               | 37 0   | W. Co. Bdry. to Barstow.....           | Grade and surface.....      | 100,000      | 1,320,000               | -----       | -----        | 1,420,000                           |
| 77-A.....                     | 7 5    | S. Co. Lane to W. Co. Lane.....        | Grade, surface, bridge..... | 140,000      | 577,000                 | -----       | -----        | 717,000                             |
| SBd-Riv-146-<br>ABCD,CDE..... | 90.0   | Rte 58 to Rte. 64.....                 | Grade, surface, bridge..... | 100,000      | 1,182,000               | -----       | -----        | 1,282,000                           |
| 188-A.....                    | ---    | W. Fork Mojave River Br. 54-328.....   | Bridge.....                 | -----        | 50,000                  | -----       | -----        | 50,000                              |
| 190-SBd.....                  | 3 0    | In San Bernardino.....                 | 4-lanes.....                | -----        | -----                   | 110,000     | -----        | 110,000                             |
| 190-C.....                    | 1 6    | San Bernardino to Redlands.....        | Grade, surface, bridge..... | 100,000      | 385,000                 | -----       | -----        | 485,000                             |
| 190-D,E,F,G.....              | 40 0   | Redlands to Rte 43.....                | Grade, surface, bridge..... | 300,000      | 3,465,000               | -----       | -----        | 3,765,000                           |
| 192-A.....                    | 1.8    | Rte. 77 to Pine Avenue.....            | Grade and surface.....      | 5,000        | 258,000                 | -----       | -----        | 263,000                             |
| 207-A.....                    | 11 8   | City Creek to Rte 43.....              | Grade, surface, bridge..... | 260,000      | 3,300,000               | -----       | -----        | 3,560,000                           |
| Totals.....                   | 346.1  | -----                                  | -----                       | \$8,611,000  | \$22,470,000            | \$1,690,000 | \$12,652,000 | \$45,423,000                        |

## SAN DIEGO COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co, Rt, Sec.   | Length | Description                           | Type of improvement          | Right of way | Total construction cost |             |             | Total construction and right of way |
|----------------|--------|---------------------------------------|------------------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|                |        |                                       |                              |              | Rural                   | Cities      | Freeways    |                                     |
| SAN DIEGO      |        |                                       |                              |              |                         |             |             |                                     |
| 2-G.....       | 7.4    | National City to State Bdry .....     | 4-lane divided.....          | \$330,000    | \$2,000,000             |             |             | \$2,330,000                         |
| 2-Chv.....     | 2.1    | Chula Vista.....                      | 4-lane divided.....          | 140,000      |                         | \$345,000   |             | 485,000                             |
| 2-NatC.....    | 2.0    | National City.....                    | 4-lane divided.....          | 145,000      |                         | 1,397,000   |             | 1,542,000                           |
| 2-SD.....      | 13.4   | In San Diego.....                     | 4- and 6-lane divided.....   | 3,000        |                         | 630,000     |             | 633,000                             |
| 2-SD.....      | 2.6    | San Diego to National City.....       | 2 12' lanes added.....       |              | 660,000                 |             |             | 660,000                             |
| 2-A.....       | 7.9    | Sorrento Overhead to Encinitas.....   | 4-lane divided.....          | 830,000      | 2,925,000               |             |             | 3,755,000                           |
| 2-B.....       | 9.4    | Encinitas to Oceanside.....           | 4-lane divided.....          | 315,000      | 1,750,000               |             |             | 2,065,000                           |
| 2-Ocn.....     | 2.9    | Oceanside.....                        | 4-lane divided.....          | 650,000      |                         | 1,050,000   |             | 1,700,000                           |
| 12-A to G..... | 85.0   | San Diego to E Bdry .....             | 4-lane divided.....          | 1,000,000    | 11,660,000              |             |             | 12,660,000                          |
| 77-SD.....     | 2.1    | In San Diego.....                     | 4-lane freeway.....          | 900,000      |                         |             | \$3,410,000 | 4,310,000                           |
| 77-A,B.....    | 22.0   | San Diego to Escondido.....           | 4-lane divided freeway.....  | 50,000       |                         |             | 4,476,000   | 4,526,000                           |
| 77-Esd.....    | 1.7    | Through Escondido.....                | 4-lane divided.....          | 70,000       |                         | 330,000     |             | 400,000                             |
| 77-F,G.....    | 23.5   | Escondido to Riverside Co. Bdry ..... | Surfacing.....               |              | 605,000                 |             |             | 605,000                             |
| 78-A to E..... | 62.0   | Rt 12 to N Co Bdry .....              | Grade, surface, bridges..... | 200,000      | 1,485,000               |             |             | 1,685,000                           |
| 195-Ocn.....   | 1.1    | Oceanside.....                        | Grade and surface.....       |              |                         | 110,000     |             | 110,000                             |
| 195-A-E.....   | 54.0   | Rt 2 to Rt 78.....                    | Grade, surface, bridges..... | 100,000      | 770,000                 |             |             | 870,000                             |
| 196-A.....     | 4.0    | Oceanside to Vista.....               | Grade and surface.....       | 50,000       | 340,000                 |             |             | 390,000                             |
| 198-A.....     | 0.3    | Jct. Rt 200 to La Mesa.....           | 4-lane divided.....          | 60,000       | 82,000                  |             |             | 142,000                             |
| 198-F.....     | 0.3    | San Felipe Cr. Br .....               | Bridge.....                  |              | 220,000                 |             |             | 220,000                             |
| 198-LMsa.....  | 1.1    | In La Mesa.....                       | Grade and surface.....       | 115,000      |                         | 165,000     |             | 280,000                             |
| 198-B-G.....   | 78.0   | Rt 12 to E Co. Bdry .....             | Grade, surface, bridges..... | 50,000       | 275,000                 |             |             | 325,000                             |
| 199-A.....     | 1.7    | Palm City to Coronado Heights.....    | 4-lane divided.....          | 100,000      | 440,000                 |             |             | 540,000                             |
| 199-Cord.....  | 1.2    | In Coronado.....                      | 4-lane divided.....          |              |                         | 94,000      |             | 94,000                              |
| 200-ABCDE..... | 45.0   | Jct Rt 12 to San Diego.....           | Grade, surface, bridges..... | 300,000      | 1,650,000               |             |             | 1,950,000                           |
| 200-SD.....    | 3.5    | San Diego.....                        | 4-lane divided.....          | 250,000      |                         | 737,000     |             | 987,000                             |
| Totals.....    | 434.2  |                                       |                              | \$5,658,000  | \$24,862,000            | \$4,958,000 | \$7,886,000 | \$43,264,000                        |

**SAN FRANCISCO COUNTY**  
**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co., Rte., Sec | Length | Description            | Type of improvement | Right of way | Total construction cost |             |               | Total construction and right of way |
|----------------|--------|------------------------|---------------------|--------------|-------------------------|-------------|---------------|-------------------------------------|
|                |        |                        |                     |              | Rural                   | Cities      | Freeways      |                                     |
| SAN FRANCISCO  |        |                        |                     |              |                         |             |               |                                     |
| 2-SF           | 0.7    | In San Francisco       | 6-lane freeway      | \$40,000,000 |                         |             | \$38,000,000  | \$78,000,000                        |
| 55-SF          | 3.2    | In San Francisco       | 4 lanes             | 40,000       |                         | \$165,000   |               | 205,000                             |
| 56-SF          | 1.8    | In San Francisco       | 0 lanes             | 200,000      |                         | 4,340,000   |               | 4,540,000                           |
| 68-SF          | 5.5    | In San Francisco       | 6 & 8-lane freeway  | 20,900,000   |                         |             | 30,040,000    | 50,940,000                          |
| *              | 1.0    | Alemany                | Freeway             | In Total     |                         |             | 4,000,000     | \$4,000,000                         |
| *              | 4.3    | Twin Peaks             | Freeway             | In Total     |                         |             | 17,000,000    | 17,200,000                          |
| *              | 2.5    | Golden Gate Br. Connec | Freeway             | In Total     |                         |             | 25,000,000    | 25,000,000                          |
| Totals         | 28 0   |                        |                     | \$61,140,000 |                         | \$4,505,000 | \$114,240,000 | \$179,885,000                       |

\* Proposed freeways added by Senate Bill No. 5, not included in deficiency program as submitted by the Department of Public Works and published in the corrected Senate Daily Journal for the Fifty-seventh (First Extraordinary) Session under date of January 24, 1947.



## SAN JOAQUIN COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte, Sec        | Length | Description                                    | Type of improvement    | Right of way | Total construction cost |             |             | Total construction and right of way |
|---------------------|--------|--|------------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|                     |        |  |                        |              | Rural                   | Cities      | Freeways    |                                     |
| SAN JOAQUIN         |        |  |                        |              |                         |             |             |                                     |
| 4-A.....            | 5.5    | 1 Mi. N. of Ripon to Manteca.....              | 4-lane divided.....    | \$250,000    | \$1,540,000             |             |             | \$1,790,000                         |
| 4-Mntca.....        | 0.3    | In Manteca.....                                | 4-lane divided.....    | 50,000       |                         | \$110,000   |             | 160,000                             |
| 4-B,E.....          | 9.4    | Manteca to Mariposa Road.....                  | 4-lane divided.....    | 200,000      | 1,705,000               |             |             | 1,905,000                           |
| 4-C,D.....          | 7.5    | N C L. of Lodi to Northerly Bdry.....          | 4-lane divided.....    | 200,000      | 1,540,000               |             |             | 1,740,000                           |
| 4-5-E,Stkn,C.....   | 7.2    | Jet Mariposa Rd S of Stockton to Cal. Riv..... | 4-lane freeway.....    |              |                         |             | \$2,520,000 | 2,520,000                           |
| 5-A.....            | 12.3   | W Co Lane to Grant Lane Road.....              | 4-lane divided.....    | 325,000      | 4,400,000               |             |             | 4,725,000                           |
| 5-B.....            | 10.3   | Moosdale to Stockton.....                      | 4-lane divided.....    | 450,000      | 1,540,000               |             |             | 1,990,000                           |
| 5-Stkn.....         | 1.2    | In Stockton.....                               | Grade and surface..... | 600,000      |                         | 660,000     |             | 1,260,000                           |
| 5-D.....            |        | Calaveras River Bridge 28-41.....              | Bridge.....            |              | 55,000                  |             |             | 55,000                              |
| 5-C,D.....          | 20.0   | Stockton to E Co Bdry.....                     | Grade and surface..... | 100,000      | 1,100,000               |             |             | 1,200,000                           |
| 24-A.....           | 4.0    | Jet. Rte 97 to E Co. Bdry.....                 | Grade and surface..... | 50,000       | 250,000                 |             |             | 300,000                             |
| 24-B.....           | 12.0   | Rte 4 to Rte 97.....                           | Grade and surface..... | 50,000       | 825,000                 |             |             | 875,000                             |
| 41-A.....           | 9.0    | S Co Bdry. to Rte 5.....                       | 4-lane divided.....    | 150,000      | 1,200,000               |             |             | 1,350,000                           |
| 53-C.....           | 9.7    | Mokelumne River to Rte. 4.....                 | Grade and surface..... | 70,000       | 908,000                 |             |             | 978,000                             |
| 66-A.....           | 4.3    | Moosdale to Manteca.....                       | 4-lane divided.....    | 100,000      | 473,000                 |             |             | 573,000                             |
| 66-Mntca.....       | 1.2    | In Manteca.....                                | Grade and surface..... | 150,000      |                         | 110,000     |             | 260,000                             |
| 66-B.....           | 13.0   | Manteca to E Co Bdry.....                      | Grade and surface..... | 115,000      | 1,105,000               |             |             | 1,220,000                           |
| 75-A.....           | 7.0    | W. Co Bdry to Rte 5.....                       | Grade and surface..... | 175,000      | 1,950,000               |             |             | 2,125,000                           |
| 75-Stkn.....        | 0.6    | In Stockton.....                               | Grade and surface..... |              |                         | 132,000     |             | 132,000                             |
| SJ Sta-75-BC,A..... | 29.0   | Rte. 4 to Cal. Co Lane.....                    | Grade and surface..... | 100,000      | 1,182,000               |             |             | 1,282,000                           |
| 97-B.....           | 1.5    | Jet. Rte 24 to E. of Mokelumne River.....      | Grade and surface..... | 20,000       | 407,000                 |             |             | 427,000                             |
| 97-B.....           | 5.1    | E. of Mokelumne River to Co Lane.....          | Grade and surface..... | 20,000       | 396,000                 |             |             | 416,000                             |
| 110-A.....          | 1.3    | Jet. Rte 41 to S. Co Lane.....                 | 4-lane divided.....    | 10,000       | 143,000                 |             |             | 153,000                             |
| Totals.....         | 171.40 |  |                        | \$3,185,000  | \$20,719,000            | \$1,012,000 | \$2,520,000 | \$27,436,000                        |

## STATE HIGHWAY DEFICIENCY REPORT

## SAN LUIS OBISPO COUNTY

10-Year Period—1946 to 1956

166

SENATE JOURNAL

[Feb. 5, 1947]

| Co, Rt, Sec.    | Length | Description                                 | Type of improvement    | Right of way | Total construction cost |             |          | Total construction and right of way |
|-----------------|--------|---|------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                 |        |   |                        |              | Rural                   | Cities      | Freeways |                                     |
| SAN LUIS OBISPO |        |   |                        |              |                         |             |          |                                     |
| 2-F             | 11.6   | South Co Bdry to Arroyo Grande              | 4-lane divided         | \$120,000    | \$2,090,000             |             |          | \$2,210,000                         |
| 2-ArCd          | 1.7    | Through Arroyo Grande                       | 4-lane divided         | 145,000      |                         | \$510,000   |          | 655,000                             |
| 2-E             | 2.7    | Arroyo Grande to Pismo Beach                | 4-lane divided         | 20,000       | 643,000                 |             |          | 663,000                             |
| 2-PBeh          | 1 0    | Through Pismo Beach                         | 4-lane divided         | 835,000      |                         | 386,000     |          | 1,221,000                           |
| 2-E             | 4.9    | Pismo to Miles Station                      | 4-lane divided         | 150,000      | 990,000                 |             |          | 1,140,000                           |
| 2-E.SLO         | 6.3    | Miles Sta to San Luis Obispo                | 4-lane divided         |              | 1,364,000               |             |          | 1,364,000                           |
| 2-SLO           | 2.1    | Through San Luis Obispo                     | 4-lane divided         | 300,000      |                         | 1,114,000   |          | 1,414,000                           |
| 2-D             | 3.2    | Cuesta Grade                                | 4-lane paving          |              | 330,000                 |             |          | 330,000                             |
| 2-D             | 2.0    | Cuesta to 1 Mi S Santa Margarita            | 4-lane divided         | 20,000       | 370,000                 |             |          | 390,000                             |
| 2-D,C           | 1 5    | Santa Margarita                             | 4-lane divided         | 70,000       | 315,000                 |             |          | 385,000                             |
| 2-C             | 7.0    | Santa Margarita to Atascadero               | 4-lane divided         | 100,000      | 1,100,000               |             |          | 1,200,000                           |
| 2-C, B          | 1 7    | Atascadero                                  | 4-lane divided         | 90,000       | 414,000                 |             |          | 504,000                             |
| 2-R             | 3.4    | Atascadero to Templeton                     | 4-lane divided         | 80,000       | 658,000                 |             |          | 738,000                             |
| 2-B             | 1 7    | Templeton                                   | 4-lane divided         | 50,000       | 318,000                 |             |          | 368,000                             |
| 2-B             | 3 4    | Templeton to Paso Robles                    | 4-lane divided         | 30,000       | 638,000                 |             |          | 668,000                             |
| 2PsRs           | 2 7    | Through Paso Robles                         | 4-lane divided         | 450,000      |                         | 1,185,000   |          | 1,635,000                           |
| 2-A             | 8 0    | Paso Robles to North Co Bdry                | 4-lane divided         | 80,000       | 1,029,000               |             |          | 1,109,000                           |
| 2-A             | 2 0    | San Miguel                                  | 4-lane divided         | 160,000      | 390,000                 |             |          | 550,000                             |
| 33-D,E          | 23 1   | Cambria to Rt 2                             | Grade, surface, bridge | 60,000       | 616,000                 |             |          | 676,000                             |
| 33-PsRs         | 0 7    | Through Paso Robles                         | Grade and surface      | 40,000       |                         | 414,000     |          | 454,000                             |
| 33-A,B          | 10.6   | Paso Robles to 1 Mi E of Estrella River     | Grade and surface      | 24,000       | 1,540,000               |             |          | 1,564,000                           |
| 33-B,C          | 3 0    | 1 Mi E Estrella R to E Co Bdry              | Grade and surface      | 5,000        | 407,000                 |             |          | 412,000                             |
| 56-E            |        | Santa Maria River Bridge                    | Bridge                 |              | 358,000                 |             |          | 358,000                             |
| 56-E            | 16.1   | South Co Bdry to Rt 2                       | Grade and surface      | 150,000      | 1,980,000               |             |          | 2,130,000                           |
| 56-D            | 10 7   | 0 7 Mi W Pennington Cr to 1 Mi S of Cayucos | Grade and surface      | 70,000       | 1,215,000               |             |          | 1,285,000                           |
| 56-C            | 15 2   | 1 Mi S of Cayucos to Cambria                | Grade and surface      | 100,000      | 2,095,000               |             |          | 2,195,000                           |
| 56-A            | 5 0    | 1 Mi to 6 Mi N of San Simeon                | Grade and surface      | 25,000       | 530,000                 |             |          | 555,000                             |
| 56-A            |        | Arroyo de la Cruz Bridge                    | Bridge                 |              | 110,000                 |             |          | 110,000                             |
| 56-A            | 3.2    | San Carpojo Cr to Co Bdry                   | Grade and surface      | 3,000        | 488,000                 |             |          | 491,000                             |
| 56-A            |        | San Carpojo Cr Bridge                       | Bridge                 |              | 38,000                  |             |          | 38,000                              |
| 57-B            |        | Eight Cattlepasses                          | Bridges                |              | 77,000                  |             |          | 77,000                              |
| 58-ABCDE        | 59 0   | Rt 2 to E Co Bdry                           | Grade, surface, bridge |              | 698,000                 |             |          | 698,000                             |
| 125-A           | 16 0   | Jet Rt 56 to Rt 2                           | Grade and surface      | 55,000       | 643,000                 |             |          | 698,000                             |
| 125-B           |        | Salinas River bridge                        | Bridge                 |              | 28,000                  |             |          | 28,000                              |
| 125-C           |        | Huer Huero Cr Bridge                        | Bridge                 |              | 33,000                  |             |          | 33,000                              |
| Totals          | 234.6  |   |                        | \$3,232,000  | \$21,555,000            | \$3,609,000 |          | \$28,396,000                        |

## SAN MATEO COUNTY

Page 1 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co.; Rte , Sec. | Length | Description                                    | Type of improvement    | Right of way | Total construction cost |           |           | Total construction and right of way |
|-----------------|--------|--|------------------------|--------------|-------------------------|-----------|-----------|-------------------------------------|
|                 |        |  |                        |              | Rural                   | Cities    | Freeways  |                                     |
| SAN MATEO       |        |  |                        |              |                         |           |           |                                     |
| 2-SCar          | 1.8    | Through San Carlos                             | 6-lane divided         |              |                         |           |           |                                     |
| 2-B             | 0.24   | Belmont to San Carlos                          | 6-lane divided         |              |                         | \$130,000 |           | \$130,000                           |
| 2-Bmt           | 1.4    | Through Belmont                                | 6-lane divided         |              | \$54,000                |           |           | 54,000                              |
| 2-SM            | 4.2    | Through San Mateo                              | 6-lane divided         | \$400,000    |                         | 310,000   |           | 210,000                             |
| 2-Burl          | 2.2    | Through Burlingame                             | 6-lane divided         | 350,000      |                         | 640,000   |           | 1,040,000                           |
|                 |        |  |                        |              |                         | 272,000   |           | 622,000                             |
| 2-A             | 2.5    | San Bruno to Burlingame                        | 6-lane divided         | 250,000      | 484,000                 |           |           | 734,000                             |
| 2-SBr           | 1.8    | Through San Bruno                              | 6-lane divided         | 175,000      |                         | 266,000   |           | 441,000                             |
| 2-SSF           | 1.3    | Through South San Francisco                    | 6-lane divided         | 50,000       |                         | 200,000   |           | 250,000                             |
| 2-A             | 1.1    | Inter. Junipero Serra Blvd. to S San Francisco | 6-lane divided freeway | 20,000       |                         |           | \$254,000 | 274,000                             |
| 2-A             | 0.4    | Colma to Inter Junipero Blvd Extension         | 6-lane divided freeway | 10,000       |                         |           | 92,000    | 102,000                             |
| 2-Clm           | 2.0    | Jun Serra Blvd to S C L San Francisco          | 6-lane freeway         | 60,000       |                         |           | 561,000   | 621,000                             |
| 2-DIC           | 1.6    | Daly City                                      | 6-lane freeway         | 140,000      |                         |           | 363,000   | 503,000                             |
| 55-B            | 6.6    | N Bdry Ranch San Mateo to Half Moon Bay Rd.    | 4-lane divided         | 25,000       | 990,000                 |           |           | 1,015,000                           |
| 55-A            | 9.7    | S F to N Bdry Ranch San Mateo                  | 4-lane divided         | 50,000       | 1,130,000               |           |           | 1,180,000                           |
| 55-A            | 2.5    | S C L San Francisco to 2.5 Mi. South           | 4-lane divided         | 15,000       | 385,000                 |           |           | 400,000                             |
| 55-C,D,E        | 23.0   | Half Moon Bay Road to South County Bdry        | Grade and surface      | 100,000      | 1,210,000               |           |           | 1,310,000                           |
| 56-A            | 0.3    | Santa Cruz Co. Lane to Finney Creek            | Grade and surface      | 4,000        | 30,000                  |           |           | 34,000                              |
| 56-A            | 10.9   | Finney Cr to Lake Lucerne                      | Grade and surface      | 75,000       | 975,000                 |           |           | 1,050,000                           |
| 56-A            | ---    | Cypress Creek Br 35-21                         | Bridge                 |              | 28,000                  |           |           | 28,000                              |
| 56-A            | ---    | Whitehouse Cr Br 35-23                         | Bridge                 |              | 17,000                  |           |           | 17,000                              |
| 56-A            | ---    | Gazos Cr Br 35-24                              | Bridge                 |              | 33,000                  |           |           | 33,000                              |
| 56-B            | ---    | Tunitas Cr Br 35-31                            | Bridge                 |              | 94,000                  |           |           | 94,000                              |
| 56-D,C          | 14.6   | 1 Mi S Lobitos to Montara                      | 2 and 4 lane           | 128,000      | 1,310,000               |           |           | 1,438,000                           |
| 56-D            | 6.2    | Montara to Rockaway                            | 4-lane divided         |              | 1,000,000               |           |           | 1,000,000                           |
| 56-E            | 5.7    | Rockaway to Rt. 55                             | 4-lane divided         | 25,000       | 638,000                 |           |           | 663,000                             |

## SAN MATEO COUNTY

Page 2 of Two Pages

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co., Rte., Sec | Length | Description                                | Type of improvement    | Right of way | Total construction cost |             |              | Total construction and right of way |
|----------------|--------|--|------------------------|--------------|-------------------------|-------------|--------------|-------------------------------------|
|                |        |  |                        |              | Rural                   | Cities      | Freeways     |                                     |
| 56-DIC.....    | 0.3    | Through Daly City.....                     | 6-lane divided.....    | \$150,000    | -----                   | \$550,000   | -----        | \$700,000                           |
| 68-D.....      | 4.6    | Santa Clara Co. Bdwy. to Redwood City..... | 4-lane freeway.....    | 400,000      | -----                   | -----       | \$1,290,000  | 1,690,000                           |
| 68-RdwC.....   | 2.4    | Through Redwood City.....                  | 6-lane freeway.....    | 250,000      | -----                   | -----       | 1,596,000    | 1,846,000                           |
| 68-C.....      | 5.1    | Redwood City to San Mateo.....             | 6-lane freeway.....    | 105,000      | -----                   | -----       | 2,029,000    | 2,134,000                           |
| 68-Bmt.....    | 0.5    | Through Belmont.....                       | 6-lane freeway.....    | 100,000      | -----                   | -----       | 217,000      | 317,000                             |
| 68-SM.....     | 2.2    | In San Mateo.....                          | 6-lane freeway.....    | 473,000      | -----                   | -----       | 1,010,000    | 1,483,000                           |
| 68-SSF.....    | 1.8    | N.C.L.S. San Francisco to Colma Creek..... | 6-lane freeway.....    | -----        | -----                   | -----       | 759,000      | 759,000                             |
| 68-E.....      | 2.6    | San Francisco to S. San Francisco.....     | 6-lane freeway.....    | 50,000       | -----                   | -----       | 6,800,000    | 6,850,000                           |
| 105-A.....     | 2.7    | Jet. Rt. 56 to 2 7 Mt. East.....           | Grade and surface..... | 25,000       | \$275,000               | -----       | -----        | 303,000                             |
| 105-A.....     | 1.4    | Skyline Blvd. to Hillsborough.....         | 4-lane divided.....    | 10,000       | 165,000                 | -----       | -----        | 175,000                             |
| 105-Hil.....   | 1.1    | Through Hillsborough.....                  | 4 lanes.....           | 25,000       | -----                   | 165,000     | -----        | 190,000                             |
| 107-A.....     | 7.2    | Redwood City to Rt. 55.....                | Grade and surface..... | 50,000       | 550,000                 | -----       | -----        | 600,000                             |
| Totals.....    | 131.94 | -----                                      | -----                  | \$3,515,000  | \$9,371,000             | \$2,433,000 | \$14,971,000 | \$30,290,000                        |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**SANTA BARBARA COUNTY**

Feb. 5, 1947]

SENATE JOURNAL.

169

| Co., Rt., Sec | Length | Description                                 | Type of improvement    | Right of way | Total construction cost |           |             | Total construction and right of way |
|---------------|--------|---|------------------------|--------------|-------------------------|-----------|-------------|-------------------------------------|
|               |        |   |                        |              | Rural                   | Cities    | Freeways    |                                     |
| SANTA BARBARA |        |   |                        |              |                         |           |             |                                     |
| 2-H           | 2.9    | Ventura Co Line to Carpinteria              | 4-lane divided         | \$35,000     | \$809,000               |           |             | \$844,000                           |
| 2-H           | 0.9    | In Carpinteria                              | 4-lane divided         | 235,000      | 224,000                 |           |             | 459,000                             |
| 2-H           | 1.3    | Carpinteria to 1/2 Mi. E. Arroyo Parida     | 4-lane divided         | 105,000      | 220,000                 |           |             | 325,000                             |
| 2-J           | 2.0    | 1/2 Mi. E. Arroyo Parida to Summerland      | 4-lane divided         | 170,000      | 330,000                 |           |             | 500,000                             |
| 2-J           | 1.1    | Through Summerland                          | 4-lane divided         | 350,000      | 203,000                 |           |             | 553,000                             |
| 2-J           | 0.6    | Summerland to Sheffield Drive               | 4-lane divided         | 10,000       | \$3,000                 |           |             | 93,000                              |
| 2-J           | --     | Sheffield Drive to Olive Mill Road          | Grade separation       | 200,000      | 1,320,000               |           |             | 1,520,000                           |
| 2-J           | 0.8    | Olive Mill Rd. to Santa Barbara City Limits | 4-lane divided         | 800,000      | 550,000                 |           |             | 1,350,000                           |
| 2-SB          | 0.7    | F C L Santa Barbara to Park Place           | 4-lane freeway         | 75,000       |                         |           | \$2,030,000 | 2,105,000                           |
| 2-SB          | 2.3    | Park Place to Bath St.                      | 4-lane freeway         |              |                         |           | 2,750,000   | 2,750,000                           |
| 2-SB          | 2.8    | Bath St. to W C L Santa Barbara             | 4-lane freeway         | 750,000      |                         |           | 3,870,000   | 4,620,000                           |
| 2-P           | 1.5    | Santa Barbara C L to Hollister Ave          | 4-lane divided         | 60,000       | 347,000                 |           |             | 407,000                             |
| 2-P Q         | 9.0    | Hollister Ave. to Elwood Overhead           | 4-lane divided         |              | 1,650,000               |           |             | 1,650,000                           |
| 2-G, F        | 10.4   | Elwood O H. to 1/2 Mi. W of Refugio         | 4-lane divided         | 250,000      | 2,310,000               |           |             | 2,560,000                           |
| 2-D           | 19.5   | 1/2 Mi. W. of Refugio to Santa Ynez River   | 4-lane divided         | 150,000      | 5,330,000               |           |             | 5,480,000                           |
| 2-D           | 3.9    | Santa Ynez River to Jonata Park             | 4-lane divided         | 150,000      | 2,420,000               |           |             | 2,570,000                           |
| 2-D           | 2.6    | Janata Park to Zaca                         | 4-lane divided         | 75,000       | 550,000                 |           |             | 625,000                             |
| 2-C           | 4.5    | Zaca to Wigmore                             | 4-lane divided         | 10,000       | 615,000                 |           |             | 625,000                             |
| 2-C           | 4.2    | Wigmore to Los Alamos                       | 4-lane divided         | 10,000       | 880,000                 |           |             | 890,000                             |
| 2-C, M        | 1.2    | Los Alamos                                  | 4-lane divided         | 20,000       | 330,000                 |           |             | 350,000                             |
| 2-M, L, A     | 18.0   | Los Alamos to North Co. Bdry                | 4-lane divided         | 200,000      | 2,420,000               |           |             | 2,620,000                           |
| 2-SMra        | 2.5    | Santa Maria                                 | 4-lane divided         | 155,000      |                         | \$888,000 |             | 1,043,000                           |
| 2-A           | --     | Santa Maria River Overflow Br. 51-01        | Bridge                 |              | 330,000                 |           |             | 330,000                             |
| 56-A, B       | 10.0   | Los Cruces to 10 Mi. W.                     | Grade, surface, bridge | 40,000       | 880,000                 |           |             | 920,000                             |
| 56-E          | 8.1    | North Co Bdry to Schuman                    | Grade and surface      | 40,000       | 880,000                 |           |             | 920,000                             |
| 56-E          | --     | Waldorf Overhead                            | Bridge                 |              | 110,000                 |           |             | 110,000                             |
| 80-B, C       | 8.3    | Painted Caves to 6 Mi. N. of Summit         | Grade and surface      | 50,000       | 1,081,000               |           |             | 1,131,000                           |
| 138-A         | --     | Quatal Canyon Bridge                        | Bridge                 |              | 33,000                  |           |             | 33,000                              |
| 138-A         | --     | Ballinger Creek Bridge                      | Bridge                 |              | 17,000                  |           |             | 17,000                              |
| 148-A         | 1.0    | Guadalupe R R Separation                    | Grade and surface      | 25,000       | 240,000                 |           |             | 265,000                             |
| 148-A         | 3.0    | Santa Maria to 3 Mi. West                   | Grade and surface      | 40,000       | 295,000                 |           |             | 335,000                             |
| 149-D         | 9.0    | Buellton to Rt. 80                          | Grade and surface      | 65,000       | 810,000                 |           |             | 875,000                             |
| 151-A         | 2.2    | Rt. 2 to Ventura Co Line                    | Grade and surface      | 55,000       | 253,000                 |           |             | 308,000                             |
| Totals        | 134.3  |   |                        | \$4,175,000  | \$25,519,000            | \$888,000 | \$8,650,000 | \$39,232,000                        |

**SANTA CLARA COUNTY**  
**Page 1 of Two Pages**  
**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co , Rte., Sec. | Length | Description                        | Type of improvement        | Right of way | Total construction cost |           |          | Total construction and right of way |
|-----------------|--------|------------------------------------|----------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                 |        |                                    |                            |              | Rural                   | Cities    | Freeways |                                     |
| SANTA CLARA     |        |                                    |                            |              |                         |           |          |                                     |
| 2-C             | 5.2    | Sargent to Gilroy                  | 4-lane divided             | \$150,000    | \$872,000               |           |          | \$1,022,000                         |
| 2-Gil           | 1.5    | Through Gilroy                     | 6-lane divided             | 500,000      |                         | \$330,000 |          | 830,000                             |
| 2-C             | 2.1    | Llagas Cr. to Morgan Hill          | 4-lane divided             |              | 208,000                 |           |          | 208,000                             |
| 2-MgH           | 1.5    | Through Morgan Hill                | 6-lane divided             |              |                         | 176,000   |          | 176,000                             |
| 2-B             | 11.1   | Morgan Hill to Ford Road           | 4-lane divided             | 150,000      | 1,099,000               |           |          | 1,249,000                           |
| 2-SJa           | 4.5    | Through San Jose                   | 6-lane divided             |              |                         | 270,000   |          | 270,000                             |
| 2-SCI           | 2.5    | Through Santa Clara                | 6-lane divided             |              |                         | 275,000   |          | 275,000                             |
| 2-A             | 4.0    | Santa Clara to Sunnyvale           | 4-lane divided             |              | 396,000                 |           |          | 396,000                             |
| 2-A             | 6.8    | Sunnyvale to Palo Alto             | 6-lane divided             |              | 1,122,000               |           |          | 1,122,000                           |
| 2-PA            | 0.9    | Through Palo Alto                  | 6-lane divided             |              |                         | 139,000   |          | 139,000                             |
| 2-A             | 1.9    | Palo Alto to SM Co. Line           | 6-lane divided             |              | 157,000                 |           |          | 157,000                             |
| 5-B             | 0.5    | 0.5 Mi S to Los Gatos SCL          | 4-lane divided             | 40,000       | 309,000                 |           |          | 349,000                             |
| 5-LGts          | 1.7    | Through Los Gatos                  | 6-lanes                    | 150,000      |                         | 946,000   |          | 1,096,000                           |
| 5-B             | 7.5    | Los Gatos to San Jose              | 4-lane divided             | 500,000      | 1,705,000               |           |          | 2,205,000                           |
| 5-SJa           | 3.1    | Through San Jose                   | 4-lane divided             | 300,000      |                         | 1,840,000 |          | 2,140,000                           |
| 32-D            | 9.0    | Santa Cruz Co Line to Gilroy       | Grade and surface          |              | 440,000                 |           |          | 440,000                             |
| 32-A            | 4.0    | Gilroy to 2 Mi. E. of Old Gilroy   | Grade & surface Por 4-lane | 40,000       | 396,000                 |           |          | 436,000                             |
| 32-A            | 4.5    | 2 Mi E of Old Gilroy to San Felipe | Grade & surface Por 4-lane | 20,000       | 286,000                 |           |          | 306,000                             |
| 32-A            | 2.3    | San Felipe to Jct Rte. 22          | Grade & surface Por 4-lane |              | 253,000                 |           |          | 253,000                             |
| 32-B            | 7.0    | Jet Rte 22 to Bell's Station       | 4-lane divided             | 5,000        | 781,000                 |           |          | 786,000                             |
| 32-C            | 3.5    | Bell Sta. to 2½ Mi E               | 4-lane divided             | 5,000        | 473,000                 |           |          | 478,000                             |
| 32-C            | 2.5    | 2½ Mi E Bell Sta to Merced Co Line | 4-lane divided             | 5,000        | 413,000                 |           |          | 418,000                             |
| 42-A            | 6.0    | Saratoga Gap to Saratoga           | Grade and surface          |              | 451,000                 |           |          | 451,000                             |
| 42-A            | 1.8    | Saratoga to Los Gatos              | 4-lane divided             | 30,000       | 292,000                 |           |          | 322,000                             |
| 42-LGts         | 0.7    | Through Los Gatos                  | 4-lane divided             | 50,000       |                         | 108,000   |          | 158,000                             |

## SANTA CLARA COUNTY

Page 2 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte , Sec.           | Length | Description                      | Type of improvement         | Right of way | Total construction cost |             |             | Total construction and right of way |
|---------------------------|--------|----------------------------------|-----------------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|                           |        |                                  |                             |              | Rural                   | Cities      | Freeways    |                                     |
| SANTA CLARA<br>—Continued |        |                                  |                             |              |                         |             |             |                                     |
| 55-A,B                    | 17.0   | W. Co Bdry to Jct. Rte. 5        | Grade and surface           | \$100,000    | \$1,760,000             |             |             | \$1,860,000                         |
| 68-SJs                    | 1.0    | NCL San Jose to Jct Rte. 115     | 4-lane freeway              | 100,000      |                         |             | \$440,000   | 540,000                             |
| 68-B                      | 9 3    | Rte. 113 to NCL San Jose         | 4-lane freeway              | 150,000      |                         |             | 2,403,000   | 2,553,000                           |
| 68-A                      | 4 4    | San Antonio Cr to Rte. 113       | 4-lane freeway              | 80,000       |                         |             | 1,250,000   | 1,330,000                           |
| 68-A                      | 2 0    | S M. Co. Line to San Antonio Cr  | 4-lane freeway              | 20,000       |                         |             | 496,000     | 516,000                             |
| 69-E                      | 6.0    | Jct Rte 68 to Ala. Co Lane       | 4-lane freeway              | 475,000      |                         |             | 2,750,000   | 3,225,000                           |
| 113-A                     | 8.0    | Jct. Rte. 2 to Jct Rte 69        | Grade & surface. Por 4-lane | 100,000      | 880,000                 |             |             | 980,000                             |
| 114-A                     | 7.6    | Saratoga to Sunnyvale            | 4-lane divided              | 300,000      | 836,000                 |             |             | 1,136,000                           |
| 114-Sunv                  | 1.4    | Through Sunnyvale                | 4-lane divided              | 100,000      |                         | \$319,000   |             | 419,000                             |
| 114-A                     | 0 7    | Sunnyvale to Rte 68              | 4-lane divided              | 15,000       | 77,000                  |             |             | 92,000                              |
| 115-SJs                   | 1.4    | Through San Jose                 | 4-lane divided              |              |                         | 110,000     |             | 110,000                             |
| 115-A                     | 3.0    | San Jose to 3 Mi E               | 4-lane divided              |              | 330,000                 |             |             | 330,000                             |
| 119-A                     | 3 4    | San Benito Co Line to Jct. Rte 2 | Grade and surface           | 100,000      | 539,000                 |             |             | 639,000                             |
| Totals                    | 161.30 |                                  |                             | \$3,485,000  | \$14,069,000            | \$4,513,000 | \$7,339,000 | \$29,406,000                        |

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

## SANTA CRUZ COUNTY

| Co , Rt, Sec. | Length | Description                                 | Type of improvement | Right of way | Total construction cost |             |             | Total construction and right of way |
|---------------|--------|---|---------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|               |        |   |                     |              | Rural                   | Cities      | Freeways    |                                     |
| SANTA CRUZ    |        |   |                     |              |                         |             |             |                                     |
| 5-A           | 5.0    | Scott Valley to Santa Cruz                  | 4-lane divided      |              | \$495,000               |             |             | \$495,000                           |
| 32-Wat.       | 0.9    | In Watsonville                              | 4-lane              | \$100,000    |                         | \$88,000    |             | 188,000                             |
| 32-A          | 7.6    | Watsonville to Santa Clara Co Line          | Grade and surface   |              | 450,000                 |             |             | 450,000                             |
| 42-A          | 19.0   | Calif. Redwood Park to F Co. Bdry           | Grade and surface   |              | 880,000                 |             |             | 880,000                             |
| 42-A          |        | Sempervirens Cr Br. 36-58                   | Bridge              |              | 11,000                  |             |             | 11,000                              |
| 44-A          | 8.1    | Boulder Cr to E Bdry. Cal. Rwd Pk.          | Grade and surface   | 100,000      | 616,000                 |             |             | 716,000                             |
| 56-D          | 3.0    | Jct Rte 32 W of Watsonville to S Bdry       | 4-lane divided      | 50,000       | 770,000                 |             |             | 820,000                             |
| 56-A,SCr      | 7.7    | Rob Roy to Morrissey Ave in Santa Cruz      | 4-lane freeway      |              |                         |             | \$2,428,000 | 2,428,000                           |
| 56-SCr        | 1.0    | In Santa Cruz, Morrissey Ave to Jct. Rte. 5 | 4-lane freeway      | 300,000      |                         |             | 594,000     | 894,000                             |
| 56-SCr        | 3.0    | Jct Rte 5 to SCL Santa Cruz                 | 4-lane divided      | 300,000      |                         | 1,080,000   |             | 2,380,000                           |
| 56-B          | 3.7    | Santa Cruz to Davenport                     | Grade and surface   | 100,000      | 330,000                 |             |             | 430,000                             |
| 56-C          | 0.9    | Waddell Cr. to San Mateo Co Line            | Grade and surface   | 2,000        | 662,000                 |             |             | 664,000                             |
| 67-B          | 1.0    | Jct SCr-56-E to WCL of Watsonville          | 4-lanes divided     | 20,000       | 165,000                 |             |             | 185,000                             |
| 67-Wat.       | 1.0    | In Watsonville                              | 4-lane divided      | 100,000      |                         | 165,000     |             | 265,000                             |
| 67-A          | 10.0   | Watsonville to W. Bdry.                     | Grade and surface   | 75,000       | 825,000                 |             |             | 900,000                             |
| 116-A         | 12.6   | Jct Rte 5 to Boulder Creek                  | Grade and surface   | 200,000      | 1,806,000               |             |             | 1,806,000                           |
| 116-B         | 7.8    | Boulder Creek to Jct Rte. 42                | Grade and surface   | 10,000       | 468,000                 |             |             | 478,000                             |
| Totals        | 105.3  |   |                     | \$1,357,000  | \$7,278,000             | \$2,233,000 | \$3,022,000 | \$13,890,000                        |



## SHASTA COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec. | Length | Description                         | Type of improvement       | Right of way | Total construction cost |             |          | Total construction and right of way |
|-----------------|--------|-------------------------------------|---------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                 |        |                                     |                           |              | Rural                   | Cities      | Freeways |                                     |
| SHASTA          |        |                                     |                           |              |                         |             |          |                                     |
| 3-A             | 12.0   | S Co. Bdry. to 0.2 Mi. N. Clear Cr. | 4-lane divided (Por.)     |              | \$1,665,000             |             |          | \$1,665,000                         |
| 3-Rdg.          | 1.6    | In Redding                          | 4-lane divided            | \$100,000    |                         | \$935,000   |          | 1,035,000                           |
| 3-B             | 12.5   | Redding to Pitt R. Br.              | Por 4-lane divided        | 150,000      | 1,367,000               |             |          | 1,517,000                           |
| 3-C             | 5.3    | Crespo to La Moine                  | Grade & surf. Por. 4-lane | 30,000       | 2,178,000               |             |          | 2,208,000                           |
| 3-D             | 18.7   | La Moine to N. Bdry.                | Grade & surf. Por 4-lane  | 120,000      | 4,070,000               |             |          | 4,190,000                           |
| 20-A            | 8.5    | Tri Co Line to Tower House          | Grade and surface         | 50,000       | 935,000                 |             |          | 985,000                             |
| 20-A            | 6.3    | Tower House to Schilling            | Grade and surface         | 30,000       | 748,000                 |             |          | 778,000                             |
| 20-Rdg          | 0.86   | WCL to S.P.O.H.                     | Grade and surface         | 35,000       |                         | 77,000      |          | 112,000                             |
| 20-C,D,E        | 40.7   | 0.7 Mi E Redding to Viola           | Grade and surface         | 120,000      | 2,601,000               |             |          | 2,721,000                           |
| 20-C            |        | Sacramento River Br. 6-41           | Superstructure            |              | 360,000                 |             |          | 360,000                             |
| 28-C            | 16.0   | Montgomery Cr. to Burney Valley     | Grade and surface         | 35,000       | 1,265,000               |             |          | 1,300,000                           |
| 28-D            | 0.2    | Burney Cr & Branches                | Bridges                   |              | 110,000                 |             |          | 110,000                             |
| 29-A            |        | Beegum Cr Br 6-83                   | Bridge                    |              | 33,000                  |             |          | 33,000                              |
| 209-A           |        | Churn Cr Br. 6-95                   | Bridge                    |              | 11,000                  |             |          | 11,000                              |
| Totals          | 122.66 |                                     |                           | \$670,000    | \$15,348,000            | \$1,012,000 |          | \$17,025,000                        |

## SIERRA COUNTY

|               |       |  |                        |          |             |  |  |             |
|---------------|-------|--|------------------------|----------|-------------|--|--|-------------|
| <b>SIERRA</b> |       |  |                        |          |             |  |  |             |
| 25-A.....     |       | N. Fk. Yuba R. Br 13-02.....                 | Bridge.....            |          | \$88,000    |  |  | \$88,000    |
| 25-A.....     |       | Fiddle Cr. Br. 13-03.....                    | Bridge.....            |          | 22,000      |  |  | 22,000      |
| 25-A.....     |       | Goodyear Cr. Br 13-04.....                   | Bridge.....            |          | 55,000      |  |  | 55,000      |
| 25-A.....     |       | N. Fk. of N. Fk. Yuba R. (Downme) 13-05..... | Bridge.....            |          | 110,000     |  |  | 110,000     |
| 38-A.....     | 1.6   | S Co. Bdry. to State Line.....               | Grade and surface..... | \$15,000 | 276,000     |  |  | 290,000     |
| 83-A,B.....   | 29.5  | S. Co. Bdry to N Co. Bdry.....               | Grade and surface..... | 40,000   | 550,000     |  |  | 590,000     |
| 25-B,C.....   | 30.3  | Downmeville-Sattley.....                     | Grade and surface..... | 40,000   | 990,000     |  |  | 1,030,000   |
| Totals.....   | 61.40 |  |                        | \$95,000 | \$2,090,000 |  |  | \$2,185,000 |

## SISKIYOU COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec      | Length | Description                       | Type of improvement                             | Right of way | Total construction cost |           |          | Total construction and right of way |
|---------------------|--------|-----------------------------------|---|--------------|-------------------------|-----------|----------|-------------------------------------|
|                     |        |                                   |   |              | Rural                   | Cities    | Freeways |                                     |
| SISKIYOU            |        |                                   |   |              |                         |           |          |                                     |
| 3-A, Dmr, MSha..... | 9.5    | S Co Bdry to Spring Hill.....     | Grade, surface, bridges For 4-lane divided..... | \$300,000    | \$2,585,000             | \$105,000 |          | \$3,050,000                         |
| 3-A.....            | 8 0    | Spring Hill to Weed.....          | 4 lanes.....                                    | 105,000      | 1,155,000               |           |          | 1,260,000                           |
| 3-B.....            | 11 1   | Weed to Gazelle.....              | Gr & surf For 4 lanes.....                      | 150,000      | 1,650,000               |           |          | 1,800,000                           |
| 3-Yre.....          | 1 3    | In Yreka.....                     | 4 lanes.....                                    | 25,000       |                         | 110,000   |          | 135,000                             |
| 3-B.....            | 17 0   | Gazelle to Yreka.....             | Gr & Surf For 4 lanes.....                      | 80,000       | 80,858                  |           |          | 938,000                             |
| 3-C.....            | 13 0   | Yreka to Oregon Bdry.....         | Gr & Surf For 4 lanes.....                      | 60,000       | 1,595,000               |           |          | 1,655,000                           |
| 48-A,B,C,D.....     | 167 1  | Hum-Sis Co Bdry to Rt 3.....      | Grade and surface.....                          | 100,000      | 1,925,000               |           |          | 2,025,000                           |
| 46-A.....           | 9 5    | Dillon Cr Br 2-35.....            | Bridge.....                                     |              | 140,000                 |           |          | 140,000                             |
| 46-A.....           | 0 1    | Clear Creek Bridge 2-51.....      | Bridge.....                                     |              | 140,000                 |           |          | 140,000                             |
| 46-A.....           |        | Oak Flat Cr Br 2-53.....          | Bridge.....                                     |              | 28,000                  |           |          | 28,000                              |
| 46-B.....           |        | Indian Cr Br. 2-64.....           | Bridge.....                                     |              | 61,000                  |           |          | 61,000                              |
| 46-B.....           |        | Thompson Cr. Br 2-68.....         | Bridge.....                                     |              | 33,000                  |           |          | 33,000                              |
| 46-C.....           |        | Klamath R (Seiad) Br 2-74.....    | Bridge.....                                     |              | 110,000                 |           |          | 110,000                             |
| 46-C.....           |        | Scott R Br 2-79.....              | Bridge.....                                     |              | 66,000                  |           |          | 66,000                              |
| 46-D.....           |        | Klamath R (Walker) Br 2-80.....   | Bridge.....                                     |              | 138,000                 |           |          | 138,000                             |
| 46-D.....           | 0 5    | Jet Rt 3 and Rt 46.....           | Grade and surface.....                          | 2,000        | 242,000                 |           |          | 244,000                             |
| 72-A.....           | 11 7   | 4 6 Mi. N. of Weed to Cougar..... | Grade and surface.....                          | 20,000       | 539,000                 |           |          | 559,000                             |
| 72-C.....           | 11 0   | Macdoel to Dorris.....            | Grade and surface.....                          | 60,000       | 632,000                 |           |          | 692,000                             |
| 92-Yre.....         | 0 27   | Main St to E C L.....             | Grade and surface.....                          | 4,000        |                         | 47,000    |          | 51,000                              |
| 92-Yre.....         |        | Yreka Cr Br 2-43.....             | Bridge.....                                     |              |                         | 20,000    |          | 20,000                              |
| 92-E.....           | 5 4    | Yreka to Montague.....            | Grade and surface.....                          | 10,000       | 220,000                 |           |          | 230,000                             |
| 92-C,D.....         | 28.8   | Yreka to Etna.....                | Grade and surface.....                          | 100,000      | 1,155,000               |           |          | 1,255,000                           |
| 93-B.....           |        | Three Elk Cr Bridges.....         | Bridges.....                                    |              | 33,000                  |           |          | 33,000                              |
| 93-C.....           | 10 2   | McCloud to Rt 3.....              | Grade and surface.....                          | 15,000       | 550,000                 |           |          | 565,000                             |
| Totals.....         | 235 47 |                                   |   | \$1,031,000  | \$13,855,000            | \$342,000 |          | \$15,228,000                        |

## SOLANO COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co, Rt, Sec.                | Length      | Description                     | Type of improvement            | Right of way     | Total construction cost |                  |                    | Total construction and right of way |
|-----------------------------|-------------|---------------------------------|--------------------------------|------------------|-------------------------|------------------|--------------------|-------------------------------------|
|                             |             |                                 |                                |                  | Rural                   | Cities           | Freeways           |                                     |
| <b>SOLANO</b>               |             |                                 |                                |                  |                         |                  |                    |                                     |
| 7-F,G                       | 5 3         | Vallejo Wye to N of Jet Rte 208 | 4-lane divided freeway         | \$100,000        |                         |                  | \$2,420,000        | \$2,520,000                         |
| Sol-Nap-7-H,A,<br>B,C,D,Vac | 19.6        | N of Rte 208 to Ulatas Creek    | 4-lane freeway                 | 400,000          |                         |                  | 5,500,000          | 5,900,000                           |
| 7,6-D,E,I,A Vac             |             | Varaville to Yolo Co Line       | Separations for 4-lane freeway | 50,000           |                         |                  | 1,100,000          | 1,150,000                           |
| 53-A,B                      | 11.8        | Fairfield to Rio Vista          | Grade, surface, bridge         | 50,000           | \$1,255,000             |                  |                    | 1,305,000                           |
| Sol-Sac-53-C                |             | Sacramento River Bridge 23-24   | Bridge                         |                  | 415,000                 |                  |                    | 415,000                             |
| 74-Val                      | 1.6         | In Vallejo                      | 4-lane                         | 20,000           |                         | \$629,000        |                    | 649,000                             |
| 74-A                        | 2 9         | Vallejo to N Co Bdry            | 4-lane divided                 | 1,000            | 390,000                 |                  |                    | 391,000                             |
| 74-B                        | 3 6         | Vallejo to Benicia              | 4-lane divided                 | 100,000          | 561,000                 |                  |                    | 661,000                             |
| 74-Ben                      | 2 1         | In Benicia                      | 4-lane divided                 | 60,000           |                         | 176,000          |                    | 236,000                             |
| 74-D                        | 0 7         | Jet Rte 7 to Vallejo            | 4-lane divided                 | 8,000            | 605,000                 |                  |                    | 613,000                             |
| 90-A                        | 5 5         | N of Sweeney Crk to N Co Bdry   | Grade and surface              | 40,000           | 726,000                 |                  |                    | 766,000                             |
| 208-A                       | 8.9         | Sonoma Creek to Wilson St       | 4-lane divided                 | 20,000           | 2,000,000               |                  |                    | 2,020,000                           |
| 208-B                       |             | White Slough Bridge 23-65       | Bridge                         |                  | 44,000                  |                  |                    | 44,000                              |
| <b>Totals</b>               | <b>62 0</b> |                                 |                                | <b>\$849,000</b> | <b>\$5,996,000</b>      | <b>\$805,000</b> | <b>\$9,020,000</b> | <b>\$16,670,000</b>                 |

## SONOMA COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte, Sec | Length | Description                                | Type of improvement    | Right of way | Total construction cost |             |             | Total construction and right of way |
|--------------|--------|--|------------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|              |        |  |                        |              | Rural                   | Cities      | Freeways    |                                     |
| SONOMA       |        |  |                        |              |                         |             |             |                                     |
| 1-F          | 1.3    | Petaluma to 13 Mi. S                       | 4-lane divided freeway | \$30,000     |                         |             | \$920,000   | \$950,000                           |
| 1-Pet        | 0.5    | Through Petaluma                           | 4-lane divided freeway | 95,000       |                         |             | 193,000     | 288,000                             |
| 1-F          | 8.0    | Cotati to Petaluma                         | 4-lane divided freeway | 250,000      |                         |             | 1,955,000   | 2,205,000                           |
| 1-C          | 5.7    | 0.8 Mi S of Santa Rosa to Cotati           | 4-lane divided freeway | 150,000      |                         |             | 1,004,000   | 1,154,000                           |
| 1-C,SRo,B    | 3.7    | 0.3 Mi S Santa Rosa to 1.7 Mi N Santa Rosa | 4-Lane divided         |              | \$400,000               | \$935,000   |             | 1,335,000                           |
| 1-B          | 13.1   | Healdsburg to 1.7 Mi N of Santa Rosa       | 4-lane divided         | 300,000      | 1,036,000               |             |             | 2,236,000                           |
| 1-B          |        | Mark West Cr Br 20-10                      | Bridge                 |              | 99,000                  |             |             | 99,000                              |
| 1-Hilbg      | 1.0    | Through Healdsburg                         | 4-lane divided         | 24,000       |                         | 490,000     |             | 514,000                             |
| 1-A          | 16.2   | Cloverdale to Healdsburg                   | 4-lane divided         | 600,000      | 3,608,000               |             |             | 4,208,000                           |
| 1-Cld        | 1.0    | In Cloverdale                              | 4-lane divided         | 100,000      |                         | 550,000     |             | 650,000                             |
| 1-D          |        | Preston Overhead Br 20-32                  | Bridge                 |              | 110,000                 |             |             | 110,000                             |
| 3-A          | 11.2   | Son Co Line to Shellville                  | For 4 lanes            | 100,000      | 880,000                 |             |             | 980,000                             |
| 3-B          | 4.3    | Shellville to Co Line                      | Grade, surface, bridge | 60,000       | 352,000                 |             |             | 412,000                             |
| 51-Seb       | 0.3    | Through Sebastopol                         | 4-lane divided         | 25,000       |                         | 39,900      |             | 64,900                              |
| 51-C         | 5.8    | Sebastopol to Santa Rosa                   | 4-lane divided         | 25,000       | 732,000                 |             |             | 757,000                             |
| 51-SRo       | 1.4    | Through Santa Rosa                         | 4-lane divided         | 250,000      |                         | 319,000     |             | 569,000                             |
| 51-A         | 11.8   | Santa Rosa to Beltane                      | 4-lane divided         | 25,000       | 1,034,000               |             |             | 1,059,000                           |
| 51-B         | 11.6   | Beltane to Shellville                      | 4-lane divided         | 30,000       | 935,000                 |             |             | 965,000                             |
| 51-Son       | 1.1    | Through Sonoma                             | 4-lane divided         | 100,000      |                         | 110,000     |             | 210,000                             |
| 56-C,D,E     | 40.0   | Jet Rte 104 at Jenner to Men Co Line       | Grade and surface      | 100,000      | 370,000                 |             |             | 470,000                             |
| 103-A        | 20.1   | Napa Co to Geyserville                     | Grade and surface      | 60,000       | 1,153,000               |             |             | 1,213,000                           |
| 104-A        | 10.0   | Jenner to 3.2 Mi W of Guerneville          | Grade and surface      | 60,000       | 1,100,000               |             |             | 1,160,000                           |
| 104-B        | 14.1   | Guerneville to Sebastopol                  | 4-lane divided         | 100,000      | 2,255,000               |             |             | 2,355,000                           |
| 104-Seb      | 1.4    | Through Sebastopol                         | 4-lane divided         | 50,000       |                         | 231,000     |             | 281,000                             |
| 104-C        | 7.5    | Sebastopol to Cotati                       | 4-lane divided         | 60,000       | 770,000                 |             |             | 830,000                             |
| 104-D        | 13.1   | Petaluma to Shellville                     | Grade and surface      | 40,000       | 737,000                 |             |             | 777,000                             |
| 208-A        | 2.3    | Jet Rte 8 to Sol Co Line                   | 4 lane divided         | 5,000        | 473,000                 |             |             | 478,000                             |
| Totals       | 170.20 |  |                        | \$2,639,000  | \$16,044,000            | \$2,674,000 | \$4,072,000 | \$26,329,000                        |

## STANISLAUS COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co, Rte., Sec.              | Length | Description                     | Type of improvement    | Right of way | Total construction cost |             |          | Total construction and right of way |
|-----------------------------|--------|---------------------------------|------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                             |        |                                 |                        |              | Rural                   | Cities      | Freeways |                                     |
| STANISLAUS                  |        |                                 |                        |              |                         |             |          |                                     |
| 4-A                         | 6.7    | S Co Bdry. to N of Keyes        | 4-lane divided         | \$305,000    | \$1,540,000             |             |          | \$1,845,000                         |
| 4-Tur                       | 1.0    | In Turlock                      | 4-lane divided         | 600,000      |                         | \$275,000   |          | 875,000                             |
| 4-A,B                       | 2.4    | Hatch crossing to N. of Modesto | 4-lane divided         | 400,000      | 2,700,000               |             |          | 3,100,000                           |
| 4-Mod                       | 1.7    | In Modesto                      | 4-lane divided         | 1,500,000    |                         | 1,050,000   |          | 2,550,000                           |
| 13-A,B                      | 27.0   | Rte 4 to E Co Bdry              | Grade surface, bridge  | 150,000      | 1,540,000               |             |          | 1,690,000                           |
| 41-A,B                      | 25.0   | S Co Bdry to N Co Bdry          | 4-lane divided         | 250,000      | 3,025,000               |             |          | 3,275,000                           |
| 66-A                        | 4.5    | W Co Bdry to Oakdale            |                        | 15,000       | 165,000                 |             |          | 180,000                             |
| 75-A                        |        | Rock Creek Bridge 38-40         | Bridge                 |              | 22,000                  |             |          | 22,000                              |
| 109-Mod                     | 1.2    | In Modesto                      |                        |              |                         | 126,000     |          | 126,000                             |
| 109,110-Mod                 | 0.5    | In Modesto                      | S P R R Separation     |              |                         | 440,000     |          | 440,000                             |
| 109-A                       | 3.9    | Modesto to Rte 13               | 4-lane divided         | 50,000       | 462,000                 |             |          | 512,000                             |
| 110-A,B                     | 14.4   | W Co Line to Modesto            | 4-lane divided         | 100,000      | 2,420,000               |             |          | 2,520,000                           |
| 110-Mod                     | 0.7    | In Modesto                      | Grade and surface      | 65,000       |                         | 385,000     |          | 450,000                             |
| Sta, Tuo, Mpa-<br>110-CDEAB | 45.0   | Modesto to Rte 65               | Grade, surface, bridge | 200,000      | 3,025,000               |             |          | 3,225,000                           |
| Totals                      | 134.0  |                                 |                        | \$3,635,000  | \$14,999,000            | \$2,276,000 |          | \$20,810,000                        |

## SUTTER COUNTY

|               |      |                            |                          |           |             |           |  |             |
|---------------|------|----------------------------|--------------------------|-----------|-------------|-----------|--|-------------|
| <b>SUTTER</b> |      |                            |                          |           |             |           |  |             |
| 3-A           | 0.7  | Loma RR Xing               | R.R. Grade Separation    | \$6,500   | \$303,000   |           |  | \$309,500   |
| 3-A           | 11.7 | Yuba City to N Co Bdry     | Grade & surface, 4 lanes | 200,000   | 1,375,000   |           |  | 1,575,000   |
| 15-A          |      | Sac. R Br (Meridian) 18-08 | Bridge                   |           | 561,000     |           |  | 561,000     |
| 15-A,B        | 6.5  | Sutter City to Yuba City   | Grade, surface, bridge   | 90,000    | 814,000     |           |  | 904,000     |
| 87-A,B        | 25.5 | S. Co Bdry to Yuba City    | Grade, surface, bridge   | 120,000   | 1,100,000   |           |  | 1,220,000   |
| 87-Y.C        | 0.8  | In Yuba City               | Grade and surface        | 50,000    |             | \$275,000 |  | 325,000     |
| Totals        | 45.2 |                            |                          | \$466,500 | \$4,163,000 | \$275,000 |  | \$4,894,500 |

**STATE HIGHWAY DEFICIENCY REPORT**  
10-Year Period—1946 to 1956

**TEHAMA COUNTY**

178

| Co., Rt , Sec. | Length | Description                | Type of improvement     | Right of way | Total construction cost |           |          | Total construction and right of way |
|----------------|--------|----------------------------|-------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                |        |                            |                         |              | Rural                   | Cities    | Freeways |                                     |
| TEHAMA         |        |                            |                         |              |                         |           |          |                                     |
| 3-A.D          | 24.7   | S. Co. Bdry to Jet Rte. 29 | Grade & surf Pot 4-lane | \$250,000    | \$2,827,000             |           |          | \$3,077,000                         |
| 3-7-RBI        | 1.0    | In Red Bluff               | Grade and surface       | 50,000       |                         | \$275,000 |          | 325,000                             |
| 7-A.B          | 26.0   | S. Co Bdry. to Red Bluff   | 4-lane divided          | 360,000      | 3,960,000               |           |          | 4,320,000                           |
| 29-D           | ---    | Dry Cr. Br. 8-29           | Bridge                  |              | 28,000                  |           |          | 28,000                              |
| 29-E           | ---    | Salt Cr Br. 8-30           | Bridge                  |              | 39,000                  |           |          | 39,000                              |
| 29-E           | ---    | Crane Cr. Br. 8-49         | Bridge                  |              | 13,000                  |           |          | 13,000                              |
| 29-E           | ---    | S Fk. Cottonwood Cr        | Bridge                  |              | 55,000                  |           |          | 55,000                              |
| 29,30,33-B.A.A | 28.8   | Paynes Cr. to Morgan Sprs  | Grade and surface       | 75,000       | 2,096,000               |           |          | 2,171,000                           |
| Totals         | 80.50  |                            |                         | \$735,000    | \$9,018,000             | \$275,000 |          | \$10,028,000                        |

**TRINITY COUNTY**

|                     |      |  |                        |          |             |       |       |             |
|---------------------|------|--|------------------------|----------|-------------|-------|-------|-------------|
| <b>TRINITY</b>      |      |  |                        |          |             |       |       |             |
| 20-A (II)-----      | 11.0 | Weaverville to Tom Long Gulch-----         | Grade and surface----- | \$30,000 | \$878,000   | ----- | ----- | \$708,000   |
| 20-B.-----          | 10.5 | Tom Long Gulch to C. Bdry-----             | Grade and surface----- | 20,000   | 715,000     | ----- | ----- | 735,000     |
| 20-C (I)-----       | 2.8  | Hum-Tr. Co Bdry to 2 8 Mi E-----           | Grade and surface----- | 12,000   | 324,000     | ----- | ----- | 336,000     |
| 20-D.-----          | 9.7  | 2 8 Mi E. of Cedar Flat to Prairie Cr----- | Grade and surface----- | 15,000   | 1,454,000   | ----- | ----- | 1,469,000   |
| 35-A.-----          | ---  | Mad River Br 5-34-----                     | Bridge-----            | -----    | 44,000      | ----- | ----- | 44,000      |
| 35-A.-----          | ---  | S. Fk. Trinity River Bridge 5-26-----      | Bridge-----            | -----    | 55,000      | ----- | ----- | 55,000      |
| 35-C (II)-----      | 0.1  | At Intersection Rte 20-----                | Grade and surface----- | 1,000    | 33,000      | ----- | ----- | 34,000      |
| Dist. I Total-----  | 12.5 | -----                                      | -----                  | \$27,000 | \$1,877,000 | ----- | ----- | \$1,904,000 |
| Dist. II Total----- | 21.6 | -----                                      | -----                  | \$51,000 | \$1,424,000 | ----- | ----- | \$1,475,000 |
| Totals-----         | 34.1 | -----                                      | -----                  | \$78,000 | \$3,301,000 | ----- | ----- | \$3,379,000 |

SENATE JOURNAL

[Feb. 5, 1947]

## TULARE COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co, Rte, Sec.  | Length | Description                       | Type of improvement    | Right of way | Total construction cost |           |          | Total construction and right of way |
|----------------|--------|-----------------------------------|------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                |        |                                   |                        |              | Rural                   | Cities    | Freeways |                                     |
| TULARE         |        |                                   |                        |              |                         |           |          |                                     |
| 4-A            | 15 2   | S Co Line to Quail                | 4-lane divided         | \$665,000    | \$1,462,000             |           |          | \$2,127,000                         |
| 4-B            | 2.7    | Quail to 1 Mi S. of Tipton        | 4-lane divided         | 15,000       | 253,000                 |           |          | 268,000                             |
| 4-B            | 7.8    | 1 Mi S Tipton to Rankin Airport   | 4-lane divided         | 160,000      | 1,216,000               |           |          | 1,376,000                           |
| 4-B,F          | 8.9    | Rankin Airport to Tagus           | 4-lane divided         | 250,000      | 1,980,000               |           |          | 2,230,000                           |
| 4-F            | 3.7    | Tagus to Rte 10                   | 4-lane divided         | 35,000       | 648,000                 |           |          | 683,000                             |
| 4-F            | 3 2    | Rte 10 to 1 Mi. N. Goshen         | 4-lane divided         | 85,000       | 1,242,000               |           |          | 1,327,000                           |
| 4-E            | 10.6   | 1 Mi N. Goshen to Kings River     | 4-lane divided         | 100,000      | 1,180,000               |           |          | 1,280,000                           |
| 4-E            | 0.3    | 0.3 Mi S Co Line to Co. Line      | 4-lane divided         |              | 62,000                  |           |          | 62,000                              |
| 10 B           | 4 2    | Rte 4 to Highway School           | 4-lane divided         | 80,000       | 592,000                 |           |          | 672,000                             |
| 10-Vis         | 1 3    | Visalia                           | 4-lanes                | 110,000      |                         | \$265,000 |          | 375,000                             |
| 127-B,C,D,E    | 43 0   | Porterville to Quaking Aspen Camp | Grade, surface, bridge | 50,000       | 490,000                 |           |          | 540,000                             |
| 129-B          | 4.9    | Deer Creek to Ponca               | Grade and surface      | 46,000       | 307,000                 |           |          | 353,000                             |
| 129-B          | 1.2    | Ponca to Porterville              | Grade and surface      | 91,000       | 129,000                 |           |          | 220,000                             |
| 129-Ptrv       | 1.3    | In Porterville                    | 4-lane divided         | 670,000      |                         | 393,000   |          | 1,063,000                           |
| 129-E,F,G      | 35.6   | Rte. 10 to N Co Bdry              | Grade, surface, bridge | 200,000      | 1,210,000               |           |          | 1,410,000                           |
| 129-D          | 5 0    | Jet Rte 134 to Exeter             | Grade and surface      | 50,000       | 440,000                 |           |          | 490,000                             |
| 132-A          | 7 8    | Rte 134 to Rte. 10                | 4-lane divided         | 150,000      | 960,000                 |           |          | 1,110,000                           |
| 132-B,C        | 20 7   | Visalia to N Co Bdry              | Grade, surface, bridge | 75,000       | 470,000                 |           |          | 545,000                             |
| 133-A          | 13 0   | Visalia to Woodlake               | Grade and surface      | 200,000      | 755,000                 |           |          | 955,000                             |
| Tul-Kin-134-AA | 17 0   | Tulare to Corcoran                | Por. 4-lane            | 200,000      | 390,000                 |           |          | 590,000                             |
| 135-A,B        | 10 0   | Kings Co lane to 10 Mi S E        | Grade and surface      | 15,000       | 660,000                 |           |          | 675,000                             |
| Totals         | 217 40 |                                   |                        | \$3,247,000  | \$14,446,000            | \$658,000 |          | \$18,351,000                        |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**TUOLUMNE COUNTY**

| Co., Rte., Sec  | Length | Description                    | Type of improvement | Right of way | Total construction cost |          |          | Total construction and right of way |
|-----------------|--------|--------------------------------|---------------------|--------------|-------------------------|----------|----------|-------------------------------------|
|                 |        |                                |                     |              | Rural                   | Cities   | Freeways |                                     |
| <b>TUOLUMNE</b> |        |                                |                     |              |                         |          |          |                                     |
| 13-A,B          | 22.0   | West Co. Bdry. to Sonora       | Grade and surface   | \$150,000    | \$1,430,000             |          |          | \$1,580,000                         |
| 13-CDFGH        | 68.0   | Sonora to F. Co. Bdry.         | Grade and surface   | 150,000      | 1,455,000               |          |          | 1,605,000                           |
| 40-ABCDE        | 42.0   | Rte 13 to Yosemite Park        | Grade and surface   | 100,000      | 2,555,000               |          |          | 2,655,000                           |
| 65-A            | 5.0    | County Line to Columbia Wye    | Grade and surface   | 50,000       | 550,000                 |          |          | 600,000                             |
| 65-B            | 9.1    | Moccasin Cr. to southerly Bdry | Grade and surface   | 10,000       | 426,000                 |          |          | 436,000                             |
| 65-Sra          | 0.5    | In Sonora North Entrance       | Grade and surface   |              |                         | \$27,000 |          | 27,000                              |
| Totals          | 146.6  |                                |                     | \$460,000    | \$6,416,000             | \$27,000 |          | \$6,903,000                         |



**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**VENTURA COUNTY**

Feb. 5, 1947]

SENATE JOURNAL

181

| Co., Rt., Sec. | Length | Description   | Type of improvement    | Right of way | Total construction cost |           |             | Total construction and right of way |
|----------------|--------|---|------------------------|--------------|-------------------------|-----------|-------------|-------------------------------------|
|                |        |   |                        |              | Rural                   | Cities    | Freeways    |                                     |
| VENTURA        |        |   |                        |              |                         |           |             |                                     |
| 2-A,B,C        | 24 4   | Mi. 0 00 to 6 75 "A", Mi. 0 00 to 10.68 "B"; Mi. 0 00 to 7 00 "C" | 4-lane divided freeway | \$300,000    |                         |           | \$3,630,000 | \$3,930,000                         |
| 2-C            | 3 2    | Mi. 7 00 to Mi. 10 20   | 4-lane divided freeway |              |                         |           | 801,000     | 801,000                             |
| 2-Ven          | 3 0    | Through Ventura   | 6-lane freeway         | 1,000,000    |                         |           | 5,500,000   | 6,500,000                           |
| 2-D            | 5 7    | Mi. 0 38 to Mi. 6 05  | 4-lane divided         | 75,000       | \$1,110,000             |           |             | 1,185,000                           |
| 2-E            | 2 0    | Mi. 0 00 to Mi. 1 95  | 4-lane divided         | 50,000       | 440,000                 |           |             | 490,000                             |
| 2-F            | 1 2    | At Long Wall N. of Ventura  | 4-lane divided         |              | 892,000                 |           |             | 892,000                             |
| 2-F,G          | 4 6    | Mi. 0 00 to Mi. 4 33 "F"; Mi. 0 0 to 0 26 "G"                     | 4-lane divided         |              | 1,639,000               |           |             | 1,639,000                           |
| 9-A            | 0 7    | Mi. 4 85 to Mi. 5 10, Mi. 7 80 to Mi. 8 20                        | Grade and surface      | 15,000       | 88,000                  |           |             | 103,000                             |
| 9-B            | ---    | Local line changes & raise grade                                  | Grade and surface      | 25,000       | 149,000                 |           |             | 174,000                             |
| 9-B            | ---    | Wixadi Cr. Br. 52-56  | Bridge                 |              | 17,000                  |           |             | 17,000                              |
| 9-C            | ---    | Local line changes and raise grade                                | Grade and surface      | 15,000       | 149,000                 |           |             | 164,000                             |
| 60-A           | 16 2   | Mi. 0 00 to Mi. 3 99; Mi. 4 67 to Mi. 16 91                       | 4-lane divided         | 175,000      | 5,410,000               |           |             | 5,585,000                           |
| 60-Oxn         | 2 0    | Through Oxnard  | 4-lane divided         |              |                         | \$112,000 |             | 112,000                             |
| 60-B           | 2 3    | Mi. 0 00 to Mi. 2 34  | 4-lane divided         | 25,000       | 302,000                 |           |             | 327,000                             |
| 79-Ven         | 0 3    | Through Ventura   | 4 lanes                |              |                         | 56,600    |             | 56,600                              |
| 79-A           | 10 8   | Entire Section  | 4-lane divided         | 300,000      | 1,872,000               |           |             | 2,172,000                           |
| 79-SPa         | 2 3    | Through Santa Paula   | 4 lanes                |              |                         | 220,000   |             | 220,000                             |
| 79-B           | ---    | Sespe Creek W. of Fillmore—Line change                            | Grade and surface      | 50,000       | 462,000                 |           |             | 512,000                             |
| 79-Fil         | 1 6    | Sespe Creek W. of Fillmore—In Fillmore                            | Grade and surface      |              |                         | 123,000   |             | 123,000                             |
| 138-Ven        | 0 8    | Through Ventura   | 4-lane divided         |              |                         | 215,000   |             | 215,000                             |
| 138-A          | 4 8    | N C L. Ventura to Foster Park                                     | 4-lane divided         | 100,000      | 440,000                 |           |             | 540,000                             |
| 138-A          | ---    | Matilija Creek Br. 52-44  | Bridge                 |              | 50,000                  |           |             | 50,000                              |
| 138-E          | ---    | 7 Bridges   | Bridges                |              | 96,000                  |           |             | 96,000                              |
| 151-D          | ---    | Santa Paula Creek Br. 52-105                                      | Bridge                 |              | 83,000                  |           |             | 83,000                              |
| 151-D          | 1 8    | Mile 0 00 to Mile 1 80  | Grade and surface      |              | 77,000                  |           |             | 77,000                              |
| 151-C          | ---    | Bridge  | Bridge                 |              | 220,000                 |           |             | 220,000                             |
| 153-Oxn        | 0 9    | Factory Lane to EC L. Oxnard                                      | 4 lanes                |              |                         | 112,000   |             | 112,000                             |
| 153-A          | 0 8    | Mi. 7 70 to Mi. 8 50  | Grade and surface      |              | 55,000                  |           |             | 55,000                              |
| Totals         | 89 4   |   |                        | \$2,130,000  | \$13,551,000            | \$838,600 | \$9,931,000 | \$20,450,600                        |

## YOLO COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co, Rte, Sec. | Length | Description                             | Type of improvement       | Right of way | Total construction cost |        |           | Total construction and right of way |
|---------------|--------|---|---------------------------|--------------|-------------------------|--------|-----------|-------------------------------------|
|               |        |   |                           |              | Rural                   | Cities | Freeways  |                                     |
| YOLO          |        |   |                           |              |                         |        |           |                                     |
| 6-E,A         | 5.8    | S Co. Bdry. to Yolo Causeway            | Grade separations—freeway |              |                         |        | \$330,000 | \$330,000                           |
| 6-B           | 3.1    | Yolo Causeway-Br 2202                   | Bridge                    |              | \$2,970,000             |        |           | 2,970,000                           |
| 6-C           | 4 1    | Yolo Causeway to M St Br                | 4-lane divided            | \$207,000    | 1,430,000               |        |           | 1,637,000                           |
| 7-A           | 14 0   | S Co Bdry. to Woodland                  | Grade and surface         | 45,000       | 550,000                 |        |           | 595,000                             |
| 7-A           | ---    | At Mullen Crossing                      | Grade separation          | 2,000        | 275,000                 |        |           | 277,000                             |
| 7-B           | 0.8    | Woodland to Browns Corner               | 4-lane divided            | 17,000       | 165,000                 |        |           | 182,000                             |
| 7-B,C         | 20.6   | Browns Cor. to N. Co. Bdry.             | 4-lane divided and bridge | 400,000      | 2,338,000               |        |           | 2,738,000                           |
| 50-A,B,C,D    | 41.2   | N Co Bdry to Woodland                   | Grade, surface, bridge    | 85,000       | 918,000                 |        |           | 1,003,000                           |
| 50-E,F        | 17.8   | Woodland to E. Co. Bdry.                | 4-lane divided            | 700,000      | 7,150,000               |        |           | 7,850,000                           |
| 87-A          | 12.0   | Woodland to N County Bdry               | Grade, surface, bridge    | 60,000       | 715,000                 |        |           | 775,000                             |
| 88-A          | 13 0   | Knights Landing to N Co Bdry            | Grade, surface, bridge    | 40,000       | 550,000                 |        |           | 590,000                             |
| 90-A,B        | 23 4   | S. Co Bdry to Rte 7, 2 5 Mi. S Dunnigan | Grade and surface         | 160,000      | 2,475,000               |        |           | 2,635,000                           |
| Totals        | 165.6  |   |                           | \$1,716,000  | \$19,536,000            |        | \$330,000 | \$21,582,000                        |

## YUBA COUNTY

|             |      |                                 |  |           |             |           |  |             |
|-------------|------|---------------------------------|--|-----------|-------------|-----------|--|-------------|
| <b>YUBA</b> |      |                                 |  |           |             |           |  |             |
| 3-A,B.....  | 12 7 | S Co. Bdry to Marysville.....   | Grade, sur and bridge & Por. 4-lane..... | \$190,000 | \$3,493,000 |           |  | \$3,683,000 |
| 15-A,B..... | 14.5 | Marysville to Parks Bar Br..... | Grade and surface.....                   | 13,700    | 1,060,000   |           |  | 1,073,700   |
| 87-A.....   | 10.0 | Marysville to N. Co. Bdry.....  | Grade, surface, bridge.....              | 110,000   | 1,144,000   |           |  | 1,254,000   |
| 87-Mvl..... | 1 2  | In Marysville.....              | 4-lane divided.....                      | 80,000    |             | \$605,000 |  | 685,000     |
| Totals..... | 38 4 |                                 |  | \$393,700 | \$5,697,000 | \$605,000 |  | \$6,695,700 |

**CONSIDERATION OF DAILY FILE (RESUMED)**  
**THIRD READING OF SENATE BILLS (RESUMED)**

**Senate Bill No. 5**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 188, 203, 1021, 1621, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 194, 195, and 1622 of, and to add Division 3, Article 2 of Chapter 2 of Division 1, and Sections 29, 74, 188, 188.2, and 188.4 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 270, 276, 277, 370, 381, and 781 of the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Part 4, comprising Sections 9601 to 10501, inclusive, to Division 2 of, and Sections 8353 and 10456 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937

Bill read third time.

**Motion to Amend**

Senator Mayo moved the adoption of the following amendments:

**Amendment No. 1**

On page 13, line 25, of the printed bill, as amended in the Senate on February 3, 1947, after "State", insert "subject to the provisions of Section 188.4".

**Amendment No. 2**

On page 13 of said bill, strike out lines 28 to 33 inclusive, and insert "188.4. Out of the money available for expenditure in County Groups Nos. 1 and 2 respectively the commission shall allocate for expenditure and the department shall expend or cause to be expended in every county, including cities and counties, in each such county group, for the construction of and the acquisition of rights of way for, state highways in every such county of at least 25 percent of the estimated cost of construction and rights of way as set forth in the summary of proposed expenditures for state highway purposes as printed in the Senate Daily Journal of the Fifty-seventh (First Extraordinary) Session for February 3, 1947, during the five-year period commencing July 1, 1946, and ending June 30, 1951, and an additional 25 percent of such estimated total cost during the five-year period commencing July 1, 1951, and ending June 30, 1956."

Amendments read.

**Previous Question**

Senator Dillinger moved the previous question.

Motion carried.

The question being on adoption of the amendments offered by Senator Mayo.

**Roll Call Demanded**

Senators Mayo, Hulse, and Hatfield demanded a roll call.

The roll was called, and the amendments adopted by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McCormack, O'Gara, Parkman, Quinn, Rich, Salsman, Slater, Sutton, Tenney, Watson, Weybret, and Williams—33.

**NOES**—Senators Collier and McBride—2.

Senate Bill No. 5 ordered printed, engrossed, and to third reading.

**MOTION TO SUSPEND SENATE RULE NO. 38**

Senator Carter moved that the portion of Rule No. 38 of the Standing Rules of the Senate which precludes consideration on the third reading file or in committee of amendments heretofore adopted on third reading, be suspended temporarily during the consideration of Senate Bill No. 5.

The roll was called, and the motion carried by the following vote:

**AYES**—Senators Breed, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Gordon, Hatfield, Hulse, Jespersen, Judah, Kraft, Mayo, McCormack, O'Gara, Parkman, Quinn, Rich, Salsman, Slater, Sutton, Tenney, Watson, Weybret, and Williams—31.

**NOES**—None.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, February 5, 1947

**MR. PRESIDENT**: I am directed to inform your honorable body that the Assembly on this day passed:

Senate Bill No. 1

Senate Bill No. 2

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

Above bills ordered enrolled.

**RESOLUTIONS**

The following resolution was offered:

By Senator Kraft:

**Senate Resolution No. 18**

*Resolved*, That a Committee of Three be appointed by the President of the Senate to notify the Assembly that the Senate is ready to recess, in accordance with the provisions of Assembly Concurrent Resolution No. 1, and to ask if the Assembly has any further communications to transmit to the Senate.

Resolution read, and, on motion of Senator Kraft, adopted.

**Appointment of Special Committee**

The President announced, in accordance with the above resolution, the appointment of Senators Kraft, Watson, and O'Gara.

By Senator Judah:

**Senate Resolution No. 19**

*Resolved*, That a Committee of Three be appointed by the President of the Senate to notify the Governor that the Senate is ready to recess, in accordance with the provisions of Assembly Concurrent Resolution No. 1, and to ask if he has any further communications to transmit to the Senate.

Resolution read, and, on motion of Senator Judah, adopted.

**Appointment of Special Committee**

The President announced, in accordance with the above resolution, the appointment of Senators Judah, Quinn, and Slater.

**MOTION TO APPROVE JOURNALS**

Senator Powers moved that the Journals of Monday, February 3, 1947, and Tuesday, February 4, 1947, be approved as corrected by the Minute Clerk and Journal Clerk.

Motion carried.

**MOTION TO APPROVE MINUTES**

Senator Powers moved that the minutes for this day, February 5th, be approved as read.

Motion carried.

**REPORTS OF SPECIAL COMMITTEES**

Senators Judah, Quinn, and Slater, appointed to wait upon the Governor and inform him of the readiness of the Senate to recess in accordance with the provisions of Assembly Concurrent Resolution No. 1, reported that they had performed their duty.

Senators Kraft, Watson, and O'Gara, appointed to inform the Assembly of the readiness of the Senate to recess in accordance with the provisions of Assembly Concurrent Resolution No. 1, reported that they had performed their duty.

**MOTION TO RECESS**

Thereupon, at 3 p.m., on motion of Senator Powers, in accordance with the provisions of Assembly Concurrent Resolution No. 1, Hon. T. H. DeLap, Senator of Seventeenth District, presiding, declared the Senate adjourned, to reconvene at 11 a.m., on March 3, 1947, out of respect to the memory of the late Judge Andrew L. Pierovich.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**NINETEENTH LEGISLATIVE DAY**  
**FIFTIETH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO  
Monday, March 3, 1947

Pursuant to Assembly Concurrent Resolution No. 1, providing for the reconvening of the Fifty-seventh (First Extraordinary) Session of the Legislature, the Senate met at 11 a.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.  
Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McCormack, Parkman, Powers, Quinn, Rich, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—34.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator O'Gara, on motion of Senator Powers, due to illness.

Senator McBride, on motion of Senator Powers, due to legislative business.

Senator Breed, on motion of Senator Powers, due to legislative business.

Senator Salsman, on motion of Senator Powers, due to legislative business.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator Slater, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. and Mrs. Charles J. Goldrick of Santa Rosa.

## COMMUNICATIONS

The following communication was received, read, and ordered printed in the Journal:

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
SACRAMENTO, February 26, 1947

*Hon. Joseph A. Beek, Secretary of the Senate  
State Capitol, Sacramento, California*

DEAR SIR: This will acknowledge receipt of your letter of February 5, 1947, transmitting by direction of the Senate copies of Senate Resolution No. 16, requesting and directing the Director of Public Works "to report by written communication \* \* \* a statement of what roads or streets which are not now in the State Highway System are incorporated into the State Highway System by the provisions of Senate Bill No. 5 of the First Extraordinary Session of the Fifty-seventh Legislature of California; and to include in the statement of the location of each such road or street so added \* \* \*".

The following statement is respectfully submitted in conformance with the directions of the above quoted resolution:

Article 2, beginning on page 7 of Senate Bill No. 5 establishes the Expressways System of State Highways.

A portion of the expressway described in Section 257, in San Mateo County, is in the San Francisco metropolitan area and is not now a part of the State Highway System.

A portion of the expressway described in Section 265 (lines 4, 5, and 6 on page 9), in Alameda County, is in the Oakland metropolitan area and is not now a part of the State Highway System.

A portion of the expressway described in Section 270 (lines 17, 18, 19), and the expressways described in Section 272 (lines 22, 23), Section 274 (lines 26, 27), and Section 275 (lines 28, 29, 30), on page 9, are in the Los Angeles metropolitan area and are not now a part of the State Highway System.

A portion of the expressways described in Sections 277, 278, and 279 (lines 33 to 43 inclusive), are in the San Francisco metropolitan area and are not now a part of the State Highway System.

A portion of the expressway described in Section 281 and the expressway described in Section 283 (lines 48, 49, 50 on page 9, and lines 4, 5, 6 on page 10), are in the Oakland metropolitan area and are not now a part of the State Highway System.

These expressways and portions of expressways, not now a part of the State Highway System, have never been definitely located. As nearly as can be determined at this time, the location of these expressways and portions of expressways is as follows:

Section 257. That part of the expressway described in Section 257 from a point on State Highway 68 near San Bruno in San Mateo County to State Highway Route 2 near San Bruno, a distance of 1.0 miles, is not now a part of the State Highway System.

Section 265. That part of the expressway described in Section 265 from a point on State Highway Route 5 near Hayward in Alameda County to a point on the expressway described in Section 264 in Alameda County, a distance of 1.8 miles, is not now a part of the State Highway System.

Section 270. That part of Sepulveda Expressway from Inglewood Expressway described in Section 272 to the Los Angeles River Expressway described in Section 275 near Long Beach, a distance of 12.0 miles, is not now a part of the State Highway System.

Section 272. The Inglewood Expressway extends from a connection with State Route 60 near the Los Angeles Airport (Mines Field) to the Harbor Expressway described in Section 268, a distance of 8.0 miles. It is not now a part of the State Highway System.

Section 274. The East Bypass Expressway is a bypass around the east side of the central downtown business district of Los Angeles. It extends from a connection with the Harbor Expressway south of the business district to a connection with the Arroyo Seco Expressway north of the business district, a distance of 4.5 miles. It is not now a part of the State Highway System.

Section 275. The Los Angeles River Expressway extends from a point on the Santa Ana Expressway east of the business district of Los Angeles to the City of Long Beach, and from a connection with the expressway described in Section 258 to a connection with the expressway described in Section 257, a distance of 21.5 miles. It is not now in the State Highway System.

Section 277. The Alemany Expressway extends from a connection with the expressway described in Section 257 (now State Route 56) near the south city limits of San Francisco to a connection with the expressway described in Section 259 (now State Route 68, the Bayshore Highway). The southerly portion of this expressway,



approximately one mile (1.0) in distance, is not now a portion of the State Highway System.

Section 278. This expressway extends from a connection with the expressway described in Section 257 (now State Highway Route 56) near the Golden Gate Bridge to the expressway described in Section 259 (now the San Francisco approach to the San Francisco-Oakland Bay Bridge). The easterly portion of this expressway, a distance of approximately 2.5 miles, is not now a part of the State Highway System.

Section 279. The Twin Peaks Expressway extends from a connection with the expressway described in Section 257 (now State Route 56) near Sloat Boulevard to the expressway described in Section 259 near Division Street. The westerly portion of this expressway, approximately 4.3 miles in distance, is not now a portion of the State Highway System.

Section 281. That part of Walnut Creek Expressway from the City of Alameda near Santa Clara Avenue to MacArthur Expressway described in Section 280, a distance of 4.0 miles, is not now a part of the State Highway System.

Section 283. Mountain Boulevard Expressway from near the junction of Tunnel Road and Walnut Creek Expressways to MacArthur Expressway near San Leandro, a distance of 9.6 miles, is not now a part of the State Highway System.

The total distance of expressways which would be added to the State Highway System by Senate Bill No. 5 is 67.4 miles.

In order to provide a reasonably satisfactory and acceptable continuous routing on any expressway system of main north and south lines and east and west laterals, even though strictly confined to presently established State Highway routes, it is necessary to include two short connections not now in existence: One of approximately 1.0 mile in length, as noted above under heading Section 257, between Route 68 and Route 2 near San Bruno; and one of approximately 1.8 miles in length, also listed above under heading Section 265, between Route 5 and Route 69 near Hayward. These connections are not included in the total of 67.4 miles shown in the preceding paragraph.

Respectfully submitted.

C. H. PURCELL  
Director of Public Works

## REPORTS OF STANDING COMMITTEES

### Committee on Rules

SENATE CHAMBER, SACRAMENTO, February 5, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Bill No. 5

Senate Bill No. 15

And reports the same correctly re-engrossed.

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, February 7, 1947

MR. PRESIDENT: The Committee on Rules has examined:

**Senate Bill No. 1**—An act to amend Sections 160, 164, 164.5, and 675.5 of the Vehicle Code, relating to the registration of motor vehicles;

**Senate Bill No. 2**—An act to add Section 10759 to the Revenue and Taxation Code, and Section 373.5 to the Vehicle Code, relating to vehicle registration and license fees;

**Senate Bill No. 22**—An act making an appropriation to the Department of Motor Vehicles for the improvement and mechanization of the registration and related financial and statistical procedures of the Department of Motor Vehicles, to take effect immediately;

And reports that the same have been correctly enrolled, and presented to the Governor on the seventh day of February, 1947, at 11 a.m.

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, March 3, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Concurrent Resolution No. 2

And reports the same correctly engrossed.

POWERS, Chairman

## RESOLUTIONS

The following resolutions were offered :

By Senator Brown :

## Senate Resolution No. 20

*Resolved*, That the following named persons be and they are hereby appointed to the positions hereinafter set forth as provided by law with the compensation set opposite their names, payable weekly seven days per week, beginning Monday, March 3, 1947, and the Controller is hereby directed to draw his warrants in favor of the respective persons for the respective amounts, and the Treasurer is hereby directed to pay the same.

|   | <i>Per day</i> |
|---|----------------|
| Cleve V. Taylor, Chief Assistant Secretary-----         | \$15 00        |
| Buster Peart, Assistant Secretary-----                  | 12 00          |
| Pat Rollins, Assistant Secretary-----                   | 12 00          |
| Med Anderson, Assistant Secretary-----                  | 12 00          |
| Esther Markham, Assistant Secretary-----                | 12 00          |
| George Spaulding, History Clerk-----                    | 12 00          |
| N. L. Levering, Journal Clerk-----                      | 12 00          |
| Laura Prentice, Engrossing and Enrolling Clerk-----     | 12 00          |
| Julian Lindsay, Assistant at Desk-----                  | 10 00          |
| Morgan Flagg, Assistant at Desk-----                    | 10 00          |
| Thomas A. Wright, Chief Assistant Sergeant-at-Arms----- | 10 00          |

Resolution read.

The roll was called, and the resolution adopted by the following vote :

AYES—Senators Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Kraft, McCormack, Parkman, Powers, Quinn, Rich, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—30.

NOES—None.

By the Committee on Rules :

## Senate Resolution No. 21

*Resolved*, That the State Controller be and he is hereby directed and ordered to draw his warrants upon the proper funds in favor of the following named Senators and officers of the Senate for the amount set opposite each of their names, and the State Treasurer is hereby directed and ordered to pay the same, being the mileage due them by law, for attendance upon the Fifty-seventh (First Extraordinary) Session of the Legislature

| Senators                      | County                | Mileage | Total at<br>5 cents<br>per mile |
|-------------------------------|-----------------------|---------|---------------------------------|
| Breed, Arthur H. , Jr -----   | Alameda -----         | 180     | \$9 00                          |
| Brown, Charles -----          | Inyo -----            | 1,292   | 64 60                           |
| Burns, Hugh M -----           | Fresno -----          | 338     | 16 90                           |
| Busch, Burt W -----           | Lake -----            | 320     | 16 00                           |
| Carter, Oliver J -----        | Shasta -----          | 330     | 16 50                           |
| Collier, Randolph -----       | Siskiyou -----        | 590     | 29 50                           |
| Crittenden, Bradford S. ----- | San Joaquin -----     | 94      | 4 70                            |
| Cunningham, R. R. -----       | Kings -----           | 428     | 21 40                           |
| DeLap, T. H. -----            | Contra Costa -----    | 164     | 8 20                            |
| Desmond, Earl D -----         | Sacramento -----      | 2       | 10                              |
| Deuel, Charles H. -----       | Butte -----           | 202     | 10 10                           |
| Dillinger, H. E. -----        | El Dorado -----       | 100     | 5 00                            |
| Dilworth, Nelson S. -----     | Riverside -----       | 1,092   | 54 60                           |
| Donnelly, Hugh P. -----       | Stanislaus -----      | 182     | 9 10                            |
| Gordon, Frank L. -----        | Napa -----            | 94      | 4 70                            |
| Hatfield, George J. -----     | Merced -----          | 236     | 11 80                           |
| Hulse, Ben. -----             | Imperial -----        | 1,206   | 60 30                           |
| Jespersen, Chris N. -----     | San Luis Obispo ----- | 666     | 33 30                           |
| Judah, H. R. -----            | Santa Cruz -----      | 336     | 16 80                           |
| Keating, Thomas F. -----      | Marin -----           | 210     | 10 50                           |
| Kraft, Fred H. -----          | San Diego -----       | 1,146   | 57 30                           |
| Mayo, Jesse M. -----          | Calaveras -----       | 170     | 8 50                            |
| McBride, James J. -----       | Ventura -----         | 980     | 49 00                           |
| McCormack, Thomas -----       | Solano -----          | 124     | 6 20                            |
| O'Gara, Gerald J. -----       | San Francisco -----   | 180     | 9 00                            |
| Parkman, Harry L. -----       | San Mateo -----       | 222     | 11 10                           |
| Powers, Harold J. -----       | Modoc -----           | 832     | 41 60                           |
| Quinn, Irwin T. -----         | Humboldt -----        | 624     | 31 20                           |
| Rich, Wm. P. -----            | Yuba -----            | 106     | 5 30                            |
| Salsman, Byrl R. -----        | Santa Clara -----     | 292     | 14 60                           |

| Senators            | County         | Mileage | Total at<br>5 cents<br>per mille |
|---------------------|----------------|---------|----------------------------------|
| Slater, Herbert W.  | Sonoma         | 204     | \$10 20                          |
| Sutton, L. G.       | Colusa         | 150     | 7 50                             |
| Swing, Ralph E.     | San Bernardino | 1,016   | 50 80                            |
| Tenney, Jack B.     | Los Angeles    | 894     | 44 70                            |
| Ward, Clarence C.   | Santa Barbara  | 920     | 46 00                            |
| Watson, Clyde A.    | Orange         | 962     | 48 10                            |
| Weybret, Fred       | Monterey       | 484     | 24 20                            |
| Williams, J. Howard | Tulare         | 468     | 23 40                            |

| Officers                           | County      | Mileage | Total at<br>10 cents<br>per mille |
|------------------------------------|-------------|---------|-----------------------------------|
| Knight, Goodwin J., President      | Los Angeles | 894     | \$89 40                           |
| Beek, J. A., Secretary             | Orange      | 990     | 99 00                             |
| Nolan, Joseph F., Sergeant-at-Arms | Los Angeles | 894     | 89 40                             |
| Lea, John F., Minute Clerk         | Sacramento  | 2       | 20                                |

Resolution read.

The roll was called, and the resolution adopted by the following vote:

**AYES**—Senators Brown, Burns, Busch, Carter, Collier, Cunningham, DeLap, Desmond, Deuel, Dillinger, Donnelly, Gordon, Hatfield, Jespersen, Keating, Kraft, Mayo, McCormack, Parkman, Powers, Quinn, Rich, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—29.

**NOES**—None.

#### Senate Resolution No. 22

By Senator Carter:

*Resolved*, That the President of the Senate appoint a Special Committee of Three to notify the Governor that the Senate has reconvened the Fifty-seventh (First Extraordinary) Session pursuant to Assembly Concurrent Resolution No. 1, and is now ready to receive any communication he may have to make.

Resolution read, and, on motion of Senator Carter, adopted.

#### Appointment of Special Committee

The President announced, in accordance with the above resolution, the appointment of Senators Carter, Quinn, and Rich.

#### Senate Resolution No. 23

By Senator Dilworth:

*Resolved*, That the President of the Senate appoint a Special Committee of Three to notify the Assembly that the Senate has reconvened the Fifty-seventh (First Extraordinary) Session pursuant to Assembly Concurrent Resolution No. 1, and is now ready to proceed with the business of the State.

Resolution read, and, on motion of Senator Dilworth, adopted.

#### Appointment of Special Committee

The President announced, in accordance with the above resolution, the appointment of Senators Dilworth, Mayo, and Donnelly.

#### INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS

The following resolution was offered:

**Senate Concurrent Resolution No. 2:** By Senators Tenney, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McCormack, Parkman, Powers, Quinn, Rich, Slater, Sutton, Swing, Ward, Watson, Weybret, and Williams—Relative to the passing of Isadore B. Dockweiler.

**Request for Unanimous Consent**

Senator Tenney asked for, and was granted, unanimous consent to take up Senate Concurrent Resolution No. 2, at this time, for consideration.

**CONSIDERATION OF SENATE CONCURRENT RESOLUTION NO. 2**

**Senate Concurrent Resolution No. 2**—Relative to the passing of Isadore B. Dockweiler.

Resolution read, and adopted by a rising vote of the following Senators:

Senators Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McCormack, Parkman, Powers, Quinn, Rich, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—34

Resolution ordered transmitted to the Assembly.

**REPORTS OF SPECIAL COMMITTEES**

The following reports of special committees were received:

Senators Carter, Quinn, and Rich, the Special Committee appointed to wait upon the Governor and inform him of the organization of the Senate, reported that they had performed their duty.

Senators Dilworth, Mayo, and Donnelly, the Special Committee appointed to notify the Assembly of the organization of the Senate, reported that they had performed their duty.

**MESSAGES FROM THE ASSEMBLY**

A committee from the Assembly, consisting of Messrs. Sherwin, Caldecott, and Davis, appeared at the bar of the Senate, and announced that the Assembly was duly organized, and ready to proceed with the business of the State.

**MOTION TO SET SPECIAL ORDER**

Senator Collier moved that Senate Bills Nos. 12, 11, 9, 10, 13, and 5 be set as a special order of business for Tuesday, March 4, 1947, at 2.15 p.m., for the purpose of consideration in Committee of the Whole, without witnesses.

Motion carried.

**MOTION TO PRINT STATEMENT**

Senator Collier moved that the following statement regarding the highway program now before the Legislature be printed in the Journal, in 10-point type.

Motion carried.

**DETAILED STATEMENT REGARDING HIGHWAY PROGRAM****JOINT FACT-FINDING COMMITTEE ON  
HIGHWAYS, STREETS AND BRIDGES**

CALIFORNIA LEGISLATURE, SACRAMENTO 14, February 28, 1947

*Hon. Ralph C. Dills, Member of the Assembly  
1505 North Spring Street, Compton, California*

DEAR RALPH: We are pleased to answer to the best of our ability your very pertinent and timely questions regarding the highway program now before the Legislature. We are attaching a detailed statement answering your specific questions in the order you asked them in your letter written February 8, 1947.

You also ask if there is any additional information which would be helpful in familiarizing yourself and your colleagues with the whole highway program. The comments and notes which are made with regard to the statistical tables should be helpful, but we feel that additional comments are necessary, particularly since considerable confusion has arisen regarding the highway program and its financing. Moreover, certain false and misleading information has been published in the Senate Journal, in newspaper advertisements and editorials, and other publications which have had wide distribution throughout the State.

In order to facilitate your analysis of the material we have divided our discussion into four major headings, as follows:

- A. Balances available for highway, road, and street purposes on June 30, 1947.
- B. Misleading statements with regard to available balances.
- C. Misleading estimates of future highway revenue.
  - (1) Comparison of property tax estimates.
  - (2) Comparison of highway-user tax estimates.
- D. Federal aid.

**A. BALANCES AVAILABLE FOR HIGHWAY, ROAD, AND STREET  
PURPOSES ON JUNE 30, 1947**

Certain false representations have been made with regard to available balances for highway work. These statements are either made because of misunderstanding of the facts or are deliberately designed to confuse.

When one considers the fact that we are dealing with a long-term highway program and recognizes the further fact that certain balances will be available at the end of any particular period as well as at the beginning, it seems unnecessary to become exercised about the beginning balance unless it is an unreasonably large amount, which is not the case. However, a specific issue has been made of the moneys now available so it is necessary for us to deal with it at some length.

We are satisfied that the cash and investment balance available in the State Highway Fund on June 30, 1947, will be approximately

\$38,810,719; however, we should like to call your attention to the way in which this balance is earmarked

|  |              |
|--|--------------|
| Golden Gate Bridge approach-----                   | \$4,900,000  |
| State highways in cities (one-fourth cent)-----    | 10,269,315   |
| City streets of major importance-----              | 5,851,083    |
| Construction and improvements of county roads----- | 7,917,399    |
| State highway purposes-----                        | 9,872,922    |
|  | <hr/>        |
|  | \$38,810,719 |

The fact that \$35,000,000 of the balance will be invested in United States bonds is irrelevant. Ordinary business prudence requires that cash which cannot legally be spent immediately be invested in order to earn interest. Less than \$10,000,000 is available for general state highway purposes. Naturally at the end of each fiscal year there must be some carry-over cash balance, a part of which may be invested.

Moreover, the Division of Highways advises us that all available funds on June 30, 1947, will be obligated for projects that are not included in the deficiency program which the State Highway Engineer presented to the Senate Transportation Committee and which was published in the Senate Daily Journal of January 30, 1947.\*

The figures used above are given in the Governor's Budget after being approved by the California Highway Commission and accepted by the Department of Finance. If they are accurate, it is apparent that there are no large available balances for future highway construction. Any statements to the contrary are utterly false and misleading. As a matter of fact, the construction program of the Division of Highways, based upon the division's estimates of revenue for the 1947-48 Fiscal Year, amounts to \$22,961,000. In addition, \$6,000,000 will be spent for rights of way and \$4,000,000 for resurfacing. This program of expenditure has been approved by the California Highway Commission. It is absurd to assume that such a meager program would be undertaken if additional funds were available. Plans have already been made and projects approved amounting to \$40,000,000 which have been deferred of necessity because the money will not be available in 1947-48 under present tax rates.

As a matter of fact, the Division of Highways will not be able to take up all of the federal aid apportioned for 1947-48 because the necessary matching funds will not be available, a situation which is very disturbing to members of the committee because it may have an unfavorable effect in the Congress when future federal aid appropriations are considered. The Division of Highways will be eligible for \$17,140,000 of federal aid in 1947-48 but only \$12,000,000 will be used. The balance of \$5,140,000 must be deferred until the 1948-49 Fiscal Year because the necessary matching money will not be available under present methods of financing.

We have not dealt at length with city and county balances at this point, but greater detail is given in the attached statement.

\* All references to the Senate Daily Journal are to the Senate Daily Journal of the Fifty-seventh (First Extraordinary) Session

### B. MISLEADING STATEMENTS WITH REGARD TO AVAILABLE BALANCES

We want to point out some misleading and false statements which have been made regarding available balances for highway work. First, we direct your attention to the statements of the Western Oil and Gas Association appearing in a news story in the Sacramento Bee on January 13, 1947, in a paid advertisement published recently in 510 newspapers throughout the State, and in testimony of Mr. Don E. Gilman, Executive Vice President, before the Senate Committee on Transportation on January 28, 1947. In the first story the Western Oil and Gas Association stated that highway revenues from existing sources would amount to \$594,914,000 in the next four years. These data were taken from a Report of the California Major Highway Development Subcommittee on Highway Revenue Estimates and are broken down as follows:

|   |                     |
|---|---------------------|
| Carry-over cash balance (June 30, 1946) ..... | \$132,898,000       |
| 1946-47 .....                                 | 109,558,000         |
| 1947-48 .....                                 | 121,877,000         |
| 1948-49 .....                                 | 116,656,000         |
| 1949-50 .....                                 | 113,925,000         |
|   | <hr/> \$594,914,000 |

These Major Highway Development Subcommittee data were also published by Senator Jack B. Tenney as "additional figures" in the Senate Daily Journal of January 13, 1947, at page 22.

A breakdown of the \$132,898,000 balance available taken from the Report of the Major Highway Development Subcommittee shows the following by funds and agencies:

#### Carry-over Cash Balances and Federal Aid Receivable ‡ As of June 30, 1946 \*

|  | <i>State Division<br/>of Highways</i> | <i>Counties</i>    | <i>Cities</i>     | <i>Total</i>        |
|--|---------------------------------------|--------------------|-------------------|---------------------|
| State funds  |                                       |                    |                   |                     |
| State highway  | \$50,753,769                          | \$12,000,000*      | \$5,257,308       | \$68,011,077        |
| Motor vehicle fuel   | 9,381,034                             | 5,360,590          | 1,340,147         | 16,081,771          |
| Use fuel tax apportionment   | 487,866                               | -                  | -                 | 487,866             |
| Motor vehicle  | 4,713,455                             | 4,713,455          | -                 | 9,426,910           |
| Postwar construction   | -                                     | 15,000,000†        | -                 | 15,000,000          |
| Total state funds  | <hr/> \$65,336,124                    | <hr/> \$37,074,045 | <hr/> \$6,597,455 | <hr/> \$109,007,624 |
| Federal funds  |                                       |                    |                   |                     |
| Federal aid covering work already completed under prior acts of Congress | \$6,749,783                           | -                  | -                 | \$6,749,783         |
| Federal Aid Highway Act of 1944 — allotment for 1945-46 not yet received | 17,140,982                            | -                  | -                 | 17,140,982          |
| Total federal funds receivable   | <hr/> \$23,890,765                    | <hr/> -            | <hr/> -           | <hr/> \$23,890,765  |
| <b>GRAND TOTAL FUNDS</b>   | <hr/> \$89,226,889                    | <hr/> \$37,074,045 | <hr/> \$6,597,455 | <hr/> \$132,898,389 |

\* Does not include \$5,000,000 in State Highway Fund which is to be loaned to Golden Gate Bridge District for construction of new bridge approach.

† Earmarked for county roads out of \$90,000,000 appropriation authorized by Legislature in February, 1946, to assist counties and cities in postwar building projects.

‡ From the statement of the Subcommittee on Highway Revenue Estimates of the Major Highway Development Committee, September 24, 1946.

The balances shown in the table include amounts available in the Motor Vehicle Fuel Fund, the Use Fuel Tax Fund, and the Motor Vehicle Fund, totaling \$25,996,547. Although it is true that these moneys will become available for highway purposes in the 1946-47 Fiscal Year, it is also true that there will be balances in these funds on June 30, 1950, which cannot be spent until after July 1, 1950. Based on the Major Highway Development Subcommittee's revenue estimates, the amounts which would be in these funds on June 30, 1950, would be approximately \$35,000,000. In other words, even based on the Western Oil and Gas Association's own figures, available state-collected money was overstated by \$35,000,000.

Also, the association includes receipts from federal aid for work done in preceding years in its statement of balances available on June 30, 1946, yet it assumes that estimated federal aid in the 1949-50 Fiscal Year will be paid immediately. Consistent treatment would require that about \$8,000,000 be deducted from the available revenues since the money will not be paid to the State until after the projects are completed, that is, after June 30, 1950.

A second fallacy in the statements by the Western Oil and Gas Association is its misinterpretation of needs as reported in the Kennedy Engineering Report to the joint committee. Again similar figures were published by Senator Tenney in the Senate Daily Journal of January 13, 1947, at page 22. It is stated that Mr. Kennedy recommended expenditures of \$632,725,600 between July 1, 1946, and June 30, 1950. The Western Oil and Gas Association ignored the fact that Mr. Kennedy recommended expenditures of \$140,031,000 in the 1945-46 Fiscal Year, of which \$85,696,000 was to be spent on state highways. While we do not know the exact road and street expenditures of the cities and counties for the 1945-46 Fiscal Year, we do have figures for the State Division of Highways. As compared with Mr. Kennedy's recommended *construction* expenditures of \$70,666,000, the Division of Highways actually spent \$26,774,630. In short, \$43,891,370 of the program was not completed in the 1945-46 Fiscal Year. Naturally, if these expenditures were not made as recommended by Mr. Kennedy, it is necessary to carry them over to show the true picture. Actually, the Kennedy program for the period July 1, 1946, to June 30, 1950, becomes \$676,616,970 rather than \$632,725,600.

If we accept its own revenue estimates for the purpose of argument and the Kennedy program to June 30, 1950, then the Western Oil and Gas Association made an error of at least \$87,000,000. Therefore, instead of an excess of \$35,000,000 in highway funds to finance the program, as the association claims, there is actually a shortage of \$52,000,000.

As a matter of fact, additional confusion has been created by the Western Oil and Gas Association itself in conflicting statements in the press and to the Senate Transportation Committee. The association is quoted in the Sacramento Bee of January 13, 1947, as follows:

"The California Major Highway Development Committee, which consists of representatives of 22 organizations interested in highway matters, reported to the Collier committee that highway revenues from existing sources would amount to \$594,914,000 in the next four years. Add to this some \$73,271,000 for local roads and streets from property taxes and the total becomes \$668,185,000."



It is indicated that the California Major Highway Development Subcommittee figures were used. As we have previously indicated, when we analyze the statement of that subcommittee we find that a balance of \$132,898,000 is shown. In its paid advertisement, the Western Oil and Gas Association shows a balance of \$140,000,000 which, together with the estimated revenues of \$528,000,000 shown in the advertisement, totals \$668,000,000. Apparently, the association decided to reduce revenue estimates but increase "highway funds now available" by some \$7,000,000. In each instance, the association purports to show that there will be a "surplus" of \$35,000,000 after four years, after financing the program recommended in the Engineering Report to the Joint Committee.

When we examine the testimony of Mr. Don E. Gilman of the Western Oil and Gas Association before the Senate Committee on Transportation, we find one reason for the change in figures. On that date, Mr. Gilman returned to the \$595,000,000 figure in "funds on hand or currently receivable" (which included about \$133,000,000 in balances rather than the \$140,000,000 figure published in the advertisement the day before). To this amount Mr. Gilman added \$68,000,000 in property taxes "in the next four years" (as compared with the original estimate of \$72,371,000 which the association released to the press and which appeared in the Sacramento Bee on January 13, 1947). Mr. Gilman compares these revenue estimates with a statement of needs of \$632,000,000 by "the Collier committee staff." If we accept these figures the four-year period would show a surplus of \$31,000,000. Yet, in the advertisement of the preceding day the association showed a surplus of \$35,000,000. The following comparison of statements by the Western Oil and Gas Association should be useful:

|   | <i>Statement to press<br/>Jan. 13, 1947<sup>1</sup></i> | <i>Advertisement<br/>of<br/>Jan. 27, 1947<sup>2</sup></i> | <i>Statement of<br/>Mr. Don E.<br/>Gilman<sup>3</sup></i> |
|---|---|---|---|
| Balances available 6-30-46-----               | \$132,898,000 <sup>4</sup>                              | \$140,000,000   | \$133,000,000 <sup>4</sup>                                |
| Revenue 7-1-46 to 6-30-50                     |   |   |   |
| State taxes -----                             | 462,016,000 <sup>4</sup>                                | 528,000,000 <sup>5</sup>                                  | 462,000,000 <sup>4</sup>                                  |
| Local taxes -----                             | 73,271,000 <sup>4</sup>                                 |   |   |
| Total balances and<br>revenue available ----- | \$668,185,000   | \$668,000,000   | \$668,000,000   |
| Statement of needs 7-1-46 to 6-30-50          | 632,725,000   | 633,000,000   | 632,000,000   |
| Surplus 6-30-50 -----                         | \$35,460,000  | \$35,000,000  | \$31,000,000  |

<sup>1</sup> Published in Sacramento Bee, January 13, 1947.

<sup>2</sup> Published in San Francisco Call Bulletin on January 27, 1947. Also published in more than 500 other California newspapers according to testimony of Mr. Don E. Gilman before the Senate Transportation Committee on January 28, 1947.

<sup>3</sup> Testimony before Senate Committee on Transportation on January 28, 1947.

<sup>4</sup> Breakdown taken from statement of California Major Highway Development Subcommittee.

<sup>5</sup> This figure was not broken down in the advertisement.

As our preceding analysis has clearly demonstrated, a fair interpretation of the association's own data, irrespective of which set of its figures is taken, would show a sizeable deficit rather than any such surplus as the association claims.

The Legislative Auditor, Mr. Rolland A. Vandegrift, made certain similar errors in answers to requests of Senator William P. Rich and Senator Jack B. Tenney, published in the Senate Daily Journals of January 27, 1947, and February 5, 1947. He included balances in various funds which would not be distributed for road and highway purposes until

after June 30, 1946, but he failed to recognize that balances would be available in those same funds on June 30, 1950, which could not possibly be applied against the four-year program of needs which was extracted from the Kennedy Report.

Moreover, Mr. Vandegrift made another misleading comparison in showing balances available for state and local highway purposes. He included balances available in the Motor Vehicle Fund which on June 30, 1946, were reserved jointly for the support of the Motor Vehicle Department and the Division of Highways. These figures were not qualified but were compared with a statement of highway needs taken from the Kennedy Report which included expenses of the Division of Highways but not the Motor Vehicle Department. By including balances available for both agencies, Mr. Vandegrift's figure is approximately \$2,300,000 higher than that of the Major Highway Development Subcommittee used by the Western Oil and Gas Association and by Senator Tenney. In total Mr. Vandegrift's statement of available money and revenues which may be applied against the future highway program are too high by approximately \$45,300,000.

Mr. Vandegrift made the same assumption in interpreting the Kennedy Report as the Western Oil and Gas Association, namely, that the 1945-46 portion of the program had been completed. This results in an error of at least \$43,891,370, the minimum amount which should be carried forward in any accurate interpretation of the Kennedy program. Therefore, if we accept Mr. Vandegrift's figures we have a revenue deficiency of \$41,000,000 rather than the \$47,840,928 surplus that Mr. Vandegrift shows in his letter in the Senate Daily Journal of February 5, 1947, at page 177.

It is indeed unfortunate that the Legislative Auditor made an \$89,000,000 error, thereby confusing many legislators and the public at this crucial time when we are all trying to solve a very difficult and complicated problem.

The practice of lumping federal and state revenues which was done in Senator Tenney's statement, Mr. Vandegrift's letters, and the advertisement of the Western Oil and Gas Association is definitely misleading. Again for the moment accepting the portion of the Kennedy program and the Major Highway Development Subcommittee's revenue estimates used by Senator Tenney, Mr. Vandegrift, and the Western Oil and Gas Association, but making the necessary adjustments described above, we find the following funds available for state highway purposes:

|  | <i>Proposed<br/>expenditures</i> | <i>Available<br/>revenues</i> |
|--|----------------------------------|-------------------------------|
| Carry-over June 30, 1946-----                                    | \$43,892,000                     | \$89,227,000                  |
| 1946-47 -----  | 87,806,000                       | 67,980,000                    |
| 1947-48 -----  | 69,299,000                       | 75,084,000                    |
| 1948-49 -----  | 71,244,000                       | 68,233,000                    |
| 1949-50 -----  | 111,548,000                      | 69,666,000                    |
|  | <hr/>                            | <hr/>                         |
|  | \$383,789,000                    | \$370,190,000                 |
| 1949-50 revenues not available until<br>after June 30, 1950----- |                                  | 27,729,000                    |
|  |                                  | <hr/>                         |
|  |                                  | \$342,461,000                 |

Thus, there is a \$41,000,000 deficiency for state highways alone under the four-year program which they selected.

Mr. Vandegrift correctly pointed out in one of his letters that the Kennedy Report did not include accelerated expenditures prior to the 1949-50 Fiscal Year. But the Western Oil and Gas Association in its advertisement stated "*Expenditures during this period*<sup>1</sup> (*repairs, new roads and including the projected state super highways*) *will cost an estimated \$633,000,000.*" It has misled the people into believing that the four-year data on which it based its estimates comprise the accelerated program recommended by the Legislature's Joint Fact-Finding Committee on Highways, Streets and Bridges. This is absolutely false. Actually, the association has taken three years of normal expenditures and only one year of an accelerated program. It has also taken unreasonably high revenue estimates, juggled balances available, and misstated recommended expenditures even for the Kennedy interim period program, which the committee rejected. By misrepresentation and false and misleading statements, they have attempted to show that we have enough money to bring our road plant up to an acceptable standard. By their own misleading figures we are 52,000,000 short of completing the program which they selected out of our Engineering Report.

The joint committee recommended that we begin an accelerated highway program immediately. We have repeatedly stated that we can no longer afford delay. If we begin our program immediately, present revenues will be at least another \$120,000,000 short in the four-year program which the Western Oil and Gas Association selects to prove its case, based upon the revenue estimates which it uses.

In our hearings throughout the State, not one person has ever said that our highways are adequate. No one has ever denied our needs. Mr. Don E. Gilman of the Western Oil and Gas Association, appearing before the Senate Transportation Committee on January 28, 1947, as a representative of the California oil industry, said:

"To make our position clear, may I first state that the oil industry is strongly in favor of bringing California's state and local highway system up to adequate standards. We are not only sympathetic with developing adequate highways but we feel that it is essential to our economy and imperative to the motoring public. The oil industry's best customers comprise the motorists who use public highways and we would be short-sighted if we opposed good highways, or opposed the necessary means to finance their construction."

Those who actively oppose our program simply try to show that if we don't do anything we will have adequate revenue to finance a program. They are trying to create an utterly false impression as to the amount of money available now and the amount that will become available.

The recent additional raise in casualty insurance rates for motor vehicles and the higher operating costs to motorists on inadequate and obsolete highways are costing the people more in money than the additional taxes proposed, and we have no improvements to show for the expenditure.

<sup>1</sup> The association uses "the next four years" but apparently means July 1, 1946, to June 30, 1950

### C. MISLEADING ESTIMATES OF FUTURE HIGHWAY REVENUE

The Western Oil and Gas Association has picked out of our staff reports those parts that suit its purposes and has ignored the parts that do not. It eagerly seizes upon the unaccelerated program contained in the Kennedy Report, but ignores the committee's recommendation that the program begin immediately. It rejects the revenue estimates made in the Lindman Report, substituting revenue estimates of its own which were rejected by both the joint committee and its staff.

By accepting one staff report and ignoring another the association has created further confusion. We recognize that no prognostication is infallible. The joint committee in its report definitely rejected portions of the Engineering Report. The committee concluded after hearing state, county, and city officials that the Engineering Report did not adequately cover our highway needs—that it outlined only the barest minimum program. We also concluded that the program should not be delayed because the people could no longer afford any further delay.

But the important point under discussion is that the original staff estimates of revenues tied in precisely with the estimates of vehicle registrations and traffic and fuel consumption used by our engineers. Many people fail to recognize the significance of this. It means that one cannot use one report as absolutely accurate and not the other. You cannot say highway needs are stated adequately but that there is going to be much more revenue than the staff estimated. If there is considerably more traffic and hence more revenue, the staff's statement of highway needs is too low. People who persist in using Kennedy's Engineering Report without recognizing modifications made by the committee and at the same time use higher revenue estimates than our staff used are definitely misleading the Legislature and the public.

#### (1) Comparison of Property Tax Estimates

We wish to call specific attention to the estimates of revenue from local property taxes used by the Western Oil and Gas Association in its press release quoted in the Sacramento Bee on January 13, 1947. Similar figures were published by Senator Tenney in the Senate Daily Journal of January 13, 1947. These data were as follows:

|         |       |              |
|---------|-------|--------------|
| 1946-47 | ----- | \$17,000,000 |
| 1947-48 | ----- | 17,850,000   |
| 1948-49 | ----- | 18,742,000   |
| 1949-50 | ----- | 19,679,000   |
|         |       | <hr/>        |
|         |       | \$73,271,000 |

Since the Major Highway Development Subcommittee did not make estimates of local property taxes in its report submitted to the joint fact-finding committee, apparently these data were independently estimated. So far as we can ascertain, the estimates were based upon figures for 1945 given in Table 53, page 108 of Mr. Zettel's report to the joint committee entitled "An Analysis of Taxation for Highway Purposes in California, 1895-1946." An arbitrary 5 percent adjustment was made annually. Again we find the practice of selecting certain staff figures and rejecting others.

The base figure which was adjusted by an arbitrary 5 percent each year<sup>1</sup> includes levies to service county road and city street bonds. All of it therefore was not available for road and street construction and maintenance. With regard to counties, in 1945 \$1,760,000 was levied for bond service and \$324,000 for special districts which was also used for debt service. With regard to cities, bond redemptions and interest accounted for \$1,770,000 of the local revenue. In other words, the base period figure was overstated by \$3,854,000. Now obviously these amounts raised for bond service should be included only if the needs with which revenue was compared also included debt service requirements, but such was not the case. Either revenues should have been reduced or needs increased. Neither was done so the figures are definitely misleading.

In addition to this error it is stated that the 5 percent annual increase is conservative *because many counties do not now levy property taxes for roads*. The impression is left that it is general practice for all counties to levy property taxes under *present methods* of financing. If we look at the reports published by the Controller and summarized in the Zettel Tax Analysis on page 78, we find that the number of counties levying taxes specifically for roads has been as follows:

|           |    |           |    |
|-----------|----|-----------|----|
| 1938----- | 38 | 1942----- | 39 |
| 1939----- | 38 | 1943----- | 40 |
| 1940----- | 41 | 1944----- | 39 |
| 1941----- | 38 | 1945----- | 37 |
|           |    | 1946----- | 38 |

If the assumption is made that present methods of financing are adequate (which is the premise upon which the Western Oil and Gas Association rests its case), how can it be assumed that more counties will begin to levy property taxes for roads? So long as present methods of highway finance and fund distribution are continued, it is apparent that a number of populous counties with high vehicle registrations will not levy property taxes for roads and streets.

Mr. Vandegrift makes property tax estimates in the same manner as the Western Oil and Gas Association, but starts with an \$18,000,000 figure than the \$17,000,000 used by the Western Oil and Gas Association. He increases revenues 10 percent per year rather 5 percent per year, as the association did in its January 13th press release. In starting with the base figure he also has included amounts levied for debt service and then compared his estimated revenues with needs which do not include debt service requirements. He makes the same statement that the estimates are conservative "in view of the fact that many counties do not now levy property taxes for roads." For the four-year period Mr. Vandegrift's property tax estimates exceed those of the Western Oil and Gas Association by \$10,089,000. We cannot agree with either of these estimates.

We see no reason to reject the estimates of our staff which were based upon a projection of assessed valuations to which were applied the average property tax rates levied for road and street purposes exclusive of debt service during the 1936-1942 prewar period. Traffic fines and penalties were separately estimated by our staff. Mr. Vandegrift and the Western Oil and Gas Association apparently included fines and penalties

<sup>1</sup> Apparently Mr. Gilman rejected the previous assumption of the association of a 5 percent annual increment in property taxes in his testimony before the Senate Transportation Committee on January 28th. He states property taxes "should produce about \$68,000,000 in the next four years."

with property taxes in their projections. Our data for the four-year period are as follows:

|              | <i>Cities,<br/>property<br/>taxes</i> | <i>Counties<br/>Property<br/>taxes</i> | <i>Traffic<br/>fines and<br/>penalties</i> | <i>Total</i>       |
|--------------|---------------------------------------|--|--|--------------------|
| 1946-47----- | \$7,807,000                           | \$5,354,000                            | \$1,248,000                                | \$14,409,000       |
| 1947-48----- | 8,573,000                             | 5,818,000                              | 1,353,000                                  | 15,744,000         |
| 1948-49----- | 9,230,000                             | 6,263,000                              | 1,484,000                                  | 16,977,000         |
| 1949-50----- | 9,937,000                             | 6,743,000                              | 1,571,000                                  | 18,251,000         |
|              | <hr/> \$35,547,000                    | <hr/> \$24,178,000                     | <hr/> \$5,656,000                          | <hr/> \$65,381,000 |

Our estimates are \$17,989,000 less than those of Mr. Vandegrift and \$7,890,000 less than those of the Western Oil and Gas Association. If local revenues are to increase as rapidly as their estimates indicate, it is solely because present methods of financing are inadequate, a fact which the Western Oil and Gas Association denies. Yet, their own estimates call for substantial increases in property tax levies for roads and streets.

## (2) Comparison of Highway-User Tax Estimates

The Subcommittee on Highway Revenue Estimates of the California Major Highway Development Committee presented its revenue estimates to the Legislature's Joint Fact-Finding Committee on September 24, 1946. The subcommittee did not make estimates of revenue from local sources for county road and city street purposes, but its estimates of revenue from gasoline and other highway-user taxes have been widely used by those opposed to the highway program because they suit such purposes. They are considerably above our estimates.

The Western Oil and Gas Association apparently used these estimates in its various statements and advertisements. Senator Tenney used them in his statement published in the Senate Daily Journal of January 13, 1947. Mr. Vandegrift used them in his letters to Senators Rich and Tenney. Others, including the State Chamber of Commerce and the Los Angeles Chamber of Commerce, have also used these revenue estimates.

However, the Western Oil and Gas Association and certain others used only the Major Highway Development Subcommittee's revenue estimates for the period from July 1, 1946, to June 30, 1950. As we have shown, even with these estimates, if their figures were properly interpreted, there is a revenue deficiency rather than a surplus. More important, they did not pursue the comparison further than June 30, 1950, because it would have been abundantly clear that funds would not be available for any realistic highway program.

If the Western Oil and Gas Association had so much faith in the Major Highway Development Subcommittee's estimates, why did they not use the figures estimated by the Major Highway Development Subcommittee through 1956? Simply because they knew that such facts would indicate the need for a highway tax program such as we are recommending.

Projecting revenues into the future is admittedly hazardous. No one can prove that his estimates are absolutely perfect. Nevertheless, we are convinced that the revenue estimates of the Major Highway Development Subcommittee are too high. In estimating gasoline tax revenues, the subcommittee assumed consumption of 700 gallons per vehicle in 1946-47 and 1947-48 and 666 gallons per registered vehicle thereafter.

Mr. Vandegrift, in justifying the figures used, says that present consumption of gasoline is at the rate of 824 gallons per year. If we take net motor fuel tax collections for the 1946 calendar year, we find that the total, according to the Controller's records, was \$68,769,109. If we divide this amount by 3,326,600, the number of registered vehicles<sup>1</sup>, the average per vehicle was 689 gallons rather than 824. The average for the month of December 1946 was 60 gallons, which, if multiplied by 12, indicates a rate of 720 gallons per year. We are not able to determine the basis which was used to find a current rate of 824 gallons per year. If we examine consumption rates as computed from net tax returns during the prewar years we find them to be as follows, by fiscal years:

|           |     |           |     |
|-----------|-----|-----------|-----|
| 1931----- | 603 | 1937----- | 595 |
| 1932----- | 578 | 1938----- | 591 |
| 1933----- | 569 | 1939----- | 584 |
| 1934----- | 587 | 1940----- | 601 |
| 1935----- | 575 | 1941----- | 598 |
| 1936----- | 619 | 1942----- | 599 |

In a 12-year period, consumption per vehicle exceeded 600 gallons per year three times and then only by relatively small amounts. In view of this experience, it seems decidedly overoptimistic to assume constant consumption of 666 gallons per vehicle per year.

The Major Highway Development Subcommittee correctly qualified its figures by setting forth its assumptions with regard to the future trend of economic conditions. It assumed that national income in the 10 years ahead will average at least 50 percent above the prewar level. The subcommittee said that if an economic upheaval takes place its revenue estimates would not stand. With this statement we can agree, although we believe its assumption of 666 gallons per vehicle is high in view of prewar experience. However, again there is an inclination on the part of others to disregard the basic assumption of the Major Highway Development Subcommittee. Statements are made that highway costs may decline considerably, and therefore we will have sufficient highway revenue to finance the highway program. But if costs do drop because of a business depression, revenues will also decline. The Major Highway Development Subcommittee admits this. Those who use its data ignore this fact.

The fuels tax estimates which we are giving you in this letter have been developed by the Division of Highways. They are higher than the estimates made by Mr. Lindman in his financial report to the joint committee. Again we want to emphasize, however, that Mr. Lindman's data corresponded with the basic data used by Mr. Kennedy. So if Mr. Lindman's fuel tax estimates are low, then Mr. Kennedy's statement of needs is also low.

To be conservative, however, we are willing to accept the Division of Highway's revenue estimates with regard to fuels taxes. On the other hand, we are using our staff estimates of other highway-user revenues. These estimates are somewhat higher than those used by the Division of Highways. To be as fair as we can, we have accepted the division's estimates when they are higher than those of our staff, and our staff's estimates when they have exceeded the division's.

<sup>1</sup> December 31, 1945, and December 31, 1946, totals averaged

The Division of Highways estimated future revenues from fuels taxes by projecting a straight line curve of total fuel consumption rather than by making an assumption with regard to consumption per vehicle. In our opinion this is a defensible statistical procedure for long-term projections of fuel tax revenues. We are informed by the division that its curve is somewhat higher than good statistical practice would warrant, indicating that it has been on the liberal side with regard to future revenues.

However, the fuel tax estimates of the Major Highway Development Subcommittee are considerably higher than those of the Division of Highways. The subcommittee's estimates for the period July 1, 1947, to June 30, 1956, are 15.8 percent higher. With regard to other state revenues available for state and local highway purposes, excluding costs of the Motor Vehicle Department, the estimates of the Major Highway Development Subcommittee are 4 percent higher than those of our staff. When total user tax revenues are compared, the Major Highway Development Subcommittee's revenue estimates are 12.9 percent higher than ours.

In dollar amounts the difference in fuel tax estimates for the next nine years (July 1, 1947, to June 30, 1956) is \$118,329,000. For other state-collected user revenues the difference in estimates is \$4,955,000. In total, the Major Highway Development Subcommittee's revenue estimates for nine years are \$123,284,000 more than even our most optimistic estimates. This difference averages more than \$13,000,000 per year, *or approximately the equivalent of a half-cent of gasoline tax.*

#### D. FEDERAL AID

The Major Highway Development Subcommittee has projected federal aid at \$17,141,000 for the 1947-48 Fiscal Year and \$8,000,000 per year thereafter. Although the 1947-48 appropriations are yet to be made, it is probable that they will be forthcoming since they were set up in the Federal Aid Highway Act of 1944. We recognize the possibility that the present Congress may discontinue federal aid. This is more likely when the states cannot take up all available federal aid, a situation which prevails in California under our present system of financing. Nevertheless, we believe that federal aid will continue at prewar levels of about \$8,000,000 per year in view of the long-standing federal policy of granting aid to states. In this regard we are at variance with the State Division of Highways, which does not predict federal aid beyond 1947-48 on the premise that they do not know what congressional action is likely to be, a sound position for a state agency.

Again it is necessary to clarify certain figures that have been published in the Senate Daily Journal. With the exception of the adjustment for balances at the end of the 1949-50 Fiscal Year discussed above, we are in virtual agreement with the figures on future federal aid used by the Major Highway Development Subcommittee. Mr. Dorton, the Deputy Director of Finance, in a letter published in the Senate Daily Journal for January 30, 1947, at page 74, pointed out that federal aid in 1947-48 would amount to \$17,139,732 for state highways and \$5,084,024 for county roads, and that there would be carried forward \$33,214,661 on June 30, 1947. The total would be \$55,438,437.

It is estimated that the Division of Highways will receive \$29,500,000 in cash in 1947-48, of which \$23,000,000 will be credited to state highways



and \$6,500,000 will be credited to county roads. The remainder will be received after payments are made to contractors and the jobs have been accepted by the United States Public Roads Administration. Again it is necessary to analyze the accounting procedure in order to determine how much will be available to apply against the accelerated highway program which the joint committee recommends. Actually, there is no unobligated carry-over balance, so that only about \$17,140,000 will be available for the future state highway program. All of the other money is already obligated for expenditure on projects which are not included in the Division of Highway's Deficiency Report in the Senate Daily Journal of January 30, 1947.

\* \* \* \* \*

We trust that the foregoing discussion, together with the answers to your specific questions and the detailed statistical tables which are attached to this letter, will be helpful to you and your fellow assemblymen. A highway program of this magnitude is one which is complicated at best. It is indeed unfortunate that the problem has been further confused by careless statements and misleading advertisements. However, we feel certain that during the next two weeks all of the members of the Legislature will have an opportunity to learn the facts relating to the road needs of our people and will come to realize that additional taxes must be imposed in order to provide an adequate highway system.

Sincerely yours,

RANDOLPH COLLIER, Chairman

---

CALIFORNIA LEGISLATURE

JOINT FACT-FINDING COMMITTEE ON HIGHWAYS, STREETS, AND BRIDGES

**ANSWERS TO QUESTIONS ASKED BY THE HONORABLE RALPH C. DILLS, MEMBER OF THE ASSEMBLY, IN HIS LETTER OF FEBRUARY 8, 1947, TO SENATOR RANDOLPH COLLIER, CHAIRMAN**

*Question No. 1 "A statement of any balance of money on hand in any and all accounts that can be used for any highway work including maintenance, administration, planning or construction as of July 1, 1947. This statement should include federal, state highway, city, and county funds."*

This question has been partially answered in our letter written February 28, 1947. To recapitulate, however, our information as to balances is summarized in Table 1. Moneys available for county roads in state funds are shown in Table 1. The amounts of **balances in county road funds** are not available at this time. On June 30, 1945, counties had \$18,519,000 in their local road balances. This amounted to an abnormal balance of \$11,742,000 as compared with prewar balances. It is believed that the major part of the abnormal balance will have been spent on county roads by June 30, 1947. City balances carried in the State Highway Fund are shown in Table 1 but possible balances in city street funds are not shown. It is not a general practice for local governments to accu-

multate local funds, as property tax rates are established with reference to the following year's budget and are not designed to produce surpluses.

Balances available in the Motor Vehicle Fuel Tax Fund and the Motor Vehicle Fund are not included for the obvious reason that there will be balances in those funds at the end of any fiscal period, and the ending balances will more than offset beginning balances assuming a normal increase in revenues.

Table 1

## Available Balances for State and Local Highway Purposes on June 30, 1947

|  |                         |
|--|-------------------------|
| Division of Highways   |                         |
| Golden Gate Bridge approach-----                             | \$4,900,000             |
| State highways in cities-----                                | 10,269,315              |
| Other state highway purposes-----                            | 9,872,922 <sup>1</sup>  |
|  | <hr/> \$25,042,237      |
| Counties   |                         |
| General Fund appropriation                                   |                         |
| (Earmarked in State Highway Fund)-----                       | \$7,917,399             |
| Postwar Unemployment and Construction Fund (road portion) -- | 14,698,000 <sup>2</sup> |
|  | <hr/> \$22,615,399      |
| Cities   |                         |
| Major city streets (Earmarked in State Highway Fund) -----   | 5,851,083               |
| Total -----  | <hr/> \$53,508,719      |

<sup>1</sup> The Division of Highways reports that this money will be obligated for projects not in their deficiency program.

<sup>2</sup> Per estimate by Department of Finance that \$302,000 in county road project claims will have been approved against the fund on June 30, 1947.

*Question No. 2. "Estimate of income by years from July 1, 1947, to June 30, 1959, on basis of present tax laws; estimate to be on basis of gross amount with collection and administration costs shown separately where net amounts are required to determine amount available for highway purposes."*

The estimates of revenue given in the statistical tables generally cover the period from July 1, 1947, to June 30, 1957. Although we recognize that it is difficult precisely to determine a long-range program with a fixed termination date, we have been concerned primarily with the financing of a 10-year highway program. In its critical deficiency report the Division of Highways has outlined such a 10-year program for state highways. The joint committee's engineering staff also recommended a 10-year accelerated highway program, but in allocating the overall program to fiscal years the engineers concluded that the accelerated program could not be undertaken until after July 1, 1949. As we have indicated, the joint committee did not share in this view, but rather concluded that an accelerated highway program should be undertaken immediately.

Estimated revenues from the gasoline and diesel taxes are shown in Table 2. Revenues from the "in lieu" tax are shown in Table 3. Your attention is called to the fact that the "in lieu" tax is a personal property tax rather than a highway user tax \*. Under present law 80 percent of the money is returned to cities and counties after deducting administrative costs and amounts necessary to service state highway bonds. The money returned to the cities and counties is not limited to expenditure

\* Zettel, "An Analysis of Taxation for Highway Purposes in California, 1895-1946," p. 57

for road and street purposes. Hence, it cannot be considered as revenue to be applied against the overall highway program unless a change in present law is made. (Cf. Report of Assembly Interim Committee on State and Local Taxation, January, 1947, pp 41 and 42. See also Report of Senate Interim Committee on State and Local Taxation, January, 1947, p. 56.)

Under present law the Division of Highways receives the balance in the Motor Vehicle Fund at the end of each calendar year. However, if the balance does not equal  $31\frac{1}{2}$  percent of registration, weight, and special plate fees, the difference is made up from the General Fund's share of the "in lieu" tax. The Governor's Budget indicates that it will be necessary to transfer approximately \$4,000,000 in this manner in February, 1949, for the calendar year 1948.

Estimated revenues from the present registration, weight, special plate, caravan and miscellaneous fees collected by the Department of Motor Vehicles are shown in Table 4. Estimated revenues from the 3 percent gross receipts tax are shown in Table 5. As you know, the proceeds of this tax go into the State's General Fund under present law. Estimated revenues from property taxes and other local sources for road and street purposes under present methods of financing are shown in Table 6. Federal aid, assuming it will continue at pre-war levels, is shown in Table 7.

Table 2

Estimated Revenue From Motor Fuels Taxes at Present 3-Cent Per Gallon Rate  
(Amounts in thousands)

| <i>Fiscal year</i> | <i>Gasoline tax</i>              |   |                    | <i>Diesel tax</i> | <i>Total<sup>1</sup></i> |
|--------------------|----------------------------------|---|--------------------|-------------------|--------------------------|
|                    | <i>Collections after refunds</i> | <i>Administration<sup>2</sup> Costs</i> | <i>Net revenue</i> |                   |                          |
| 1947-48-----       | \$74,650                         | \$250                                   | \$74,400           | \$2,474           | \$76,874                 |
| 1948-49-----       | 76,210                           | 250                                     | 75,960             | 2,550             | 78,510                   |
| 1949-50-----       | 77,800                           | 250                                     | 77,550             | 2,610             | 80,160                   |
| 1950-51-----       | 79,375                           | 265                                     | 79,110             | 2,670             | 81,780                   |
| 1951-52-----       | 80,965                           | 265                                     | 80,700             | 2,730             | 83,430                   |
| 1952-53-----       | 82,555                           | 265                                     | 82,290             | 2,790             | 85,080                   |
| 1953-54-----       | 84,115                           | 265                                     | 83,850             | 2,880             | 86,730                   |
| 1954-55-----       | 85,675                           | 265                                     | 85,410             | 2,940             | 88,350                   |
| 1955-56-----       | 87,265                           | 265                                     | 87,000             | 3,000             | 90,000                   |
| 1956-57-----       | 89,665                           | 265                                     | 89,400             | 3,060             | 92,460                   |
| Total 10-years     | \$818,275                        | \$2,605                                 | \$815,670          | \$27,704          | \$843,374                |

<sup>1</sup> Includes administration of the diesel tax

<sup>2</sup> Estimates of net revenue in cash available to Highway Division and counties during fiscal years. These revenue estimates are those of the Highway Division and are higher than the original estimates of our staff but are used to be on the conservative side

**Table 3a**  
**Estimated Revenue From Vehicle License Fee ("In Lieu" Tax)**  
**Under Present Law**

| <i>Fiscal year</i> | <i>Total revenue</i> | <i>Administrative costs</i> | <i>Net revenue</i> |
|--------------------|----------------------|-----------------------------|--------------------|
| 1947-48-----       | \$26,100,000         | \$935,000                   | \$25,165,000       |
| 1948-49-----       | 28,093,000           | 1,006,000                   | 27,087,000         |
| 1949-50-----       | 30,085,000           | 1,078,000                   | 29,007,000         |
| 1950-51-----       | 31,348,000           | 1,123,000                   | 30,225,000         |
| 1951-52-----       | 31,888,000           | 1,142,000                   | 30,746,000         |
| 1952-53-----       | 32,422,000           | 1,161,000                   | 31,261,000         |
| 1953-54-----       | 32,962,000           | 1,181,000                   | 31,781,000         |
| 1954-55-----       | 33,495,000           | 1,200,000                   | 32,295,000         |
| 1955-56-----       | 34,028,000           | 1,219,000                   | 32,809,000         |
| 1956-57-----       | 34,554,000           | 1,238,000                   | 33,316,000         |
| Totals-----        | \$314,975,000        | \$11,283,000                | \$303,692,000      |

**Table 3b**  
**Distribution of Estimated Revenue From Vehicle License Fee**  
**Under Present Law**

(Amounts in thousands)

| <i>Fiscal year</i> | <i>Highway<br/>bond service</i> | <i>State<br/>Highway<br/>Division<sup>1</sup></i> | <i>State<br/>General<br/>Fund</i> | <i>Counties</i>    | <i>Cities</i>      |
|--------------------|---------------------------------|---|-----------------------------------|--------------------|--------------------|
| 1947-48-----       | \$3,054                         | \$3,985   | \$437.2                           | \$8,844.4          | \$8,844.4          |
| 1948-49-----       | 2,971                           | 4,386   | 437.2                             | 9,646.4            | 9,646.4            |
| 1949-50-----       | 2,889                           | 4,790   | 433.6                             | 10,447.2           | 10,447.2           |
| 1950-51-----       | 2,814                           | 4,985   | 497.2                             | 10,964.4           | 10,964.4           |
| 1951-52-----       | 2,739                           | 4,962   | 639.4                             | 11,202.8           | 11,202.8           |
| 1952-53-----       | 2,664                           | 4,952   | 767.4                             | 11,438.8           | 11,438.8           |
| 1953-54-----       | 2,589                           | 4,940   | 898.4                             | 11,676.8           | 11,676.8           |
| 1954-55-----       | 2,514                           | 4,934   | 1,022.2                           | 11,912.4           | 11,912.4           |
| 1955-56-----       | 2,439                           | 4,926   | 1,148.0                           | 12,148.0           | 12,148.0           |
| 1956-57-----       | 2,364                           | 4,889   | 1,301.4                           | 12,380.8           | 12,380.8           |
|                    | <u>\$27,037</u>                 | <u>\$47,740</u>                                   | <u>\$7,482.0</u>                  | <u>\$110,662.0</u> | <u>\$110,662.0</u> |

<sup>1</sup> The Division of Highways receives the balance of Motor Vehicle Fund at the end of each calendar year plus such amount of the vehicle license fee as is necessary to make the total received 31 2/3 percent of the registration, weight and special plate fees. Under our estimates the amount transferred from the Vehicle License Fee Fund to the Highway Fund will be substantial if present methods of financing are continued. The budget estimate for the calendar year 1948 is \$4,000,000. The State General Fund portion of the in lieu tax is reduced by the amounts transferred to the Highway Fund.

**Table 4**  
**Estimated Revenue From Registration, Weight, Special Plate, Caravan and Miscellaneous Fees**  
 (Amounts in thousands)

| <i>Fiscal<br/>year</i> | <i>\$3 Registration<br/>fee</i> | <i>Weight<br/>fees</i> | <i>Special<br/>plate<br/>fees</i> | <i>Caravan<br/>fees (1)</i> | <i>Miscellaneous<br/>fees 1</i> | <i>Total</i>     | <i>Support of<br/>Motor Vehicle<br/>Department and<br/>Highway<br/>Patrol</i> | <i>Balance for<br/>state and<br/>local<br/>highway<br/>purposes</i> |
|------------------------|---------------------------------|------------------------|-----------------------------------|-----------------------------|---------------------------------|------------------|---|---|
| 1947-48-----           | \$11,160                        | \$6,500                | \$118                             | \$105                       | \$2,622                         | \$20,505         | \$13,200  | \$7,305   |
| 1948-49-----           | 12,012                          | 6,847                  | 126                               | 112                         | 2,781                           | 21,878           | 14,208  | 7,670   |
| 1949-50-----           | 12,864                          | 7,175                  | 135                               | 119                         | 2,942                           | 23,235           | 15,215  | 8,020   |
| 1950-51-----           | 13,404                          | 7,522                  | 140                               | 126                         | 3,053                           | 24,245           | 15,854  | 8,391   |
| 1951-52-----           | 13,635                          | 7,889                  | 142                               | 133                         | 3,124                           | 24,923           | 16,127  | 8,796   |
| 1952-53-----           | 13,863                          | 8,197                  | 145                               | 140                         | 3,200                           | 25,545           | 16,397  | 9,148   |
| 1953-54-----           | 14,094                          | 8,544                  | 147                               | 147                         | 3,266                           | 26,198           | 16,670  | 9,528   |
| 1954-55-----           | 14,322                          | 8,872                  | 150                               | 154                         | 3,332                           | 26,830           | 16,940  | 9,890   |
| 1955-56-----           | 14,550                          | 9,200                  | 152                               | 160                         | 3,400                           | 27,462           | 17,210  | 10,252  |
| 1956-57-----           | 14,775                          | 9,605                  | 154                               | 167                         | 3,466                           | 28,167           | 17,476  | 10,691  |
| <b>Totals--</b>        | <b>\$134,679</b>                | <b>\$80,351</b>        | <b>\$1,409</b>                    | <b>\$1,363</b>              | <b>\$31,186</b>                 | <b>\$248,988</b> | <b>\$159,297</b>  | <b>\$89,691</b>   |

<sup>1</sup> Includes transfer fees, duplicate plate fees, chattel mortgage fees, and the like collected by the Motor Vehicle Department

Table 5

Estimated Revenue From Present Transportation Gross Receipts Tax <sup>1</sup>

| <i>Fiscal year</i> | <i>3 percent tax</i> | <i>Administration<br/>(5 percent)</i> | <i>Net revenue</i>  |
|--------------------|----------------------|---------------------------------------|---------------------|
| 1947-48 -----      | \$7,000,000          | \$350,000                             | \$6,650,000         |
| 1948-49 -----      | 7,374,000            | 369,000                               | 7,005,000           |
| 1949-50 -----      | 7,727,000            | 386,000                               | 7,341,000           |
| 1950-51 -----      | 8,101,000            | 405,000                               | 7,696,000           |
| 1951-52 -----      | 8,496,000            | 425,000                               | 8,071,000           |
| 1952-53 -----      | 8,828,000            | 441,000                               | 8,387,000           |
| 1953-54 -----      | 9,202,000            | 460,000                               | 8,742,000           |
| 1954-55 -----      | 9,555,000            | 478,000                               | 9,077,000           |
| 1955-56 -----      | 9,908,000            | 495,000                               | 9,413,000           |
| 1956-57 -----      | 10,344,000           | 517,000                               | 9,827,000           |
| <b>Total -----</b> | <b>\$86,535,000</b>  | <b>\$4,326,000</b>                    | <b>\$82,209,000</b> |

<sup>1</sup> The transportation gross receipts tax at present goes into the General Fund and hence is not available for highway purposes

Table 6

Estimated Revenue From Property Taxes and Other Local Sources  
for Road and Street Purposes

| <i>Fiscal year</i> | <i>Cities</i>        | <i>Property taxes</i> | <i>Counties<br/>Fines and<br/>penalties</i> | <i>Total</i>        |
|--------------------|----------------------|-----------------------|---|---------------------|
| 1947-48 -----      | \$8,573,000          | \$5,818,000           | \$1,353,000                                 | \$7,171,000         |
| 1948-49 -----      | 9,230,000            | 6,263,000             | 1,484,000                                   | 7,747,000           |
| 1949-50 -----      | 9,937,000            | 6,743,000             | 1,571,000                                   | 8,314,000           |
| 1950-51 -----      | 10,794,000           | 7,190,000             | 1,637,000                                   | 8,827,000           |
| 1951-52 -----      | 11,188,000           | 7,592,000             | 1,665,000                                   | 9,257,000           |
| 1952-53 -----      | 11,701,000           | 7,941,000             | 1,693,000                                   | 9,634,000           |
| 1953-54 -----      | 12,111,000           | 8,218,000             | 1,721,000                                   | 9,939,000           |
| 1954-55 -----      | 12,415,000           | 8,426,000             | 1,749,000                                   | 10,175,000          |
| 1955-56 -----      | 12,598,000           | 8,549,000             | 1,777,000                                   | 10,326,000          |
| 1956-57 -----      | 12,780,000           | 8,673,000             | 1,804,000                                   | 10,477,000          |
|                    | <b>\$111,127,000</b> | <b>\$75,413,000</b>   | <b>\$16,454,000</b>                         | <b>\$91,867,000</b> |

Table 7

Estimated Revenue From Federal Aid <sup>1</sup>

| <i>Fiscal Year</i> | <i>State</i>        | <i>Counties</i>     |
|--------------------|---------------------|---------------------|
| 1947-48 -----      | \$12,000,000        | \$5,084,000         |
| 1948-49 -----      | 13,140,000          | 5,084,000           |
| 1949-50 -----      | 8,000,000           | -----               |
| 1950-51 -----      | 8,000,000           | -----               |
| 1951-52 -----      | 8,000,000           | -----               |
| 1952-53 -----      | 8,000,000           | -----               |
| 1953-54 -----      | 8,000,000           | -----               |
| 1954-55 -----      | 8,000,000           | -----               |
| 1955-56 -----      | 8,000,000           | -----               |
| 1956-57 -----      | 8,000,000           | -----               |
|                    | <b>\$89,140,000</b> | <b>\$10,168,000</b> |

<sup>1</sup> Assuming that federal aid is continued at present levels

*Question No. 3 "Show allocation of revenue estimated under Item No. 2 above on basis of present laws. The funds allocated to the Division of Highways should be broken down to show the amount available for maintenance, administration, planning and new construction. If the statement for state highways will include those highways in cities these facts should be shown."*

The allocation of estimated revenue under present methods of financing is given in Tables 8, 9, 10, and 11.

Table 8

**Estimated Revenue Available to Division of Highways at Present Tax Rates**  
(Amounts in thousands)

| <i>Fiscal year</i> | <i>Gas tax</i> | <i>Diesel tax</i> | <i>Registration<sup>1</sup><br/>and<br/>weight fees</i> | <i>Car-<br/>tan<br/>fees</i> | <i>Federal<br/>aid</i> | <i>Total</i> |
|--------------------|----------------|-------------------|---|------------------------------|------------------------|--------------|
| 1947-48-----       | \$49,600       | \$2,474           | \$5,645   | \$105                        | \$12,000               | \$69,824     |
| 1948-49-----       | 50,640         | 2,550             | 6,028   | 112                          | 13,140                 | 72,470       |
| 1949-50-----       | 51,700         | 2,610             | 6,405   | 119                          | 8,000                  | 68,834       |
| 1950-51-----       | 52,740         | 2,670             | 6,688   | 126                          | 8,000                  | 70,224       |
| 1951-52-----       | 53,800         | 2,730             | 6,879   | 133                          | 8,000                  | 71,542       |
| 1952-53-----       | 54,860         | 2,790             | 7,050   | 140                          | 8,000                  | 72,840       |
| 1953-54-----       | 55,900         | 2,880             | 7,234   | 147                          | 8,000                  | 74,161       |
| 1954-55-----       | 56,940         | 2,940             | 7,412   | 154                          | 8,000                  | 75,446       |
| 1955-56-----       | 58,000         | 3,000             | 7,589   | 160                          | 8,000                  | 76,749       |
| 1956-57-----       | 59,600         | 3,069             | 7,790   | 167                          | 8,000                  | 78,617       |
| Totals-----        | \$543,780      | \$27,704          | \$68,720  | \$1,363                      | \$89,140               | \$730,707    |

<sup>1</sup> Includes amounts transferred from in lieu tax fund necessary to make up guarantee

**Table 9**  
**Distribution of Estimated Revenue Available to Division of Highways at Present Tax Rates <sup>1</sup>**

| <i>Fiscal year</i> | <i>One-fourth cent<br/>gas tax for<br/>major city<br/>streets</i> | <i>One-fourth cent<br/>gas tax state<br/>highways<br/>in cities,<br/>maintenance<br/>and<br/>construction</i> | <i>Adminis-<br/>tration</i> | <i>Maintenance<br/>buildings,<br/>plants and<br/>equipment</i> | <i>Engineering<br/>and<br/>planning</i>    | <i>San Francisco-<br/>Oakland<br/>Bay Bridge</i> | <i>Contingency<br/>reserve,<br/>repairs, etc.</i> | <i>Right of<br/>way and<br/>construction<br/>resurfacing</i> |
|--------------------|---|---|-----------------------------|--|--|--|---|--|
| 1947-48-----       | \$6,200,000   | \$6,200,000   | \$2,724,516                 | \$15,520,000   | \$2,625,484                                | \$1,150,000                                      | \$2,386,000                                       | \$33,018,000   |
| 1948-49-----       | 6,330,000   | 6,330,000   | 2,568,000                   | 16,000,000   | 2,375,000                                  | 1,150,000  | 2,500,000   | 35,217,000   |
| 1949-50-----       | 6,462,500   | 6,462,500   | 2,414,000                   | 16,000,000   | 2,233,000                                  | 1,150,000  | 2,500,000   | 31,612,000   |
| 1950-51-----       | 6,592,500   | 6,592,500   | 2,465,000                   | 16,000,000   | 2,280,000                                  | 1,150,000  | 2,500,000   | 32,644,000   |
| 1951-52-----       | 6,725,000   | 6,725,000   | 2,517,000                   | 16,000,000   | 2,328,000                                  | 1,150,000  | 2,500,000   | 33,597,000   |
| 1952-53-----       | 6,857,500   | 6,857,500   | 2,569,000                   | 16,000,000   | 2,376,000                                  | 1,150,000  | 2,500,000   | 34,530,000   |
| 1953-54-----       | 6,987,500   | 6,987,500   | 2,621,000                   | 16,000,000   | 2,425,000                                  | 650,000  | 2,500,000   | 35,990,000   |
| 1954-55-----       | 7,117,500   | 7,117,500   | 2,673,000                   | 16,000,000   | 2,472,000                                  | 650,000  | 2,500,000   | 36,916,000   |
| 1955-56-----       | 7,250,000   | 7,250,000   | 2,724,000                   | 16,000,000   | 2,520,000                                  | 650,000  | 2,500,000   | 37,855,000   |
| 1956-57-----       | 7,450,000   | 7,450,000   | 2,799,000                   | 16,000,000   | 2,589,000                                  | 650,000  | 2,500,000   | 39,179,000   |
| Totals-----        | \$67,972,500  | \$67,972,500  | \$26,074,516                | \$159,520,000  | \$24,223,484                               | \$9,500,000                                      | \$24,886,000                                      | \$350,558,000  |
|                    |   |   |                             |  | (Return of loan for Bay Bridge approaches) |  |   | 6,600,000  |
|                    |   |   |                             |  |  |  |   | \$357,158,000  |

<sup>1</sup> Includes estimate for continuation of federal aid at prewar levels



Table 10

## Estimated Highway User Tax Apportionments and Local Moneys Available for Counties Under Present System of Financing

| <i>Fiscal year</i> | <i>Gas tax</i> | <i>Registration<br/>and weight fees</i> | <i>Subtotal</i> | <i>Local revenues</i> | <i>Federal aid</i> | <i>Total</i>  |
|--------------------|----------------|---|-----------------|-----------------------|--------------------|---------------|
| 1947-48-----       | \$24,800,000   | \$5,645,000                             | \$30,445,000    | \$7,171,000           | \$5,084,000        | \$42,700,000  |
| 1948-49-----       | 25,320,000     | 6,028,000                               | 31,348,000      | 7,747,000             | 5,084,000          | 44,179,000    |
| 1949-50-----       | 25,850,000     | 6,405,000                               | 32,255,000      | 8,314,000             | -----              | 40,569,000    |
| 1950-51-----       | 26,370,000     | 6,688,000                               | 33,058,000      | 8,827,000             | -----              | 41,885,000    |
| 1951-52-----       | 26,900,000     | 6,879,000                               | 33,779,000      | 9,257,000             | -----              | 43,036,000    |
| 1952-53-----       | 27,430,000     | 7,050,000                               | 34,480,000      | 9,634,000             | -----              | 44,114,000    |
| 1953-54-----       | 27,950,000     | 7,234,000                               | 35,184,000      | 9,939,000             | -----              | 45,123,000    |
| 1954-55-----       | 28,470,000     | 7,412,000                               | 35,882,000      | 10,175,000            | -----              | 46,057,000    |
| 1955-56-----       | 29,000,000     | 7,589,000                               | 36,589,000      | 10,326,000            | -----              | 46,915,000    |
| 1956-57-----       | 29,800,000     | 7,790,000                               | 37,590,000      | 10,477,000            | -----              | 48,067,000    |
| Totals-----        | \$271,890,000  | \$68,720,000                            | \$340,610,000   | \$91,867,000          | \$10,168,000       | \$442,645,000 |

Table 11

**Estimated Gasoline Tax Apportionment and Local Moneys Available  
for Cities Under Present System of Financing**

| <i>Fiscal year</i> | <i>Major<br/>city street<br/>apportionments<sup>1</sup></i> | <i>Local revenues</i> | <i>Total</i>  |
|--------------------|---|-----------------------|---------------|
| 1947-48-----       | \$6,200,000   | \$8,573,000           | \$14,773,000  |
| 1948-49-----       | 6,330,000   | 9,230,000             | 15,560,000    |
| 1949-50-----       | 6,462,500   | 9,937,000             | 16,399,500    |
| 1950-51-----       | 6,592,500   | 10,594,000            | 17,186,500    |
| 1951-52-----       | 6,725,000   | 11,188,000            | 17,913,000    |
| 1952-53-----       | 6,857,500   | 11,701,000            | 18,558,500    |
| 1953-54-----       | 6,987,500   | 12,111,000            | 19,098,500    |
| 1954-55-----       | 7,117,500   | 12,415,000            | 19,532,500    |
| 1955-56-----       | 7,250,000   | 12,598,000            | 19,848,000    |
| 1956-57-----       | 7,450,000   | 12,780,000            | 20,230,000    |
| Totals-----        | \$67,972,500  | \$111,127,000         | \$179,099,500 |

<sup>1</sup> This money goes to the State Highway Fund but is spent by or on behalf of cities on major city streets

*Question No. 4. "Estimate of income that will be produced under proposed legislation recommended by Senator Collier's program. This to include Senate Bill No. 5 and the 1½ percent in lieu tax, caravan tax and other items of income that will be available for highway purposes and motor vehicle administration and enforcement. Show this by separate tax items such as gas tax, diesel tax, mileage tax, etc. This estimate should be by years from July 1, 1947 to June 30, 1959. Where new tax laws would become effective January 1, 1948 use present tax from July 1 to December 31, 1947."*

We have shown our estimates of revenue from the taxes imposed by Senate Bill No. 5 in Table 12. Also shown are the miscellaneous fees collected by the Department of Motor Vehicles which are not changed by Senate Bill No. 5. Revenues shown in Table 12 are net, after deduction of estimated administrative costs,\* except for the fees and taxes collected by the Motor Vehicle Department. Expenses of the department and the Highway Patrol are shown in the last column of the table.

Tables 13 to 18, inclusive, give supplemental data, which you requested, to support the estimates shown in Table 12. Table 13 shows estimated total gasoline and diesel consumption. Table 14 shows a breakdown of estimated fuel tax revenues by vehicle types. Tables 15, 16 and 17 show the basis for our estimates of vehicle weight and mileage tax revenues. As you will note, we have actually estimated the revenue for the 1948 calendar year with regard to these taxes but have shown it as revenue for the 1947-1948 Fiscal Year which results in an overstatement if precise fiscal year comparisons are made. Actually, the major portion of the annual weight taxes on vehicles of less than 14,000 pounds gross weight will be received between January 1, 1948, and June 30, 1948. Also, payments of the unladen weight taxes under present law between July 1, 1947 and December 31, 1948, should be included in a fiscal year comparison. In total about \$6,000,000 in weight taxes will accrue for highway purposes during the 1947-48 Fiscal Year. The 3 percent gross receipts tax for July 1, 1947, to June 30, 1948, is estimated at

\* Estimated costs of administration of fuels taxes were shown in Table 2. Costs of administration of the mileage taxes are estimated at 5 percent of revenues

\$3,500,000. Mileage taxes for the last half of the fiscal year will net approximately \$8,150,000 according to our estimates. On a precise fiscal year basis during the transition period approximately \$17,650,000 will accrue in revenues for highway purposes. After the transitional period, of course, the situation will stabilize but it will take something more than 10 but less than 10½ fiscal years, according to our estimates, to accrue as much revenue as we have shown for weight and mileage taxes for the 10-year period. On the other hand, the revenue from the \$1 permit fee (Sec. 9702) has not been included but this is a minor amount since the owner pays the fee only once on each of his vehicles. In the first year it is estimated that about \$80,000 will be collected. Thereafter, the revenue will be considerably less than \$50,000 per year. Table 18 shows a breakdown between light and heavy vehicles of the estimated revenues from the \$6 registration fee.

**Table 12**  
**Estimated Revenue for State and Local Highway Purposes Under Senate Bill No. 5**  
 (Amounts in thousands of dollars)

| <i>Fiscal Year</i> | <i>Gasoline tax<br/>(5 cents<br/>per gal.)</i> | <i>Diesel tax<br/>(7½ cents<br/>per gal.)</i> | <i>Reg. fees<br/>(\$6)</i> | <i>Drivers<br/>licenses</i> | <i>Truck weight<br/>and mileage<br/>taxes</i> | <i>Miscellaneous<br/>fees, etc.</i> | <i>Total</i> | <i>Needed for<br/>Motor Vehicle<br/>Department<br/>and Highway<br/>Patrol</i> |
|--------------------|--|---|----------------------------|-----------------------------|---|-------------------------------------|--------------|---|
| 1947-48 -----      | \$124,000                                      | \$6,185                                       | \$22,320                   | \$6,312                     | \$22,500                                      | \$2,950                             | \$184,267    | \$13,200  |
| 1948-49 -----      | 126,600  | 6,375   | 24,024                     | 6,767                       | 23,736  | 3,131                               | 190,633      | 14,208  |
| 1949-50 -----      | 129,250  | 6,525   | 25,728                     | 10,280                      | 24,902  | 3,315                               | 200,000      | 15,215  |
| 1950-51 -----      | 131,850  | 6,675   | 26,808                     | 11,435                      | 26,137  | 3,445                               | 206,350      | 15,854  |
| 1951-52 -----      | 134,500  | 6,825   | 27,270                     | 9,396                       | 27,440  | 3,532                               | 208,963      | 16,127  |
| 1952-53 -----      | 137,150  | 6,975   | 27,726                     | 9,555                       | 28,606  | 3,625                               | 213,637      | 16,397  |
| 1953-54 -----      | 139,750  | 7,200   | 28,188                     | 9,715                       | 29,772  | 3,707                               | 218,332      | 16,670  |
| 1954-55 -----      | 142,350  | 7,350   | 28,644                     | 9,872                       | 31,007  | 3,790                               | 223,013      | 16,940  |
| 1955-56 -----      | 145,000  | 7,500   | 29,100                     | 10,028                      | 32,105  | 3,872                               | 227,605      | 17,210  |
| 1956-57 -----      | 149,000  | 7,650   | 29,550                     | 10,185                      | 33,271  | 3,954                               | 233,610      | 17,476  |
| Totals ----        | \$1,359,450                                    | \$69,260                                      | \$269,358                  | \$93,545                    | \$279,476                                     | \$35,321                            | \$2,106,410  | \$159,297   |

**Table 13**  
**Estimate of Fuel Consumption**  
(In Millions of Gallons)

| <i>Fiscal year</i> | <i>Gasoline</i> | <i>Diesel</i> | <i>Total</i> |
|--------------------|-----------------|---------------|--------------|
| 1947-48 -----      | 2,480           | 82.7          | 2,562.7      |
| 1948-49 -----      | 2,532           | 85            | 2,617        |
| 1949-50 -----      | 2,585           | 87            | 2,672        |
| 1950-51 -----      | 2,637           | 89            | 2,726        |
| 1951-52 -----      | 2,690           | 91            | 2,781        |
| 1952-53 -----      | 2,743           | 93            | 2,836        |
| 1953-54 -----      | 2,795           | 96            | 2,891        |
| 1954-55 -----      | 2,847           | 98            | 2,945        |
| 1955-56 -----      | 2,900           | 100           | 3,000        |
| 1956-57 -----      | 2,980           | 102           | 3,082        |

**Table 14**  
**Breakdown of Estimated Fuel Tax Revenue by Vehicle Types**  
(Amounts in thousands of dollars)

|                           | <i>1947-48<br/>Fiscal year</i> | <i>10-year period<br/>July 1, 1947<br/>June 30, 1957</i> |
|---------------------------|--------------------------------|--|
| Small vehicles -----      | 91,673                         | 1,005,723  |
| Trucks and busses* -----  | 33,079                         | 363,388  |
| Government vehicles ----- | 3,050                          | 33,454   |
| Foreign traffic -----     | 2,383                          | 26,145   |
|                           | <u>130,185</u>                 | <u>1,428,710</u>   |

\* Includes adjustment for diesel tax at 7½-cent rate

**Table 15**  
**Estimated Revenue From Weight and Mileage Taxes for 1948<sup>1</sup>**

|   |                                 |
|---|---------------------------------|
| Estimated revenue from annual weight taxes (vehicles of<br>14,000 = pounds gross or less) ----- | \$6,205,356                     |
| Estimated revenue from mileage taxes (vehicles of more than<br>14,000 = pounds gross) -----     | 17,167,598                      |
| <b>Total</b> -----  | <b>\$23,372,954</b>             |
| Administration of mileage taxes -----   | 858,380                         |
| <b>Net amount for highway purposes</b> -----  | <b>\$22,514,574<sup>2</sup></b> |

<sup>1</sup> Data given in Tables 16 and 17 were used in making this estimate. Apparent weight tax revenues shown in Table 16 were reduced by 10 percent to allow for part year registrations. A similar adjustment was made in apparent mileage tax revenues shown in Table 17. The estimated adjusted revenues from these taxes for 1945 were increased by 20 percent to allow for increases in the number of vehicles.

<sup>2</sup> The average tax per heavy vehicle was used in projecting revenues for succeeding years. See Table 12.

**Table 16**  
**Basis for Estimate of Revenue From Annual Weight Taxes**  
**Imposed by Senate Bill No. 5**

(Numbers of vehicles, average taxes, and revenues)

| <i>Gross weight</i> | <i>No. of<br/>trucks<br/>(1945)</i> | <i>No. of<br/>busses<br/>(1945)</i> | <i>No. of<br/>trailers<br/>(1945)</i> | <i>Total<br/>No. of<br/>vehicles</i> | <i>Average<br/>tax</i> | <i>Revenue</i>     |
|---------------------|-------------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|------------------------|--------------------|
| 4,000- 6,000 -----  | 64,162                              | 4,482                               | 6,000                                 | 74,644                               | \$6.00                 | \$447,864          |
| 6,000- 8,000 -----  | 74,637                              | 1,148                               | 4,612                                 | 80,397                               | 12.00                  | 964,764            |
| 8,000-10,000 -----  | 49,301                              | 861                                 | 3,175                                 | 53,337                               | 24.00                  | 1,280,088          |
| 10,000-12,000 ----- | 57,017                              | 760                                 | 1,591                                 | 59,368                               | 37.00                  | 2,196,616          |
| 12,000-14,000 ----- | 15,306                              | 858                                 | 1,677                                 | 17,841                               | 48.00                  | 856,368            |
|                     | <u>260,423</u>                      | <u>8,109</u>                        | <u>17,055</u>                         | <u>285,587</u>                       | -----                  | <u>\$5,745,700</u> |

**Table 17a**  
**Basis for Estimate of Revenue From Mileage Taxes Imposed by Senate Bill No. 5**  
 (Numbers of Vehicles, Average Taxes, and Revenues)

| <i>Gross Weight</i> | <i>No. of Busses (1945)</i> | <i>Average Tax</i> | <i>Revenue</i> | <i>Private Trucks (1945)</i> | <i>Average Tax</i> | <i>Revenue</i> | <i>For-Hire Trucks (1945)</i> | <i>Average Tax</i> | <i>Revenue</i> |
|---------------------|-----------------------------|--------------------|----------------|------------------------------|--------------------|----------------|-------------------------------|--------------------|----------------|
| 14,000-16,000----   | 278                         | \$139              | \$38,642       | 7,224                        | \$60               | \$443,440      | 4,355                         | \$101              | \$439,855      |
| 16,000-18,000----   | 327                         | 193                | 63,111         | 3,937                        | 74                 | 291,338        | 2,778                         | 128                | 355,584        |
| 18,000-20,000----   | 1,317                       | 292                | 384,564        | 2,817                        | 94                 | 264,798        | 2,091                         | 172                | 359,652        |
| 20,000-22,000----   | 614                         | 310                | 190,340        | 1,521                        | 114                | 173,394        | 1,252                         | 221                | 276,692        |
| 22,000-24,000----   | 601                         | 460                | 276,460        | 1,174                        | 127                | 149,098        | 1,305                         | 257                | 335,385        |
| 24,000-26,000----   | 450                         | 484                | 217,800        | 943                          | 140                | 132,020        | 1,101                         | 289                | 318,189        |
| 26,000-28,000----   | 275                         | 396                | 108,900        | 734                          | 151                | 110,834        | 1,026                         | 325                | 333,450        |
| 28,000-30,000----   | ---                         | ---                | ---            | 527                          | 174                | 91,698         | 877                           | 345                | 302,565        |
| 30,000-32,000----   | ---                         | ---                | ---            | 356                          | 199                | 70,844         | 719                           | 404                | 290,476        |
| 32,000-34,000----   | ---                         | ---                | ---            | 415                          | 219                | 90,885         | 626                           | 443                | 277,318        |
| 34,000-36,000----   | ---                         | ---                | ---            | 270                          | 251                | 67,770         | 538                           | 462                | 248,556        |
| 36,000-38,000----   | ---                         | ---                | ---            | 220                          | 317                | 69,740         | 557                           | 519                | 289,083        |
| 38,000 and over---- | ---                         | ---                | ---            | 715                          | 387                | 276,705        | 1,030                         | 574                | 591,220        |
|                     | 3,862                       |                    | \$1,279,817    | 20,853                       |                    | \$2,232,564    | 18,255                        |                    | \$4,418,025    |

| <i>Gross Weight</i> | <i>Private Trailers (1945)</i> | <i>Average Tax</i> | <i>Revenue</i> | <i>For-Hire Trailers (1945)</i> | <i>Average Tax</i> | <i>Revenue</i> |
|---------------------|--------------------------------|--------------------|----------------|---------------------------------|--------------------|----------------|
| 14,000-16,000----   | 948                            | \$93               | \$88,164       | 1,037                           | \$133              | \$137,921      |
| 16,000-18,000----   | 1,026                          | 120                | 123,120        | 2,217                           | 175                | 387,975        |
| 18,000-20,000----   | 652                            | 201                | 131,052        | 999                             | 272                | 271,728        |
| 20,000-22,000----   | 631                            | 280                | 176,680        | 1,536                           | 375                | 576,000        |
| 22,000-24,000----   | 612                            | 295                | 180,540        | 1,565                           | 394                | 616,610        |
| 24,000-26,000----   | 542                            | 411                | 222,762        | 1,384                           | 496                | 686,464        |
| 26,000-28,000----   | 483                            | 435                | 210,105        | 1,057                           | 525                | 554,925        |
| 28,000-30,000----   | 424                            | 455                | 192,920        | 1,077                           | 549                | 591,273        |
| 30,000-32,000----   | 316                            | 474                | 149,784        | 833                             | 573                | 477,309        |
| 32,000-34,000----   | 252                            | 482                | 121,464        | 708                             | 496                | 351,168        |
| 34,000-36,000----   | 188                            | 322                | 60,536         | 672                             | 508                | 341,376        |
| 36,000-38,000----   | 142                            | 351                | 49,842         | 640                             | 553                | 353,920        |
| 38,000 and over---- | 569                            | 377                | 214,513        | 1,176                           | 593                | 697,368        |
|                     | 6,785                          |                    | \$1,921,482    | 14,901                          |                    | \$6,044,037    |

Table 17b

Basis for Estimate of Revenue From Mileage Taxes Imposed by Senate Bill No. 5  
(Tax rates, annual mileages and average taxes)

| Gross Weight       | Tax Rate (Mills) | Busses  |             | Private Trucks |             | For-hire Trucks |             |
|--------------------|------------------|---------|-------------|----------------|-------------|-----------------|-------------|
|                    |                  | Mileage | Average Tax | Mileage        | Average Tax | Mileage         | Average Tax |
| 14,000-16,000----  | 5.8              | 24,000  | \$139       | 10,350         | \$60        | 17,500          | \$101       |
| 16,000-18,000----  | 6.9              | 28,000  | 193         | 10,775         | 74          | 18,500          | 128         |
| 18,000-20,000----  | 8.2              | 35,600  | 292         | 11,465         | 94          | 21,000          | 172         |
| 20,000-22,000----  | 9.4              | 33,000  | 310         | 12,155         | 114         | 23,500          | 221         |
| 22,000-24,000----  | 9.9              | 46,500  | 460         | 12,850         | 127         | 26,000          | 257         |
| 24,000-26,000----  | 10.4             | 46,500  | 484         | 13,440         | 140         | 27,750          | 289         |
| 26,000-28,000----  | 11.0             | 36,000  | 396         | 13,700         | 151         | 29,500          | 325         |
| 28,000-30,000----  | 11.5             | ---     | ---         | 15,125         | 174         | 30,000          | 345         |
| 30,000-32,000----  | 12.0             | ---     | ---         | 16,530         | 199         | 33,650          | 404         |
| 32,000-34,000----  | 12.2             | ---     | ---         | 17,970         | 219         | 36,300          | 443         |
| 34,000-36,000----  | 12.5             | ---     | ---         | 20,100         | 251         | 37,000          | 462         |
| 36,000-38,000----  | 13.6             | ---     | ---         | 23,300         | 317         | 38,150          | 519         |
| 38,000 and over--- | 14.6             | ---     | ---         | 26,500         | 387         | 39,300          | 574         |

Table 17c

Basis for Estimate of Revenue From Mileage Taxes Imposed by Senate Bill No. 5  
(Tax rates, annual mileages and average taxes)

| Gross Weight        | Tax Rates (Mills) | Private Trailers |             | For-hire Trailers |             |
|---------------------|-------------------|------------------|-------------|-------------------|-------------|
|                     |                   | Mileage          | Average Tax | Mileage           | Average Tax |
| 14,000-16,000-----  | 5.8               | 16,016           | \$93        | 22,920            | \$133       |
| 16,000-18,000-----  | 6.9               | 17,367           | 120         | 25,321            | 175         |
| 18,000-20,000-----  | 8.2               | 24,554           | 201         | 33,123            | 272         |
| 20,000-22,000-----  | 9.4               | 29,755           | 280         | 39,841            | 375         |
| 22,000-24,000-----  | 9.9               | 29,755           | 295         | 39,841            | 394         |
| 24,000-26,000-----  | 10.4              | 39,527           | 411         | 47,724            | 496         |
| 26,000-28,000-----  | 11.0              | 39,527           | 435         | 47,724            | 525         |
| 28,000-30,000-----  | 11.5              | 39,527           | 455         | 47,724            | 549         |
| 30,000-32,000-----  | 12.0              | 39,527           | 474         | 47,724            | 573         |
| 32,000-34,000-----  | 12.2              | 39,527           | 482         | 40,629            | 496         |
| 34,000-36,000-----  | 12.5              | 25,788           | 322         | 40,629            | 508         |
| 36,000-38,000-----  | 13.6              | 25,788           | 351         | 40,629            | 553         |
| 38,000 and over---- | 14.6              | 25,788           | 377         | 40,629            | 593         |

Table 18

Estimated Revenue From Registration Fees Classified  
by Light and Heavy Vehicles

(Amounts in thousands)

| Fiscal year   | Light Vehicles |           | Heavy Vehicles |          | Total fees |
|---------------|----------------|-----------|----------------|----------|------------|
|               | Number         | Fees      | Number         | Fees     |            |
| 1947-48 ----- | 3,400          | \$20,400  | 320            | \$1,920  | \$22,320   |
| 1948-49 ----- | 3,667          | 22,002    | 337            | 2,022    | 24,024     |
| 1949-50 ----- | 3,933          | 23,598    | 355            | 2,130    | 25,728     |
| 1950-51 ----- | 4,096          | 24,576    | 372            | 2,232    | 26,808     |
| 1951-52 ----- | 4,155          | 24,930    | 390            | 2,340    | 27,270     |
| 1952-53 ----- | 4,212          | 25,272    | 409            | 2,454    | 27,726     |
| 1953-54 ----- | 4,273          | 25,638    | 425            | 2,550    | 28,188     |
| 1954-55 ----- | 4,331          | 25,986    | 443            | 2,658    | 28,644     |
| 1955-56 ----- | 4,390          | 26,340    | 460            | 2,760    | 29,100     |
| 1956-57 ----- | 4,448          | 26,688    | 477            | 2,862    | 29,550     |
| Totals -----  | ---            | \$245,430 | ---            | \$23,928 | \$269,358  |

*Question No. 5. "Estimate of revenue by years that will be received from local taxes or other sources for highway purposes."*

Senate Bill No. 5 does not require counties and cities to raise particular sums of money locally for road or street purposes. Naturally, legislative action with regard to state apportionments will affect the amounts which must be raised locally to complete satisfactory road and street programs. However, the amounts which actually will be raised locally will be determined by local authorities. The estimated amounts which will be raised if present methods of financing are continued were shown in Table 6.

*Question No. 6. "Statement of allocation of funds under Senate Bill No. 5 and other proposed legislation as recommended by Senate Transportation Committee. This to be by years and to be divided between maintenance, administration, planning and construction. Show separately the amount to be allocated to expressways."*

Allocation of funds from estimated revenues under Senate Bill No. 5 are set out in Table 19. Table 20 shows an estimated breakdown by function of future expenditures of the State Division of Highways. We have not attempted to make such a breakdown for cities and counties as this matter for the most part will be left to local authorities to decide. However, Senate Bill No. 5 provides that certain apportionments of state-collected funds to counties, amounting to considerably less than 10 percent of the total, are restricted to construction expenditures on the primary county road systems. Also the apportionment of gasoline tax moneys for major city streets is subject to a restriction that at least three-fifths of the amount must be spent for construction of the major city street systems.

Senate Bill No. 5 does not provide for specific allocation of funds to the expressway system. As the bill is written the California Highway Commission will have the authority to allocate moneys as between expressways and other state highways, subject to the restriction providing for allocations of construction money between the two county groups and the further provision for minimum expenditures in each county during each of two five-year periods.

**Table 19**  
**Distribution of Estimated Revenue Under Senate Bill No. 5**

| (Amounts in thousands of dollars) |                          |   |   |                       |               |
|-----------------------------------|--------------------------|---|---|-----------------------|---------------|
| <i>Fiscal year</i>                | <i>Total<br/>revenue</i> | <i>Department of<br/>Motor<br/>Vehicles</i> | <i>State<br/>Division of<br/>Highways</i> | <i>Counties</i>       | <i>Cities</i> |
| 1947-48 -----                     | \$184,267                | \$13,200                                    | \$115,441 <sup>1</sup>                    | \$40,126 <sup>1</sup> | \$15,500      |
| 1948-49 -----                     | 190,633                  | 14,208                                      | 119,299                                   | 41,301                | 15,825        |
| 1949-50 -----                     | 200,000                  | 15,215                                      | 126,138                                   | 42,491                | 16,156        |
| 1950-51 -----                     | 206,350                  | 15,854                                      | 130,518                                   | 43,497                | 16,481        |
| 1951-52 -----                     | 208,963                  | 16,127                                      | 131,673                                   | 44,350                | 16,813        |
| 1952-53 -----                     | 213,637                  | 16,397                                      | 134,894                                   | 45,202                | 17,144        |
| 1953-54 -----                     | 218,332                  | 16,670                                      | 138,151                                   | 46,042                | 17,469        |
| 1954-55 -----                     | 223,013                  | 16,940                                      | 141,400                                   | 46,879                | 17,794        |
| 1955-56 -----                     | 227,605                  | 17,210                                      | 144,538                                   | 47,732                | 18,125        |
| 1956-57 -----                     | 233,610                  | 17,476                                      | 148,555                                   | 48,954                | 18,625        |
| Totals -----                      | \$2,106,410              | \$159,297                                   | \$1,330,607                               | \$446,574             | \$169,932     |

<sup>1</sup> As compared with figures used in the Zettel analysis of S B No. 5 an adjustment of \$626,000 has been made reducing the State's share and increasing the counties'. The totals for the 10-year period are in agreement.



Table No. 20

Division of Estimated Revenue (Senate Bill No. 5) for State Highway Division  
Between Construction and Other Functions Under Senate Bill No. 5

| <i>Fiscal year</i>                 | <i>Total state revenue</i> | <i>Administrative maintenance etc.<sup>1</sup></i> | <i>Construction resurfacing and rights of way</i> | <i>Add federal aid<sup>2</sup></i> | <i>Total construction including federal aid</i> |
|------------------------------------|----------------------------|--|---|------------------------------------|---|
| 1947-48                            | \$115,441,000              | \$30,606,000                                       | \$84,835,000                                      | \$12,000,000                       | \$96,835,000                                    |
| 1948-49                            | 119,299,000                | 30,923,000   | 88,376,000  | 13,140,000                         | 101,516,000                                     |
| 1949-50                            | 126,138,000                | 30,759,500   | 95,378,500  | 8,000,000                          | 103,378,500                                     |
| 1950-51                            | 130,518,000                | 30,987,500   | 99,530,500  | 8,000,000                          | 107,530,500                                     |
| 1951-52                            | 131,673,000                | 31,220,000   | 100,453,000                                       | 8,000,000                          | 108,453,000                                     |
| 1952-53                            | 131,894,000                | 31,452,500   | 103,441,500                                       | 8,000,000                          | 111,441,500                                     |
| 1953-54                            | 138,151,000                | 31,183,500   | 106,967,500                                       | 8,000,000                          | 114,967,500                                     |
| 1954-55                            | 141,400,000                | 31,412,500   | 109,987,500                                       | 8,000,000                          | 117,987,500                                     |
| 1955-56                            | 144,538,000                | 31,644,000   | 112,894,000                                       | 8,000,000                          | 120,894,000                                     |
| 1956-57                            | 148,555,000                | 31,988,000   | 116,567,000                                       | 8,000,000                          | 124,567,000                                     |
| Totals                             | \$1,330,607,000            | \$312,176,500                                      | \$1,018,430,500                                   | \$89,140,000                       | \$1,107,570,000                                 |
| Return of loan to buy bridges----- |                            |  |   |                                    | 6,600,000                                       |
|                                    |                            |  |   |                                    | <u>\$1,114,170,500</u>                          |

<sup>1</sup> See Table 9 for details. Includes maintenance of state highways in cities.

<sup>2</sup> Federal aid at prewar levels of \$8,000,000 annually. The Division of Highways does not show federal aid after the 1947-48 apportionment in its statements.

*Question No. 7. "Statement of costs of each project set up under Senate Bill No. 5 and the approximate date when project will be started and date completed."*

Senate Bill No. 5 does not set up specific projects to be completed within any designated period of time. The Division of Highways presented a statement to the Senate Transportation Committee which was published in the Senate Daily Journal of January 30, 1947, showing projects which are considered critically deficient. The Highway Commission will establish priorities subject to such conditions as the Legislature imposes and limited to the availability of funds.

#### MOTION TO PRINT IN JOURNAL

Senator Hatfield moved that the following Statement of Primary State Highways be printed in the Journal:

Motion carried.

**PRIMARY STATE HIGHWAYS NOT ON EXPRESSWAY  
SYSTEM AS DEFINED BY SENATE BILL NO. 5**

| <i>Co., Rte., Sec., (or City)</i> | <i>Mileage</i> | <i>Co., Rte., Sec., (or City)</i> | <i>Mileage</i> |
|-----------------------------------|----------------|-----------------------------------|----------------|
| <b>ALAMEDA COUNTY</b>             |                | <b>INYO COUNTY</b>                |                |
| Ala-5-C -----                     | 16.344         | Iny-23-A -----                    | 9.970          |
| Ala-5-Hayward -----               | 1.030          | Iny-23-B -----                    | 10.178         |
| Ala-14-Albany -----               | 1.040          | Iny-23-Bishop -----               | .696           |
| Ala-14-Berkeley -----             | 2.320          | Iny-23-C -----                    | 9.793          |
| Ala-1-Emer-yville -----           | .570           | Iny-23-D -----                    | 11.996         |
| Ala-14-Oakland -----              | .940           | Iny-23-E -----                    | 8.062          |
|                                   | <hr/>          | Iny-23-F -----                    | 5.812          |
|                                   | 22.244         | Iny-23-G -----                    | 13.437         |
| <b>ALPINE COUNTY</b>              |                | Iny-23-H -----                    | 11.965         |
| Alp-23-A -----                    | 7.000          | Iny-23-I -----                    | 9.360          |
| Alp-23-B -----                    | 7.000          | Iny-23-J -----                    | 9.276          |
| Alp-23-C -----                    | 7.351          | Iny-23-K -----                    | 10.283         |
|                                   | <hr/>          | Iny-23-L -----                    | 8.508          |
|                                   | 21.351         | Iny-23-M -----                    | 10.946         |
| <b>AMADOR COUNTY</b>              |                |                                   | <hr/>          |
| Ama-34-A -----                    | 5.932          |                                   | 130.282        |
| Ama-34-B -----                    | 10.649         | <b>KERN COUNTY</b>                |                |
| Ama-34-Jackson -----              | .698           | Ker-23-A -----                    | 16.744         |
|                                   | <hr/>          | Ker-23-B -----                    | 17.221         |
|                                   | 17.279         | Ker-23-C -----                    | 8.537          |
| <b>BUTTE COUNTY</b>               |                | Ker-23-D -----                    | 16.674         |
| But-3-A -----                     | 7.406          | Ker-23-E -----                    | 13.371         |
| But-3-B -----                     | 12.801         | Ker-58-A -----                    | 16.756         |
| But-3-C -----                     | 12.519         | Ker-58-B -----                    | 14.188         |
| But-3-Chico -----                 | 2.491          |                                   | <hr/>          |
| But-3-D -----                     | 11.777         |                                   | 103.991        |
| But-3-Gridley -----               | .289           | <b>KINGS COUNTY</b>               |                |
| But-21-A -----                    | 6.657          | Kin-10-A -----                    | 9.023          |
| But-21-B -----                    | 20.662         | Kin-10-Hanford -----              | 1.010          |
| But-21-C -----                    | 12.738         |                                   | <hr/>          |
| But-21-Oroville -----             | 2.020          |                                   | 10.033         |
|                                   | <hr/>          | <b>LAKE COUNTY</b>                |                |
|                                   | 89.360         | Lak-16-A -----                    | 9.358          |
| <b>CALAVERAS COUNTY</b>           |                | <b>LASSSEN COUNTY</b>             |                |
| Cal-24-A -----                    | 9.987          | Las-28-A -----                    | 14.169         |
| Cal-24-B -----                    | 9.498          | Las-28-B -----                    | 11.536         |
|                                   | <hr/>          | Las-29-A -----                    | 10.306         |
|                                   | 19.485         | Las-29-B -----                    | 13.976         |
| <b>COLUSA COUNTY</b>              |                | Las-29-Susanville -----           | .846           |
| Col-15-A -----                    | 8.392          |                                   | <hr/>          |
| Col-15-Colusa -----               | 1.385          |                                   | 50.833         |
| Col-15-Williams -----             | .240           | <b>LOS ANGELES COUNTY</b>         |                |
|                                   | <hr/>          | LA-2-D -----                      | 11.441         |
|                                   | 10.026         | LA-2-Montebello -----             | 1.832          |
| <b>CONTRA COSTA COUNTY</b>        |                | LA-2-Whittier -----               | .868           |
| CC-14-B -----                     | 7.949          | LA-9-A -----                      | 4.298          |
| CC-14-El Cerrito -----            | 2.000          | LA-9-Arcadia -----                | .528           |
| CC-14-Hercules -----              | 1.219          | LA-9-Azusa -----                  | 1.690          |
| CC-14-Pinole -----                | 1.154          | LA-9-B -----                      | 2.070          |
|                                   | <hr/>          | LA-9-Claremont -----              | 1.553          |
|                                   | 12.322         | LA-9-D -----                      | .211           |
| <b>DEL NORTE COUNTY</b>           |                | LA-9-E -----                      | 2.628          |
| DN-1-C -----                      | 17.582         | LA-9-G -----                      | 3.207          |
| DN-1-D -----                      | 8.412          | LA-9-Gardena -----                | 1.497          |
| DN-1-E -----                      | 17.537         | LA-9-H -----                      | 1.611          |
|                                   | <hr/>          | LA-9-I -----                      | 4.579          |
|                                   | 43.531         | LA-9-J -----                      | 1.900          |
| <b>EL DORADO COUNTY</b>           |                | LA-9-Los Angeles -----            | 10.748         |
| ED-11-A -----                     | 9.365          | LA-9-La Verne -----               | .404           |
| ED-11-B -----                     | 3.758          | LA-9-Monrovia -----               | 2.940          |
| ED-11-C -----                     | 5.871          | LA-9-Pasadena -----               | 5.434          |
|                                   | <hr/>          | LA-9-San Fernando -----           | 1.370          |
|                                   | 18.994         | LA-10-A -----                     | .599           |

| <i>Co., Rte., Sec., (or City)</i>   | <i>Mileage</i> | <i>Co., Rte., Sec., (or City)</i> | <i>Mileage</i> |
|-------------------------------------|----------------|-----------------------------------|----------------|
| <b>LOS ANGELES COUNTY—Continued</b> |                | <b>NAPA COUNTY</b>                |                |
| LA-19-Pomona -----                  | 4.690          | Nap-8-A -----                     | 6.779          |
| LA-23-B -----                       | .570           | Nap-8-B -----                     | 8.433          |
| LA-23-C -----                       | 8.372          | Nap-8-Napa -----                  | 1.554          |
| LA-23-D -----                       | 10.373         |                                   | 16.766         |
| LA-23-E -----                       | 11.848         | <b>NEVADA COUNTY</b>              |                |
| LA-23-F -----                       | 8.118          | Nev-17-A -----                    | 8.800          |
| LA-23-G -----                       | 8.130          | Nev-17-B -----                    | 8.684          |
| LA-23-H -----                       | 2.290          | Nev-17-Grass Valley -----         | 1.350          |
| LA-23-I -----                       | 5.061          | Nev-17-Nevada City -----          | 1.080          |
| LA-23-Los Angeles -----             | .354           | Nev-25-A -----                    | 17.920         |
| LA-60-A -----                       | 18.789         | Nev-23-Nevada City -----          | .680           |
| LA-60-B -----                       | 4.110          |                                   | 38.514         |
| LA-60-C -----                       | 1.835          | <b>ORANGE COUNTY</b>              |                |
| LA-60-D -----                       | 1.135          | Ora-2-Anaheim -----               | 2.200          |
| LA-60-El Segundo -----              | 2.000          | Ora-2-E -----                     | .773           |
| LA-60-F -----                       | .780           | Ora-2-F -----                     | 4.596          |
| LA-60-G -----                       | .019           | Ora-2-Fullerton -----             | 3.180          |
| LA-60-Hermosa Beach -----           | 1.280          | Ora-2-LaHabra -----               | .125           |
| LA-60-LA -----                      | 12.907         | Ora-2-Orange -----                | .030           |
| LA-60-Long Beach -----              | 7.056          | Ora-60-A -----                    | 8.325          |
| LA-60-Manhattan Beach -----         | 2.000          | Ora-60-B -----                    | 7.627          |
| LA-60-Redondo Beach -----           | 2.480          | Ora-60-C -----                    | 6.734          |
| LA-60-Signal Hill -----             | .500           | Ora-60-Huntington Beach -----     | 3.490          |
| LA-60-Santa Monica -----            | 3.510          | Ora-60-Laguna Beach -----         | 3.224          |
| LA-60-Torrance -----                | 3.862          | Ora-60-Newport Beach -----        | 2.300          |
|                                     | 183.477        | Ora-60-Seal Beach -----           | 1.625          |
| <b>MARIN COUNTY</b>                 |                |                                   | 44.229         |
| Mrn-8-A -----                       | 3.555          | <b>PLACER COUNTY</b>              |                |
| <b>MARIPOSA COUNTY</b>              |                | Pla-3-A -----                     | 9.006          |
| Mpa-18-A -----                      | 6.884          | Pla-3-B -----                     | 9.413          |
| Mpa-18-D -----                      | 7.437          | Pla-3-Lincoln -----               | 1.671          |
| Mpa-18-E -----                      | 9.294          | Pla-17-Auburn -----               | .900           |
| Mpa-18-F -----                      | 7.106          | Pla-17-C -----                    | 7.589          |
| Mpa-18-G -----                      | 5.768          |                                   | 28.579         |
| Mpa-18-H -----                      | 1.146          | <b>PLUMAS COUNTY</b>              |                |
| Mpa-18-J -----                      | 7.883          | Plu-21-A -----                    | 16.416         |
| Mpa-18-I -----                      | 6.523          | Plu-21-B -----                    | 18.869         |
|                                     | 52.041         | Plu-21-C -----                    | 7.859          |
| <b>MENDOCINO COUNTY</b>             |                | Plu-29-A -----                    | 18.421         |
| Men-16-A -----                      | 9.872          |                                   | 61.565         |
| <b>MERCED COUNTY</b>                |                | <b>RIVERSIDE COUNTY</b>           |                |
| Mer-18-A -----                      | 14.911         | Riv-19-A -----                    | 10.448         |
| Mer-18-Merced -----                 | .932           | Riv-19-Riverside -----            | 1.200          |
|                                     | 15.843         |                                   | 11.648         |
| <b>MODOC COUNTY</b>                 |                | <b>SACRAMENTO COUNTY</b>          |                |
| Mod-28-A -----                      | 22.526         | Sac-11-A -----                    | 5.357          |
| Mod-23-Alturas -----                | 1.126          | Sac-11-B -----                    | 16.994         |
| Mod-28-B -----                      | 17.200         | Sac-11-Folsom -----               | 1.085          |
|                                     | 40.852         | Sac-11-Sacramento -----           | 3.700          |
| <b>MONO COUNTY</b>                  |                | Sac-34-A -----                    | 8.473          |
| Mno-23-A -----                      | 5.757          | Sac-34-B -----                    | 9.223          |
| Mno-23-B -----                      | 3.656          |                                   | 44.812         |
| Mno-23-C -----                      | 7.961          | <b>SAN BENITO COUNTY</b>          |                |
| Mno-23-D -----                      | 8.543          | SBto-22-A -----                   | 7.005          |
| Mno-23-E -----                      | 8.200          | SBto-22-C -----                   | 2.232          |
| Mno-23-F -----                      | 5.414          | SBto-22-Hollister -----           | .648           |
| Mno-23-G -----                      | 11.739         | SBto-22-San Juan Bautista -----   | .959           |
| Mno-23-H -----                      | 11.970         |                                   | 10.894         |
| Mno-23-I -----                      | 15.587         |                                   |                |
| Mno-23-J -----                      | 14.223         |                                   |                |
| Mno-23-K -----                      | 12.918         |                                   |                |
| Mno-23-L -----                      | 11.000         |                                   |                |
|                                     | 116.968        |                                   |                |

| <i>Co., Rte., Sec. (or City)</i> | <i>Mileage</i> | <i>Co., Rte., Sec. (or City)</i> | <i>Mileage</i> |
|----------------------------------|----------------|----------------------------------|----------------|
| <b>SAN BERNARDINO COUNTY</b>     |                | <b>SIERRA COUNTY</b>             |                |
| SBd-9-A -----                    | 10.081         | Sie-25-A -----                   | 17.293         |
| SBd-9-B -----                    | 3.020          | Sie-38-A -----                   | 1.626          |
| SBd-9-C -----                    | .997           |                                  | 18.919         |
| SBd-9-D -----                    | 1.270          | <b>SOLANO COUNTY</b>             |                |
| SBd-9-Rialto -----               | 2.503          | Sol-8-A -----                    | 2.974          |
| SBd-9-San Bernardino -----       | 3.157          | Sol-7-E -----                    | 6.526          |
| SBd-9-Upland -----               | 2.810          |                                  | 9.500          |
| SBd-19-A -----                   | 2.293          | <b>SONOMA COUNTY</b>             |                |
| SBd-19-B -----                   | 4.587          | Son-8-A -----                    | 11.173         |
| SBd-19-Ontario -----             | 2.740          | Son-8-B -----                    | 4.309          |
| SBd-58-A -----                   | 7.900          |                                  | 15.482         |
| SBd-58-B -----                   | 10.500         | <b>STANISLAUS COUNTY</b>         |                |
| SBd-58-C -----                   | 11.000         | Sta-13-A -----                   | 14.104         |
| SBd-58-D -----                   | 7.472          | Sta-13-B -----                   | 12.829         |
|                                  | 70.330         | Sta-13-Onkdale -----             | 1.011          |
| <b>SAN JOAQUIN COUNTY</b>        |                | Sta-13-Riverbank -----           | .737           |
| SJ-24-A -----                    | 4.318          |                                  | 28.681         |
| SJ-24-B -----                    | 11.918         | <b>SUTTER COUNTY</b>             |                |
| SJ-24-Lodi -----                 | .513           | Sut-3-A -----                    | 11.685         |
| SJ-66-A -----                    | 4.273          | Sut-3-Yuba City -----            | 1.277          |
| SJ-66-Manteca -----              | .721           |                                  | 12.962         |
|                                  | 21.743         | <b>TEHAMA COUNTY</b>             |                |
| <b>SAN MATEO COUNTY</b>          |                | Teh-3-A -----                    | 11.991         |
| SM-2-A -----                     | 3.950          | Teh-3-D -----                    | 15.676         |
| SM-2-Atherton -----              | 2.503          | Teh-3-Red Bluff -----            | 0.102          |
| SM-2-B -----                     | .649           | Teh-29-A -----                   | 20.489         |
| SM-2-Burlingame -----            | 2.160          | Teh-29-B -----                   | 19.670         |
| SM-2-Menlo Park -----            | 1.217          | Teh-29-C -----                   | 21.586         |
| SM-2-Redwood City -----          | 2.408          |                                  | 89.514         |
| SM-2-San Bruno -----             | 1.750          | <b>TRINITY COUNTY</b>            |                |
| SM-2-Santa Clara -----           | 1.770          | Tri-20-A -----                   | 13.040         |
| SM-2-San Mateo -----             | 4.230          | Tri-20-B -----                   | 10.426         |
|                                  | 20.637         |                                  | 23.466         |
| <b>SANTA CLARA COUNTY</b>        |                | <b>TULARE COUNTY</b>             |                |
| SCI-2-A -----                    | 12.625         | Tul-10-A -----                   | 3.806          |
| SCI-2-Palo Alto -----            | .930           | Tul-10-B -----                   | 4.806          |
| SCI-2-Santa Clara -----          | 2.470          | Tul-10-C -----                   | 9.899          |
| SCI-2-San Jose -----             | 2.750          | Tul-10-D -----                   | 7.599          |
| SCI-5-B -----                    | 8.040          | Tul-10-E -----                   | 8.426          |
| SCI-5-C -----                    | 5.651          | Tul-10-F -----                   | 5.744          |
| SCI-5-Los Gatos -----            | 1.810          | Tul-10-Visalia -----             | 2.046          |
| SCI-5-San Jose -----             | 0.990          |                                  | 42.326         |
| SCI-68-A -----                   | 6.424          | <b>TUOLUMNE COUNTY</b>           |                |
| SCI-68-B -----                   | 8.743          | Tuo-13-A -----                   | 10.803         |
| SCI-68-San Jose -----            | 1.567          | Tuo-13-B -----                   | 10.986         |
| SCI-68-Sunnyvale -----           | .018           | Tuo-13-Sonora -----              | .713           |
|                                  | 52.018         |                                  | 22.502         |
| <b>SANTA CRUZ COUNTY</b>         |                | <b>VENTURA COUNTY</b>            |                |
| SCr-5-A -----                    | 4.960          | Ven-60-A -----                   | 16.911         |
| SCr-5-B -----                    | 7.710          | Ven-60-B -----                   | 2.336          |
| SCr-5-Santa Cruz -----           | .870           | Ven-60-Oxnard -----              | 1.963          |
|                                  | 13.540         |                                  | 21.210         |
| <b>SHASTA COUNTY</b>             |                | <b>YOLO COUNTY</b>               |                |
| Sha-20-A -----                   | 14.993         | Yol-7-A -----                    | 11.530         |
| Sha-20-B -----                   | 9.297          | Yol-7-Woodland -----             | 0.450          |
| Sha-20-Redding -----             | 1.203          |                                  | 11.980         |
| Sha-28-A -----                   | 18.918         |                                  |                |
| Sha-28-B -----                   | 13.754         |                                  |                |
| Sha-28-C -----                   | 19.186         |                                  |                |
| Sha-28-D -----                   | 16.801         |                                  |                |
| Sha-28-E -----                   | 7.754          |                                  |                |
|                                  | 101.906        |                                  |                |

Co., Rte., Sec., (or City)

Mileage

State Total—1,841 188 miles

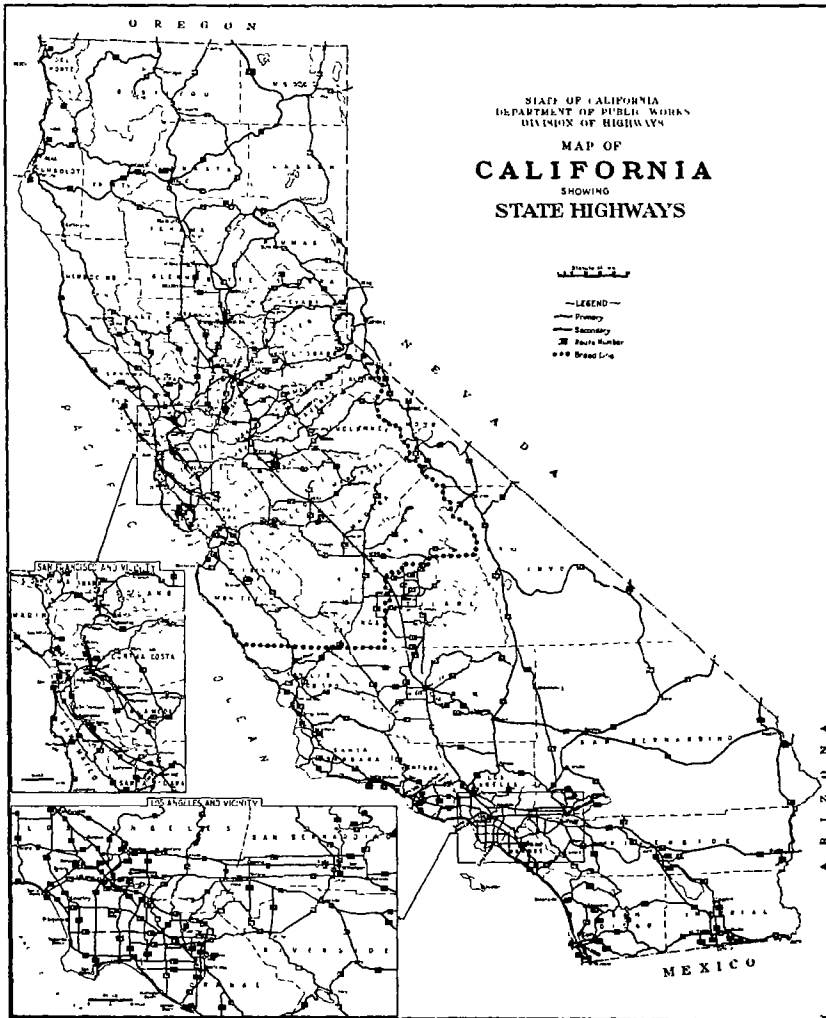
## YUBA COUNTY

|                        |        |
|------------------------|--------|
| Yub-3-A -----          | 3.353  |
| Yub-3-B -----          | 9.464  |
| Yub-3-Marysville ----- | 1.423  |
| Yub-3-Wheatland -----  | 388    |
| Yub-25-A -----         | 11.090 |

Total Primary State Highway—  
4,506 273Total Expressways on Primary State  
Highways—2,665,135 miles

25.718

Total Expressways—3,238.3 miles



**ADJOURNMENT**

At 11.37 a.m., on motion of Senator Powers, the President declared the Senate adjourned until 2 p.m., Tuesday, March 4, 1947, out of respect to the memory of the late Isadore B. Dockweiler.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**TWENTIETH LEGISLATIVE DAY**  
**FIFTY-FIRST CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Tuesday, March 4, 1947

The Senate met at 2 p m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—30.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator O'Gara, on motion of Senator Powers, due to illness

Senator Weybret, on motion of Senator Brown, due to illness.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator Sutton, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mrs. Genevieve A. Dias of Colusa.

On request of Lieutenant Governor Knight, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Glenn R. Baker of Los Gatos.

On request of Senator Keating, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Bryan McCarthy of San Rafael.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, March 4, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day adopted:

Senate Concurrent Resolution No. 2

ARTHUR A. OHNIMCS, Chief Clerk of the Assembly  
By ROBERT J. FINNIE, Assistant Clerk

Above resolution ordered enrolled.

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following bill was introduced, and read the first time:

**Senate Bill No. 34:** By Senator Salsman—An act to provide for the relocation of a portion of State Highway Route 5 in Santa Clara County, making an appropriation therefor, and declaring the urgency hereof, to take effect immediately.

Referred to Committee on Transportation.

**CONSIDERATION OF SPECIAL ORDER**

The hour of 2.15 p.m. having arrived, Senate Bills Nos. 12, 11, 9, 10, 13, and 5 were taken up.

**Motion for Committee of the Whole**

Senator Collier moved that the Senate resolve itself into a Committee of the Whole for the purpose of considering Senate Bills Nos. 12, 11, 9, 10, 13, and 5.

Motion carried.

**IN COMMITTEE OF THE WHOLE**

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

On motion of Senator Collier, the committee did arise, and report back to the Senate.

**IN SENATE**

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Secretary J. A. Beek at the desk.

**FURTHER CONSIDERATION OF SPECIAL ORDER OF BUSINESS  
CONSIDERATION OF SENATE BILL NO. 5**

**Senate Bill No. 5**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 188, 203, 1021, 1621, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 194, 195, and 1622 of, and to add Division 3, Article 2 of Chapter 2 of Division 1, and Sections 29, 74, 188, 188.2, and 188.4 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 270, 276, 277, 370, 381, and 781 of the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351,



8352, 8651, 9302, 9303, and 9304 of, and to add Part 4, comprising Sections 9601 to 10501, inclusive, to Division 2 of, and Sections 8353 and 10456 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

Bill read third time.

**Motion to Re-Refer Senate Bill No. 5**

Senator Tenney moved that Senate Bill No. 5 be re-referred to Committee on Revenue and Taxation.

**Motion to Postpone Consideration**

Senator Collier moved that further consideration of Senate Bill No. 5 be postponed until March 5, 1947, at 10 a.m.

**Roll Call Demanded**

Senators Tenney, Quinn, and Desmond demanded a roll call.

The roll was called, and the motion carried by the following vote:

AYES—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, Parkman, Powers, Quinn, Rich, Salsman, Slater, Swing, Ward, Watson, and Williams—33.

NOES—Senator Tenney—1.

**ADJOURNMENT**

At 4.21 p.m., on motion of Senator DeLap, the President declared the Senate adjourned until 10 a.m., Wednesday, March 5, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**TWENTY-FIRST LEGISLATIVE DAY**  
**FIFTY-SECOND CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Wednesday, March 5, 1947

The Senate met at 10 a m

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names :

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—37.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day :

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator O'Gara, on motion of Senator Powers, due to illness.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator Busch, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Dr. Walter Rapaport of Talmage.

On request of Senator Crittenden, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. O. C. Parkinson of Stockton.

On request of Senator Gordon, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Lee Kayser.

**RESOLUTIONS**

The following resolution was offered :

By Senator Judah :

**Senate Resolution No. 24**

Relative to state highway contracts

WHEREAS, There are pending before this Special Session of the Legislature, measures which will permit the acquisition of rights of way for, and the construction of, state highways ; and

WHEREAS, The people and the Legislature are desirous of obtaining as soon as possible information specifically showing which state highway routes the rights of way for which are to be acquired or the construction thereof is to be commenced prior to July 1, 1949 ; now, therefore, be it

*Resolved by the Senate of the State of California.* That the State Highway Commission and the Department of Public Works are requested in connection with the administration of highway measures enacted at this Special Session of the Legislature to compile information as to the priority in which it is expected that contracts will be let for the acquisition of rights of way for and construction of state highways under the terms of such measures, including the particular routes or portions thereof to be affected, such information to be for the period prior to July 1, 1949, and to transmit the information so compiled to the Governor and to each house of the Legislature ; and be it further

*Resolved,* That the Secretary of the Senate is directed to transmit a copy of this resolution to the Director of Public Works and to the Chairman of the California Highway Commission.

Resolution read.

**Motion to Re-Refer Senate Resolution No. 24**

Senator Swing moved that Senate Resolution No. 24 be re-referred to Committee on Transportation.

Motion carried.

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following resolution was offered :

**Senate Joint Resolution No. 1:** By Senator McCormack—Relative to memorializing the Congress of the United States, in considering and acting upon the budget, to give due consideration to the need and necessity of a strong national defense, and adequate naval and military establishments.

**Request for Unanimous Consent**

Senator McCormack asked for, and was granted, unanimous consent to take up Senate Joint Resolution No. 1. at this time, for consideration.

**CONSIDERATION OF SENATE JOINT RESOLUTION NO. 1**

**Senate Joint Resolution No. 1**—Relative to memorializing the Congress of the United States, in considering and acting upon the budget, to give due consideration to the need and necessity of a strong national defense, and adequate naval and military establishments.

Resolution read.

The roll was called, and the resolution adopted by the following vote :

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—37.

**NOES**—None.

Resolution ordered transmitted to the Assembly.

Chief Assistant Secretary Cleve V. Taylor at the Desk

CONSIDERATION OF DAILY FILE  
CONSIDERATION OF SENATE BILL NO. 5

**Senate Bill No. 5**—An act to provide for a system of public streets and highways in this State and for the financial support thereof, including the levying of taxes therefor, and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 188, 203, 1021, 1621, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 194, 195, and 1622 of, and to add Division 3, Article 2 of Chapter 2 of Division 1, and Sections 29, 74, 188, 188.2, and 188.4 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 270, 276, 277, 370, 381, and 781 of the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Part 4, comprising Sections 9601 to 10501, inclusive, to Division 2 of, and Sections 8353 and 10456 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

Bill read third time.

**Motion to Table**

Senator Swing moved that the motion made on March 4, 1947, by Senator Tenny to re-refer Senate Bill No. 5 to Committee on Revenue and Taxation be laid on the table.

Motion carried.

**Further Consideration of Senate Bill No. 5**

**Motion to Amend**

Senator Collier moved the adoption of the following amendments:

**Amendment No. 1**

On page 17, line 30, of the printed bill, as amended in the Senate on February 5, 1947, strike out "five"; and strike out line 31, and insert "six cents (\$.06) for each gallon of fuel distributed."

**Amendment No. 2**

On page 17, line 30, of said bill, strike out "seven and one—"; and strike out line 37, and insert "nine cents (\$.09) for each gallon of fuel used."

Amendments read.

**Division Requested**

Senator Collier requested a division of the amendments.

**Consideration of Amendment No. 1**

**Amendment No. 1**

On page 17, line 30, of the printed bill, strike out "five"; and strike out line 31, and insert "six cents (\$.06) for each gallon of fuel distributed"

Amendment read.

**Motion to Continue Consideration**

Senator Rich moved that further consideration of the amendments offered by Senator Collier be continued until all amendments to Senate Bill No. 5 have been presented to the Senate.

Motion withdrawn.

**Motion for Committee of the Whole**

Senator Desmond moved that the Senate resolve itself into a Committee of the Whole for the purpose of considering the amendments offered to Senate Bill No. 5.

Motion carried.

**IN COMMITTEE OF THE WHOLE**

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

On motion of Senator Desmond, the committee did arise, and report back to the Senate.

**IN SENATE**

Hon. Thomas F. Keating, Senator of the Thirteenth District, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**RECESS**

At 12.10 p.m., on motion of Senator Powers, the Senate recessed until 2 p.m.

**REASSEMBLED**

At 2 p.m., the Senate reconvened.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding

Chief Assistant Secretary Cleve V. Taylor at the desk.

**MOTION FOR COMMITTEE OF THE WHOLE**

Senator Collier moved that the Senate resolve itself into a Committee of the Whole for the purpose of considering further the amendments offered to Senate Bill No. 5.

Motion carried.

**IN COMMITTEE OF THE WHOLE**

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

On motion of Senator Collier, the committee did arise, and report back to the Senate.

**IN SENATE**

Hon. T. H. DeLap, Senator of the Seventeenth District, presiding.  
Chief Assistant Secretary Cleve V. Taylor at the desk.

**MOTION TO PRINT AMENDMENTS**

Senator Hatfield moved that the following amendments offered to Senate Bill No. 5, be printed in the Journal:

Motion carried.

**PROPOSED AMENDMENTS TO SENATE BILL NO. 5, AS AMENDED  
ON FEBRUARY 5, 1947****Amendments Offered by Senator Collier  
Amendment No. 1**

On page 17, line 30, of the printed bill, strike out "five"; and strike out line 31, and insert: "six cents (\$0.06) for each gallon of fuel distributed."

**Amendment No. 2**

On page 17, line 36, of said bill, strike out "seven and one-"; and strike out line 37, and insert "nine cents (\$.09) for each gallon of fuel used."

**Amendments Offered by Senator Collier**

PRINTER'S NOTE.—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendments is indicated by being enclosed within brackets.

**Amendment No. 1**

Strike out lines 5 and 6 of the title of the printed bill, as amended, and insert: "188, 190, 191, 203, 232, 1021, 1024, 1621, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 181, 189, 193, 194, 195, 300, and 1622 of, and to add".

**Amendment No. 2**

Strike out line 10 of the title of said bill, and insert: "to amend Sections 276, 277, 370, 372, 381, and 781 of the".

**Amendment No. 3**

In line 16 of the title of said bill, strike out "Sections 8353 and 10456", and insert: "Section 8353".

**Amendment No. 4**

On page 3, line 12, of said bill, following "by", insert: "or on behalf of"

**Amendment No. 5**

On page 3 of said bill, strike out lines 15 to 17, inclusive, and insert "made in accordance with the provisions of Sections 194 to 202, inclusive.

2055. The major system of city streets in any city and county shall, for purposes of this division, be deemed to constitute its system of primary roads. Such system shall not exceed 50 percent of the total mileage of streets and highways maintained by and in the city and county. The use of the term "city and county" in this section shall not affect the interpretation of "city" or "county" as elsewhere used in this division, it being intended that these terms as elsewhere used in this division shall include "city and county" as provided in Sections 14 and 15."

**Amendment No. 6**

On page 4 of said bill, strike out lines 12 to 14, inclusive, and insert "is not required to maintain any route or portion of a route in any city which route or portion of route was added after January 1, 1947, until the same has been laid out and constructed as a state highway."

**Amendment No. 7**

On page 4, line 47, of said bill, strike out "motor"

**Amendment No. 8**

On page 5, line 7, of said bill, strike out "motor".

**Amendment No. 9**

On page 5, line 26, of said bill, strike out "motor".

**Amendment No. 10**

On page 5, line 12, of said bill, following the period, insert "The Controller shall notify each county of the amount apportioned under Sections 2115 and 2116 in each apportionment."

**Amendment No. 11**

On page 5, line 44, of said bill, strike out "and cities and counties"

**Amendment No. 12**

On page 6, line 10, of said bill, strike out "This includes but is not"; and strike out lines 11 and 12

**Amendment No. 13**

On page 6, line 28, of said bill, strike out "5", and insert "4".

**Amendment No. 14**

On page 7, line 30, of said bill, strike out "article", and insert "chapter".

**Amendment No. 15**

On page 8, line 15, of said bill, following "acquiring", insert "rights of way for".

**Amendment No. 16**

On page 8, lines 20 and 21, of said bill, strike out "necessary extensions thereof and insert "other state highways".

**Amendment No. 17**

On page 8, lines 26 and 27, of said bill, strike out "necessary extensions thereof", and insert "other state highways".

**Amendment No. 18**

On page 8, lines 28 and 29, of said bill, strike out "and necessary extensions".

**Amendment No. 19**

On page 9, line 23, of said bill, preceding "El Segundo", insert "near".

**Amendment No. 20**

On page 9 of said bill, strike out lines 31 and 32.

**Amendment No. 21**

On page 10 of said bill, strike out lines 7 to 12, inclusive, and insert "285. The expressway routes described in Sections 268 to 275, inclusive, and 277 to 283, inclusive, are added to the State Highway System as state highway routes."

**Amendment No. 22**

On page 10, line 23, of said bill, strike out "state and metropolitan".

**Amendment No. 23**

On page 10 of said bill, strike out lines 31 to 47, inclusive

**Amendment No. 24**

On page 10, line 49, of said bill, strike out "section", and insert "article".

**Amendment No. 25**

On page 11 of said bill, strike out lines 6 to 19, inclusive, and insert "commussion"

**Amendment No. 26**

On page 11, line 38, of said bill, strike out "exists", and insert "exits".

**Amendment No. 27**

On page 12, line 16, of said bill, strike out "Public motor carriers", and insert "Common carriers by motor vehicle".

**Amendment No. 28**

On page 12, line 22, of said bill, strike out "motor carrier", and insert "carrier by motor vehicle".

**Amendment No. 29**

On page 12, line 25, of said bill, following "law", strike out the comma, and insert "and".

**Amendment No. 30**

On page 13, line 5, of said bill, following the period, insert: "Not more than one-half of 1 percent of the money allocated to the state highways in a particular group may be used as state aid to joint highway districts within such group in accordance with the laws pertaining to the financing of highways within joint highway districts."

**Amendment No. 31**

On page 13 of said bill, between lines 37 and 38, insert

"SEC. 6.1. Section 181 of the Streets and Highways Code is amended to read: 181. Any money placed in the State Highway General Fund may be withdrawn for such highway purposes as the Division of Highways directs, except that moneys received from the Federal Government as reimbursement for advancements made, when not again expended as advancements, shall be expended [with respect to primary and secondary state highways and] within the county groups as provided for expenditure of money from the State Highway Fund; and provided, further, that as to the expenditure of federal emergency funds allocated primarily for the purpose of relieving unemployment, employees used on any projects so financed shall be obtained from the various counties according to and in proportion to unemployment needs so far as may be practical and only to such extent as will not conflict with any requirement of the Government of the United States

SEC. 6.2. Section 189 of the Streets and Highways Code is amended to read: 189. All State Highway Fund money which is allocated to and available for expenditure upon [primary] state highways in County Group No. 1 shall be subject to the appropriations therefrom made by Chapters 5[, ] and 9 of the Statutes of 1933 [, and all state highway fund money allocated to and available for expenditure upon either primary or secondary state highways in County Group No. 1 shall be subject to the appropriation therefrom made by Chapter 9, Statutes of 1933.]



SEC. 63 Section 193 of the Streets and Highways Code is amended to read: 193. The State Highway Fund money allocated and available each year for [primary and secondary] state highways[, respectively,] shall be expended by the department:

(a) On the locations determined by the commission, to acquire the necessary real property or interests therein for, and to construct or improve to standards justified by traffic requirements[, the primary and secondary] state highways[, respectively,] in the State Highway System.

(b) To construct or improve highways in state parks in the manner provided by law."

**Amendment No. 32**

On page 14, line 24, of said bill, after "installation", insert "and maintenance".

**Amendment No. 33**

On page 14, line 26, of said bill, after "construction", insert "or maintenance".

**Amendment No. 34**

On page 14, line 27, of said bill, after "construction", insert: "or maintenance".

**Amendment No. 35**

On page 14 of said bill, between lines 32 and 33, insert "Sec. 8.1. Section 300 of the Streets and Highways Code is amended to read: 300. [All routes or portions of routes described in this article, except those declared in Article 2 of this chapter to be primary state highways, are secondary state highways] *All distinctions existing prior to the amendment of this section as to primary and secondary state highways are hereby abolished. The routes in the State Highway System are described in this article, except that certain additional state highway routes are described in Sections 268 to 275, inclusive, and 277 to 283, inclusive, of Article 2 of this chapter.*"

**Amendment No. 36**

On page 14 of said bill, strike out line 33, and insert

"Sec. 9. Sections 190, 191, 203, 232, 1021, 1024, 1621, 1625 5, 1626,".

**Amendment No. 37**

On page 14, line 45, of said bill, after "from", insert "the".

**Amendment No. 38**

On page 14, line 48, of said bill, strike out "30", and insert "5".

**Amendment No. 39**

On page 14, line 49, of said bill, strike out "act", and insert "section".

**Amendment No. 40**

On page 16 of said bill, strike out lines 47 to 51, inclusive.

**Amendment No. 41**

On page 17 line 28, of said bill, strike out "distribution", and insert "distributors".

**Amendment No. 42**

On page 18, line 13, of said bill, following "September", insert "15".

**Amendment No. 43**

On page 18, line 30, of said bill, preceding "include", insert "as used in this section"

**Amendment No. 44**

On page 32, line 1 of said bill, strike out "3", and insert "37.5".

**Amendment No. 45**

On page 33, line 18, of said bill, strike out "and 37", and insert "37 and 37.5".

**Amendment No. 46**

On page 33, line 23, of said bill, strike out "and 37", and insert "37, and 37.5".

**Amendment No. 47**

On page 33, line 47, of said bill, after "in", insert "and thereafter received in".

**Amendment No. 48**

On page 34, line 3, of said bill, following "Fund", and preceding the period, insert ", and the Controller shall make the transfers to the Highway Users Tax Fund at the same time as transfers to said fund of moneys received under the Motor Vehicle Fuel License Tax Law are made".

**Amendment No. 49**

On page 34 of said bill, after line 6, insert  
 "SEC. 43. This act shall be known and may be cited as the Public Roads Act  
 of 1947."

**Amendments Offered by Senators Hulse and Hatfield**

**PRINTER'S NOTE**—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendments is indicated by being enclosed within brackets.

**Amendment No. 1**

In line 3 of the title of the printed bill, as amended, after "thereof," insert "and relating to vehicles thereon".

**Amendment No. 2**

In line 10 of the title of said bill, after "Sections", insert "142,"

**Amendment No. 3**

On page 17 of said bill, between lines 44 and 45, insert  
 "SEC. 315. Section 142 of the Vehicle Code is amended to read:  
 142. Exemption from Registration. The registration provisions of this chapter shall not apply to any of the following vehicles:

(a) Any vehicle of a type otherwise subject to registration hereunder which is driven or moved upon a highway in conformance with the provisions of this code relating to dealers, transporters or nonresidents or under a temporary registration permit issued by the department as authorized by Section 147 hereof.

(b) Any vehicle of a type otherwise subject to registration hereunder which is driven or moved upon a highway only for the purpose of crossing such highway from one property to another in accordance with a permit issued by the Department of Public Works.

(c) Any implement of husbandry, whether of a type otherwise subject to registration hereunder or not, which is only incidentally operated or moved over a highway. *The following shall be deemed to be implements of husbandry:*

(1) A lift-carrier designed and used exclusively for the lifting and carrying of implements of husbandry, when operated or moved upon a highway [shall be deemed to be an implement of husbandry].

(2) A two-wheeled trailer having no bed, and designed and used solely for transporting a hay loader.

(3) A spray rig designed and used exclusively for spraying in the conduct of agricultural operations.

(4) A nurse rig or equipment auxiliary to the use of a spraying

(5) A row duster.

(d) Special mobile equipment.

(e) Any self-propelled wheel chair or invalid tricycle.

(f) Special highway construction equipment."

**Amendment No. 4**

On page 19, line 4, of the printed bill, strike out "14,000", and insert "16,000"

**Amendment No. 5**

On page 19, line 6, of said bill, strike out "14,000", and insert "16,000"

**Amendment No. 6**

On page 19 of said bill, between lines 10 and 11, insert  
 "9803.5. "Vehicle" does not include the following:

(a) A lift carrier designed and used exclusively for the lifting and carrying of implements of husbandry, when operated or moved on a highway.

(b) A carry-all as defined in Section 372.3 of the Vehicle Code, used solely for agricultural purposes, the use of which on any highway is limited to traveling from one place of agricultural work to another, unladen.

(c) A farm tractor or any motor vehicle designed and used primarily for drawing plows, mowing machines and other implements of husbandry.

(d) A wagon or van used exclusively for carrying products of farming from one part of a farm to another part thereof, or from one farm to another farm, and used solely for agricultural purposes, including any van used in harvesting alfalfa, which is only incidentally operated or moved on a highway as a trailer."

**Amendment No. 7**

On page 20 of said bill, strike out lines 5 and 6.

**Amendment No. 8**

On page 20 of said bill, strike out lines 27 and 28

**Amendment No. 9**

On page 32 of said bill, between lines 34 and 35, insert

|                             |         |
|-----------------------------|---------|
| "14,001 to 15,000 lbs.----- | 58.00   |
| 15,001 to 16,000 lbs.-----  | 64.00". |

**Amendment No. 10**

On page 33, line 12, of said bill, strike out "14,000", and insert "16,000".

**Amendments Offered by Senator Dilworth****Amendment No. 1**

On page 8, line 47, of the printed bill, after "via", insert "Box Springs and".

**Amendments Offered by Senator Sutton****Amendment No. 1**

In line 10 of the title of the printed bill, as amended, strike out "370".

**Amendment No. 2**

On page 3 of said bill, strike out lines 34 to 50, inclusive, and insert "2104. There shall be apportioned quarterly among the several counties, money out of the Highway Users Tax Fund, equivalent to sixteen and two-thirds percent (16⅔%) of the net amount deposited in said fund during the last preceding calendar quarter as follows:

First, each county shall be paid seven thousand five hundred dollars (\$7,500). Secondly, one-half of the balance, after making the apportionment of seven thousand five hundred dollars (\$7,500) shall be apportioned to the counties in the proportion that the registration of vehicles registered in each bears to the total number of vehicles registered in the State.

Thirdly, the remainder shall be apportioned to the counties in the proportion that the mileage of primary county roads in each bears to the total mileage of primary county roads in the State.

The Controller shall draw his warrant upon the Highway Users Tax Fund during each of the months of January, April, July, and October of each year in favor of each county in the State for the amount to which the county is entitled under this section "

**Amendment No. 3**

On page 4, line 1, of said bill, strike out "five-eighths of one cent (\$0.00⅝)", and insert "one-fourth of one cent (\$0.00¼)".

**Amendment No. 4**

On page 4, line 15, of said bill, after "2110.", strike out "The moneys payable to the counties under Section,"; and strike out lines 16 to 20, inclusive.

**Amendment No. 5**

On page 4 of said bill, strike out lines 27 to 31, inclusive; and on page 5, strike out lines 1 to 42, inclusive.

**Amendment No. 6**

On page 9 of said bill, strike out lines 13 to 50, inclusive; and on page 10, strike out lines 1 to 12, inclusive.

**Amendment No. 7**

On page 13 of said bill, strike out lines 23 to 37, inclusive.

**Amendment No. 8**

On page 17, lines 30 and 31, of said bill, strike out "five cents (\$0.05)", and insert "four cents (\$0.04)".

**Amendment No. 9**

On page 17 of said bill, strike out lines 38 to 44, inclusive

**Amendment No. 10**

On page 18, line 18, of said bill, strike out "five dollars (\$5)", and insert "one dollar and fifty cents (\$1.50)".

**Amendment No. 11**

On page 18, lines 20 and 21, of said bill, strike out "four dollars and fifty cents (\$4.50)", and insert "one dollar (\$1)".

**Amendment No. 12**

On page 33, line 18, of said bill, strike out "31".

**Amendments Offered by Senator Sutton****Amendment No. 1**

In line 8 of the title of the printed bill, as amended, after "188.2," strike out "and"; and after "188.4," insert "and 508".

**Amendment No. 2**

On page 34 of said bill, as amended, after line 6, insert

"SEC. 43. Section 508 is added to the Streets and Highway Code to read:  
508. Route 211 is from Route 15 near Tenth and Market Streets in Colusa to Route 45 near Codora, via Princeton."

**Amendments Offered by Senator Sutton****Amendment No. 1**

In line 17 of the title of the printed bill, as amended, after "Code," insert "to add Sections 9.3, 9.6, 9.7, and 9.8 to, and to repeal Section 9 of, the County Highway Aid Act of 1945."

**Amendment No. 2**

On page 15 of said bill, after line 30, insert

"SEC. 17.4. Section 9 of the County Highway Aid Act of 1945 is repealed

SEC. 17.5. Section 9.5 is added to said act, to read:

SEC. 9.5. The department and the board of supervisors of each county shall, as far as possible, provide for expenditure on county roads of all money received from the Federal Government for principal and secondary feeder roads, including farm-to-market roads

SEC. 17.6. Section 9.6 is added to said act, to read:

SEC. 9.6. The Farm-to-Market Road Fund is hereby created in the State Treasury. In the event any money is received from the Federal Government in any fiscal year for secondary and feeder roads, including farm-to-market roads, the Department of Public Works shall allocate from the State Highway Fund to the Farm-to-Market Road Fund, an amount equal to the amount so expended on state highways, to be deposited on order of the Controller

SEC. 17.7. Section 9.7 is added to said act, to read

SEC. 9.7. The money in the Farm-to-Market Road Fund shall be expended in the several counties for construction on county highways which are designated by agreement between the department and the respective boards of supervisors. The department may specify the amount of mileage for such construction in each county. The work of such construction may be done by the department in any county or may be delegated to the board of supervisors or to the single road commissioner in any county having a single road commissioner.

SEC. 17.8. Section 9.8 is added to said act, to read:

SEC. 9.8. The board of supervisors of any county, before entering into any cooperative agreement with the Department of Public Works for the designation of any highway as a secondary and feeder road, including a farm-to-market road, for the expenditure thereon of federal money, shall hold a public hearing thereon, and publish notice of such hearing at the county seat of said county at least 15 days prior to the date thereof, in a newspaper of general circulation"

**Amendments Offered by Senator Kraft****Amendment No. 1**

On page 10 of the printed bill, as amended, between lines 9 and 10, insert

"284.5. The Mission Valley Expressway is from the expressway described in Section 257 to the expressway described in Section 260 near La Mesa  
This expressway is in the San Diego metropolitan area"

**Amendments Offered by Senator Mayo****Amendment No. 1**

On page 13 of said bill, as amended, strike out lines 33 to 37 inclusive and insert  
"284.5. For February 5, 1947, during each of the five year periods commencing and ending respectively July 1, 1947 to June 30, 1952, July 1, 1952 to June 30, 1957, and July 1, 1957 to June 30, 1962

In the event that the department expends for construction and acquisition of rights of way in any county during any of said five year periods a larger sum than required by the preceding paragraph the excess may be credited against the required expenditure for a subsequent five year period"

**Amendments Offered by Senator Donnelly****Amendment No. 1**

On page 34 of the printed bill, as amended, after line 6, insert

"SEC. 43. This act shall take effect upon its approval by the electors of the State at a special election to be called for that purpose"

**Amendments Offered by Senator Carter****Amendment No. 1**

On page 3 of the printed bill, as amended, between lines 33 and 34, insert

"2103.1. In addition to any other money available by law for support of the Controller, there is hereby annually appropriated, from the Highway Users Tax Fund,

for expenditure during each fiscal year by the Controller for carrying out his duties under this act, the sum of one hundred thousand dollars (\$100,000) or so much as may be necessary. Upon reversion of any unused balance of this appropriation the amount reverted shall be available for apportionment in accordance with the provisions of this chapter"

#### Amendments Offered by Senator Carter

##### Amendment No. 1

On page 2 of the printed bill, as amended, strike out lines 46 and 47, and insert "visors at the same time as other county departments submit their recommended budgets. The board of supervisors shall hold public hearings on the proposed road budget at the same time as the general county budget is considered and after like notice. In adopting the budget the board may make such changes and revisions as it considers will subserve the public interest."

#### Amendments Offered by Senator Carter

PRINTER'S NOTE—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendments is indicated by being enclosed within brackets.

##### Amendment No. 1

In line 5 of the title of the printed bill, as amended, after "1021," insert "1022, 1023, 1024,".

##### Amendment No. 1a

In line 6 of the title of said bill, after "195," insert "1028, 1029,".

##### Amendment No. 1b

On page 2, line 22, of said bill, following the period, insert "Proposals for inclusion or exclusion of roads in the county primary system shall be submitted by order of the board of supervisors for approval by the department"

##### Amendment No. 2

On page 2 of said bill, following line 47, insert  
 "2008. The board of supervisors shall fix the salary of the road commissioner. It shall be chargeable against the twenty thousand dollars (\$20,000) annual apportionment to the county under the first subdivision of Section 2011

2009. The board shall determine the general policies of the county as to county road matters and the same shall be carried out and administered by the road commissioner. The commissioner shall employ such assistants and employees as may be necessary, subject to the approval of the board of supervisors of the salary or other compensation to be paid, and may purchase, lease or hire such equipment as is necessary for county road purposes, subject to the approval of the board as to the price or rental."

##### Amendment No. 3

On page 14, line 33, of said bill, following "1021," insert "1022, 1023, 1024,".

##### Amendment No. 4

On page 14 of said bill, between lines 42 and 43, insert

"SEC. 9.1. Section 1028 of the Streets and Highway Code is amended to read:

1028. The board of supervisors may call, [semiannually,] *at such times as in the judgment of the board may be required*, a special meeting of the board [which the road commissioners shall attend on the days set apart by the board for their respective districts] *for hearing highway and road matters*. At such special meetings the board shall hear highway and bridge reports and complaints from officers and citizens, and shall take such action regarding the reports and complaints as the public welfare demands.

SEC. 9.2. Section 1029 of the Streets and Highways Code is amended to read:

1029. [The board of supervisors of any county at their option may appoint the county surveyor or other person qualified in road construction to act as road commissioner of and for any or all road districts in the county. The board of supervisors may consolidate the existing road districts into one road district which shall comprise all of the territory lying within the county excepting incorporated areas. The duties of the road commissioner shall be those outlined in Sections 1021 and 1024 of this code.

In the event that such road district consolidation is effected, it] *The consolidation of road districts as provided in Section 2006 shall be without prejudice to the legal requirement that all [supervisory] road district taxes collected in any one such district shall be expended in that district"*

**Amendments Offered by Senator Carter****Amendment No. 1**

On page 15 of the printed bill, as amended, following line 50, insert "SEC. 17.5. In case the board of supervisors of any county fails to comply with the provisions of any of Sections 13 to 16, inclusive, of this act or fails to comply with the provisions of Section 17 within 15 days after notice from the California Highway Commission of disapproval as provided in Section 17, the California Highway Commission shall act for and in the place of such board in taking whatever action is required by any of said sections which said board has failed to take. Said commission shall act pursuant to this section as soon as possible after such failure of the board and the action of the commission shall have the same effect as if taken by the board.

Nothing in this section shall limit the power of any board of supervisors after action has been taken by the commission as herein provided to propose the inclusion or exclusion of any road from the county primary road system as provided in Section 2004 of the Streets and Highways Code or to appeal from any decision of the Department of Public Works on any such proposal as authorized by Section 74 of the Streets and Highways Code."

**Amendments Offered by Senator Crittenden****Amendment No. 1**

On page 8, line 41, of the printed bill, as amended, after "Angeles", insert ", Stockton,".

**Amendments Offered by Senator Crittenden****Amendment No. 1**

On page 19, lines 6 and 7, of the printed bill, as amended, strike out ", however," and insert ":

(a)".

**Amendment No. 2**

On page 19 of said bill, between lines 10 and 11, insert

"(b) Any motor vehicle while being used by any farmer, resident of this State, for transporting his own farm products or for transporting laborers to and from farm work incidentally in his farming operations or for occasionally transporting property for other farmers.

(c) Any motor vehicle while being used by any nonprofit agricultural cooperative association, organized and acting within the scope of its powers under Chapter 4 of Division 6 of the Agricultural Code for the transporting of its own property or the property of its members."

**Amendments Offered by Senator Jespersen****Amendment No. 1**

On page 10 of the printed bill, as amended, between lines 26 and 27, insert

"288.6. Notwithstanding anything elsewhere in this code or any other statute provided, when any city, county, city and county, public corporation, municipal corporation, irrigation district, flood control district, sewer district, public utility district, municipal utility district, or other public district maintains or operates utility service structures (1) in, over, under, through, across, or along a freeway, expressway, or a lateral or stem or route of such ways, or (2) in, over, under, through, across, or along any other street or highway, if (a) the construction or improvement of such freeway, expressway, or a lateral or stem of such ways, or if (b) the construction or improvement of such street or other highway for the purpose of constituting, extending, relocating or improving such street or other highway as a freeway, expressway, or a lateral or stem of such ways, reasonably requires the removal or relocation, as the case may be, of such utility service structures, the department, as a condition of such removal or relocation, shall pay, as a part of the cost of the project or improvement, the entire expense of removing and feasibly relocating all such utility service structures, or, in lieu or in place thereof, of constructing new structures, in such fashion that the relocated or new structures will have at least equivalent quality and use or service capacity to render the same service in the same area as the structures so removed or relocated. Cost of incidental restoration of pavements shall be included as part of such expense. It is hereby declared that the use of state highway funds for any of such purposes is for state highway purposes.

The term "utility service structures," as herein used, shall include facilities for flood control (including storm drains), facilities for supplying water, gas, electricity, telephone service, and other means of communication, and for the collection treatment, and disposal of sewage and refuse matter.

The commission and the department shall provide for advance planning respecting facilities to accommodate longitudinal use of highway rights of way and crossings thereof by utility service structures as herein defined.

The provisions of this section shall not include or apply to any street, road or highway, unless such street, road or highway is, or by virtue of the intended improvement will become, a freeway, expressway or a lateral or stem thereof."

**Amendment No. 2**

On page 7 of the printed bill, as amended, between lines 41 and 42, insert  
“(f) Removals and relocations of utility service structures from expressways,  
as provided in Section 288.6 of this code.”

**Amendments Offered by Senator Jespersen****Amendment No. 1**

On page 2, line 30, of the printed bill, as amended, strike out “department”, and  
insert “board of supervisors”.

**Amendment No. 2**

On page 2, line 34, of said bill, strike out “department”, and insert “board of  
supervisors”.

**Amendment No. 3**

On page 2, line 35, of said bill, after “qualified”, insert “The road commissioner  
shall at all times be under the direction and supervision of the board of supervisors.”

**Amendments Offered by Senator Breed****Amendment No. 1**

On page 23, line 21, of the printed bill, strike out “payable to the board”, and  
insert “payable to the Controller”.

**Amendment No. 2**

On page 26, line 23, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 3**

On page 26, line 31, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 4**

On page 26, line 35, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 5**

On page 26, line 41, of said bill, strike out “board”, and insert “Controller”

**Amendment No. 6**

On page 26, line 45, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 7**

On page 27, line 33, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 8**

On page 27, line 35, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 9**

On page 28, line 10, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 10**

On page 28, line 29, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 11**

On page 28, line 35, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 12**

On page 28, line 37, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 13**

On page 28, line 44, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 14**

On page 29, line 50, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 15**

On page 30, line 9, of said bill, strike out “board”, and insert “Controller”.

**Amendment No. 16**

On page 30, line 35, of said bill, strike out “ment,” and insert “ment and the  
Controller”.

**Amendment No. 17**

On page 31, line 16, of said bill, strike out “board. The board”, and insert  
“Controller. The Controller”.

**Amendment No. 18**

On page 32 of said bill, between lines 25 and 26, insert  
“10453. All remittances for taxes together with interest and penalties thereon  
received by the board under this part shall be transmitted daily to the Controller

with the names of the operators who sent the remittances. The Controller shall keep an appropriate record of the payments.

10454. The board shall notify the Controller of all determinations made under Articles 1, 2, 3, 4, and 5 of Chapter 4 of this part, and the Controller shall keep an appropriate record of all the determinations."

#### Amendments Offered by Senator Ward

##### Amendment No. 1

On page 10 of the printed bill, as amended, between lines 26 and 27, insert  
 "Before acquiring rights of way for expressways or any state highway in metropolitan areas or through, or into a city, and prior to undertaking the construction thereof, the department shall obtain the approval of the local governing body and the local planning commission, if there be one, in respect to the location of a proposed route through or into a city, the elimination of intersections with, or closing of city streets."

##### Amendment No. 2

On page 10, line 41, of said bill, after "chapter," insert "subject to the approval of the local governing body,".

#### Amendments Offered by Senator Desmond

##### Amendment No. 1

On page 34 of the printed bill, as amended, between lines 3 and 4, insert  
 "Sec. 41.5. (a) If the Legislature provides, at its Fifty-seventh Regular General or Special Session, by the creation of a legislative committee or otherwise, for an independent study, investigation or survey of the feasibility of financing any proposed expressways by the toll revenue method, and for a report thereof to the Legislature, such report shall contain the following:

1. The number of miles of proposed expressways which logically and practically can be financed by imposition of tolls.

2. The approximate costs of expressway projects.

3. The schedules of necessary tolls to be charged for the various classifications of vehicles.

4. The agency or agencies deemed appropriate to carry out the construction and financing of any toll expressways.

(b) Notwithstanding any other provision of law, no money shall be expended from the State Highway Fund for any expressway until \_\_\_\_\_ days after the filing of said report."

#### Amendments Offered by Senator Desmond

##### Amendment No. 1

On page 10 of the printed bill, as amended, between lines 26 and 27, insert  
 "288.5. Notwithstanding anything elsewhere in this code or any other statute provided, when any city, county, city and county, public corporation, municipal corporation, irrigation district, flood control district, sewer district, public utility district, municipal utility district, or other public district, mutual water company, or any public utility under jurisdiction of the Public Utilities Commission of the State of California maintains or operates utility service structures (1) in, over, under, through, across, or along a freeway, expressway, or a lateral or stem or route of such ways, or (2) in, over, under, through, across, or along any other street or highway, if (a) the construction or improvement of such freeway, expressway, or a lateral or stem of such ways, or if (b) the construction or improvement of such street or other highway for the purpose of constituting, extending, relocating or improving such street or other highway as a freeway, expressway, or a lateral or stem of such ways, reasonably requires the removal or relocation, as the case may be, of such utility service structures, the department, as a condition of such removal or relocation, shall pay, as a part of the cost of the project or improvement, the entire expense of removing and feasibly relocating all such utility service structures, or, in lieu or in place thereof, of constructing new structures, in such fashion that the relocated or new structures will have at least equivalent quality and use or service capacity to render the same service in the same area as the structures so removed or relocated. Cost of incidental restoration of pavements shall be included as part of such expense. It is hereby declared that the use of state highway funds for any of such purposes is for state highway purposes.

The term "utility service structures," as herein used, shall include facilities for flood control (including storm drains), facilities for supplying water, gas, electricity, telephone service, and other means of communication, and for the collection treatment, and disposal of sewage and refuse matter.

The commission and the department shall provide for advance planning respecting facilities to accommodate longitudinal use of highway rights of way and crossings thereof by utility service structures as herein defined.

The provisions of this section shall not include or apply to any street, road or highway, unless such street, road or highway is, or by virtue of the intended improvement will become, a freeway, expressway or a lateral or stem thereof."



**Amendment No. 2**

On page 11 of the printed bill, as amended, between lines 19 and 20, insert  
"203.5 Subject to the other applicable provisions of this code or any other statute, any city, county, city and county, public corporation, municipal corporation, irrigation district, flood control district, sewer district, public utility district, municipal utility district, or other public district, mutual water company, or any public utility under jurisdiction of the Public Utilities Commission of the State of California, shall have the right to construct, operate, and maintain public utility service structures in, over, under, through, across, or along any freeway, expressway, or lateral or stem of such ways, or other state highway in such manner and at such places as not to impair unnecessarily the usefulness of such way for purposes of the vehicular or other traffic for which it is intended and used, and every such entity is entitled to receive and retain a permit so to do; provided, however, that the holder of such a permit must comply with reasonable regulations of the department."

**Amendment No. 3**

On page 7 of the printed bill, as amended, between lines 41 and 42, insert  
"(f) Removals and relocations of utility service structures from expressways, as provided in Section 288.5 of this code."

**Amendments Offered by Senator Desmond****Amendment No. 1**

On page 10 of the printed bill, between lines 26 and 27, insert  
"288 1. Whenever any state highway, or the connecting portion of such highway passes into or through a city pursuant to Section 111, the State shall pay all costs incurred by the city in relocating water or sewer pipes, power lines or other facilities of said city not located within any existing state highway, when such relocation is requested by the department "

**REPORTS OF STANDING COMMITTEES****Committee on Rules**

SENATE CHAMBER, SACRAMENTO, March 5, 1947

MR. PRESIDENT: The Committee on Rules has examined.

**Senate Concurrent Resolution No. 2**—Relative to the passing of Isadore B. Dockweiler;

And reports that the same has been correctly enrolled, and presented to the Secretary of State on the fifth day of March, 1947, at 4 p.m.

POWERS, Chairman

**ADJOURNMENT**

At 5.15 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 10 a.m., Thursday, March 6, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

**TWENTY-SECOND LEGISLATIVE DAY**  
**FIFTY-THIRD CALENDAR DAY**

---

## **IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Thursday, March 6, 1947

The Senate met at 10 a.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

### **ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—37.

Quorum present.

### **PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### **LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator O'Gara, on motion of Senator Powers, due to illness.

### **GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator McBride, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. and Mrs. V. M. Freeman of Santa Paula.

On request of Senators Hatfield and Crittenden, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Messrs. Joe and Joaquin Esteves and Warren K. McBride of Gustine.

On request of Senators Gordon and Hatfield, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Stanley Vallerga and Mr. Lowell Eddington of Napa.

On request of Senator Dillinger, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Supervisor Anson V. Prouty of Ione.

On request of Senators Donnelly and McCormack, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Melvin Lundgren and Mr. Gordon Simmons, both of Vallejo.

### RESOLUTIONS

The following resolution was offered :

By Senator Tenney :

#### Senate Resolution No. 25

Relative to adjournment in respect to the memory of Ruben S. Schmidt

WHEREAS, On February 23, 1947, the death of Ruben S. Schmidt, Judge of the Superior Court of Los Angeles County, took from the people of the State of California an able and devoted public servant ; and

WHEREAS, Ruben S. Schmidt was a native of Los Angeles, received his education there and at the University of Michigan, and from the time of his admission to the Bar in 1905 until his death at the age of 65 years, he was ever devoted to the best interests of his community and his profession ; now, therefore, be it

*Resolved by the Senate of the State of California*, That by this resolution the Members of this Senate express their deep regret upon the passing of this able jurist and the loss of his public service to the people of Los Angeles County and of the State of California ; and be it further

*Resolved*, That the Secretary of the Senate send suitably prepared copies of this resolution to the family of Judge Schmidt : His widow, Mrs. Katherine R. George Schmidt, and his son, George Schmidt ; and be it further

*Resolved*, That when this Senate this day adjourns it do so out of respect to the memory of Ruben S. Schmidt.

Resolution read, and adopted by a rising vote of the following Senators :

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dullinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—37.

### MOTION FOR COMMITTEE OF THE WHOLE

Senator Collier moved that the Senate resolve itself into a Committee of the Whole for the purpose of considering further the amendments offered to Senate Bill No. 5.

Motion carried.

### IN COMMITTEE OF THE WHOLE

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

On motion of Senator Collier, the committee did arise, and report back to the Senate.

### IN SENATE

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

### RECESS

At 1.10 p.m., on motion of Senator Keating, the Senate recessed until 2.45 p.m.

**REASSEMBLED**

At 2.45 p.m., the Senate reconvened.

Hon. Goodwin J. Knight, President of the Senate, presiding.  
Chief Assistant Secretary Cleve V. Taylor at the desk.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, March 6, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day adopted

Assembly Joint Resolution No. 1

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By ROBERT J. FINNIE, Assistant Clerk

**FIRST READING AND REFERENCE OF ASSEMBLY BILLS**

The following resolution was read:

**Assembly Joint Resolution No. 1**—Relative to centralized purchasing for Navy ships service stores.

**Request for Unanimous Consent**

Senator Tenney asked for, and was granted, unanimous consent to take up Assembly Joint Resolution No. 1, at this time, for consideration.

**CONSIDERATION OF ASSEMBLY JOINT RESOLUTION NO. 1**

**Assembly Joint Resolution No. 1**—Relative to centralized purchasing for Navy ships service stores.

Resolution read.

**Motion to Refer Assembly Joint Resolution No. 1**

Senator Donnelly moved that Assembly Joint Resolution No. 1 be referred to Committee on Rules.

Motion carried.

**MOTION FOR COMMITTEE OF THE WHOLE**

Senator Collier moved that the Senate resolve itself into a Committee of the Whole for the purpose of considering further the amendments offered to Senate Bill No. 5.

Motion carried.

**IN COMMITTEE OF THE WHOLE**

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

On motion of Senator Collier, the committee did arise, and report back to the Senate.

**IN SENATE**

Hon. Byrl R. Salsman, Senator of the Eighteenth District, presiding.  
Chief Assistant Secretary Cleve V. Taylor at the desk.

**RECESS**

At 5.15 p.m., on motion of Senator Powers, the Senate recessed until 6 p.m.

**REASSEMBLED**

At 8 p.m., the Senate reconvened.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**MOTION FOR COMMITTEE OF THE WHOLE**

Senator Collier moved that the Senate resolve itself into a Committee of the Whole for the purpose of considering further the amendments offered to Senate Bill No. 5.

Motion carried.

**IN COMMITTEE OF THE WHOLE**

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

On motion of Senator Desmond, the committee did arise, and report back to the Senate.

**IN SENATE**

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**MOTION TO PRINT AMENDMENTS**

Senator Hatfield moved that the following amendments offered to Senate Bill No. 5 be printed in the Journal:

Motion carried.

**PROPOSED AMENDMENTS TO SENATE BILL NO. 5, AS AMENDED  
IN THE SENATE FEBRUARY 5, 1947****Amendments Offered by Senator DeLap****Amendment No. 1**

On page 21 of the printed bill, as amended, between lines 15 and 16, insert

"9657. There shall be allowed as a credit against the amount of tax due from an operator under the provisions of Section 9651 or Section 9652 of this code the amounts paid by the operator for franchise, license taxes and taxes on gross receipts to any city, city and county, or county, for the privilege of, or on account of, operating its vehicles which are subject to the tax imposed by this part for and with respect to the same period of time for which the tax is due under Sections 9651 or 9652. The credit shall not include any ad valorem, real property tax, or personal property tax except as provided in this section, sales or use tax, or any tax levied by the United States. The board shall by regulation prescribe the manner in which the credit shall be allowed."

**Amendments Offered by Senators Salsman and Quinn****Amendment No. 1**

On page 18, line 18, of the printed bill, as amended, strike out "a fee of five dollars (\$5)", and insert "an original application fee".

**Amendment No. 2**

On page 18, line 20, of said bill, strike out "fee of four dollars", and insert "renewal fee".

**Amendment No. 3**

On page 18, line 21, of said bill, strike out "and fifty cents (\$4.50)".

**Amendment No. 4**

On page 18 of said bill, after line 28, insert

"In the case of an application for an operator's license, the original application fee is one dollar (\$1), and the renewal fee is one dollar (\$1). In the case of an application for a chauffeur's license, the original application fee is five dollars (\$5), and the renewal fee is four dollars and fifty cents (\$4.50)."

**Amendments Offered by Senators Quinn and Slater**

**PRINTER'S NOTE**—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendments is indicated by being enclosed within brackets.

**Amendment No. 1**

In line 6 of the title of the printed bill, as amended, after "195," insert "356,".

**Amendment No. 2**

On page 14 of said bill, between lines 42 and 43, insert

"SEC. 9.5. Section 356 of the Streets and Highways Code is amended to read: 356. Route 56 is from:

(a) Route 2 near Los Cruces via Lompoc and Guadalupe to Route 2 near Pismo.  
(b) San Luis Obispo to San Francisco along the coast via Cambria, San Simeon, Carmel, and Santa Cruz.

(c) State highway near southerly end of Marin Peninsula to the Marin-Sonoma County line via the coast route.

(d) *Marin-Sonoma County line to Russian River near Jenner.*

(e) Russian River near Jenner to Westport.

([e] f) *Westport to Ferndale via Petrolia on the Mattole River.*

(g) Ferndale to Route 1 near Fernbridge."

**Amendments Offered by Senator Quinn****Amendment No. 1**

On page 9, line 37, of the printed bill, as amended, strike out "An expressway", and insert "The Lombard Street Expressway".

**Amendment No. 2**

On page 9, line 38, of said bill, after "Bridge", insert ", via a Lombard Street Tunnel".

**Amendments Offered by Senator Rich****Amendment No. 1**

In line 8 of the title of the printed bill, as amended, strike out "and 188.4", and insert "188.4 and 510".

**Amendment No. 2**

On page 14 of said bill, between lines 32 and 33, insert

"SEC. 8.5. Section 510 is added to the Streets and Highways Code, to read: 510. Route 210 is from Marysville to Sacramento via the most feasible and direct route."

**Amendments Offered by Senator Ward****Amendment No. 1**

On page 11 of the printed bill, as amended, strike lines 6 to 8, inclusive, and insert "commission."

The department and the city within which any expressway is located shall agree in writing on the type of separation of grades of any expressway and any city street before the department constructs any underpass or overpass of such city street."

**Amendments Offered by Senator Collier****Amendment No. 1**

On page 34 of the printed bill, as amended, between lines 3 and 4, insert

"SEC. 41.5. If any provision of this act, or the application thereof to any person or circumstance is held invalid, the remainder of the act, or the application of such provision to other persons or circumstances, shall not be affected thereby."

**ADJOURNMENT**

At 11.40 p.m., on motion of Senator Breed, the President declared the Senate adjourned until 10 a.m., Friday, March 7, 1947, out of respect to the memory of the late Ruben S. Schmidt.

JOHN F. LEA, Minute Clerk





**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**TWENTY-THIRD LEGISLATIVE DAY**  
**FIFTY-FOURTH CALENDAR DAY**

---

**IN SENATE**

---

**SENATE CHAMBER, SACRAMENTO**

**Friday, March 7, 1947**

The Senate met at 10 a.m.

Hon. Goodwin J. Knight, President of the Senate, presiding  
Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, Parkman, Powers, Quinn, Rich, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—36.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator O'Gara, on motion of Senator Powers, due to illness.

Senator Salsman, on motion of Senator Powers, due to legislative business.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senators Crittenden and Donnelly, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. H. F. Chappell, Regional Supervisor of Agricultural Education; Mr. Ernest Tarone, Agriculture Instructor, and the following members of the Future Farmers of America: John Silveira, Ceres; George Mabrey, Dixon; Howard Ricks, Dos Palos; Sam Matranga, Elk Grove; Delmar Schmidt, Escalon; Reuben Camaren, Esparto; Vern Mattern, Galt; Clarence Carvalho, Gustine; Fred Sanguinetti, Linden; Chester Davis, Livingston; George Emde, Jr., Lodi; Vic De Stefani, Manteca; Archie Weathers, Merced; Wesley Hackett, Modesto; Joseph Navero, Rio Vista;

Bob Watson, Sonora; Joe Carboni, Sutter Creek; Bill Hopping, Tracy, Stan Brandenburg, Turlock; and Joe Gnos, Vacaville.

On request of Senator Slater, the privilege of the floor of the Senate Chamber for this day was unanimously extended to County Treasurer Charles D. Scott and County Purchasing Agent Dan Petray of Sonoma County.

On request of Senator McCormack, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Rev. M. M. B. Sale, Father Albert Muller, City Commissioner Ernest Gallordo, Judge Hartley Russell, Steve De Benedetti, Milo Passalocqua, Urban Braito, Richard Parish, and William O'Brien, all of Benicia.

#### **MOTION FOR COMMITTEE OF THE WHOLE**

Senator Collier moved that the Senate resolve itself into a Committee of the Whole for the purpose of considering further the amendments offered to Senate Bill No. 5.

Motion carried.

#### **IN COMMITTEE OF THE WHOLE**

Hon. Harold J. Powers, President pro Tempore of the Senate presiding.

On motion of Senator Collier, the committee did arise and report back to the Senate.

#### **IN SENATE**

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Secretary J. A. Beek at the desk.

#### **MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, March 7, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day adopted:

Assembly Joint Resolution No. 2

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

#### **FIRST READING AND REFERENCE OF ASSEMBLY BILLS**

The following resolution was read:

**Assembly Joint Resolution No. 2**—Relative to requesting the Interstate Commerce Commission to take action to equalize freight rates and eliminate discrimination therein.

Referred to Committee on Rules.

#### **REPORT OF COMMITTEE OF THE WHOLE**

Committee of the Whole

March 7, 1947

MR. PRESIDENT: The Committee of the Whole, which has had under consideration Senate Bill No. 5, reports the same back with amendments, and recommends that the amendments be adopted.

POWERS, Chairman

**MOTION TO ADOPT PROPOSED AMENDMENTS**

Senator Hatfield moved that the Senate adopt the amendments which were recommended by the Committee of the Whole, and that Senate Bill No. 5 be given a second reading at this time for the purpose of adopting said amendments.

Motion carried.

**SECOND READING OF SENATE BILLS (OUT OF ORDER)**

**Senate Bill No. 5**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 188, 203, 1021, 1621, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 194, 195, and 1622 of, and to add Division 3, Article 2 of Chapter 2 of Division 1, and Sections 29, 74, 188, 188.2, and 188.4 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 270, 276, 277, 370, 381, and 781 of the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Part 4, comprising Sections 9601 to 10501, inclusive, to Division 2 of, and Sections 8353 and 10456 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

Bill read second time.

**Consideration of Committee Amendments**

The following amendments were proposed by the Committee of the Whole:

**PRINTER'S NOTE**—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendments is indicated by being enclosed within brackets.

**Amendments by Senator Collier****Amendment No. 1**

Strike out lines 5 and 6 of the title of the printed bill, as amended, and insert "188, 190, 191, 203, 232, 1021, 1024, 1621, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 181, 189, 193, 194, 195, 300, and 1622 of, and to add"

**Amendment No. 2**

Strike out line 10 of the title of said bill, and insert "to amend Sections 276, 277, 370, 372, 381, and 781 of the".

**Amendment No. 3**

In line 16 of the title of said bill, strike out "Sections 8353 and 10456", and insert "Section 8353".

**Amendment No. 4**

On page 3, line 12, of said bill, following "by", insert "or on behalf of".

**Amendment No. 5**

On page 3 of said bill, strike out lines 15 to 17, inclusive, and insert "made in accordance with the provisions of Sections 194 to 202, inclusive.

2055. The major system of city streets in any city and county shall, for purposes of this division, be deemed to constitute its system of primary roads. Such system shall not exceed 50 percent of the total mileage of streets and highways maintained by and in the city and county. The use of the term "city and county" in this section shall not affect the interpretation of "city" or "county" as elsewhere used in this division, it being intended that those terms as elsewhere used in this division shall include "city and county" as provided in Sections 14 and 15."

**Amendment No. 6**

On page 4 of said bill, strike out lines 12 to 14, inclusive, and insert "is not required to maintain any route or portion of a route in any city which route or portion of route was added after January 1, 1947, until the same has been laid out and constructed as a state highway."

**Amendment No. 7**

On page 4, line 47, of said bill, strike out "motor".

**Amendment No. 8**

On page 5, line 7, of said bill, strike out "motor"

**Amendment No. 9**

On page 5, line 26, of said bill, strike out "motor"

**Amendment No. 10**

On page 5, line 42, of said bill, following the period, insert "The Controller shall notify each county of the amount apportioned under Sections 2115 and 2116 in each apportionment."

**Amendment No. 11**

On page 5, line 44, of said bill, strike out "and cities and counties"

**Amendment No. 12**

On page 6, line 10, of said bill, strike out "This includes, but is not"; and strike out lines 11 and 12.

**Amendment No. 13**

On page 6, line 28, of said bill, strike out "5", and insert "4".

**Amendment No. 14**

On page 7, line 30, of said bill, strike out "article", and insert "chapter"

**Amendment No. 15**

On page 8, line 15, of said bill, following "acquiring", insert "rights of way for".

**Amendment No. 16**

On page 8, lines 20 and 21, of said bill, strike out "necessary extensions thereof", and insert "other state highways".

**Amendment No. 17**

On page 8, lines 26 and 27, of said bill, strike out "necessary extensions thereof", and insert "other state highways".

**Amendment No. 18**

On page 8, lines 28 and 29, of said bill, strike out "and necessary extensions".

**Amendment No. 19**

On page 9, line 23, of said bill, preceeding "El Segundo", insert "near".

**Amendment No. 20**

On page 9 of said bill, strike out lines 31 and 32.

**Amendment No. 21**

On page 10 of said bill, strike out lines 7 to 12, inclusive, and insert "285. The expressway routes described in Sections 268 to 275, inclusive, and 277 to 283, inclusive, are added to the State Highway System as state highway routes."

**Amendment No. 22**

On page 10, line 23, of said bill, strike out "state and metropolitan"

**Amendment No. 23**

On page 10 of said bill, strike out lines 31 to 47, inclusive.

**Amendment No. 24**

On page 10, line 49, of said bill, strike out "section", and insert "article".

**Amendment No. 25**

On page 11 of said bill, strike out lines 6 to 19, inclusive, and insert "commission."

**Amendment No. 26**

On page 11, line 38, of said bill, strike out "exists", and insert "exits".

**Amendment No. 27**

On page 12, line 16, of said bill, strike out "Public motor carriers", and insert "Common carriers by motor vehicle".

**Amendment No. 28**

On page 12, line 22, of said bill, strike out "motor carrier", and insert "carrier by motor vehicle".

**Amendment No. 29**

On page 12, line 25, of said bill, following "law", strike out the comma, and insert "and".

**Amendment No. 30**

On page 13, line 5, of said bill, following the period, insert "Not more than one-half of 1 percent of the money allocated to the state highways in a particular group may be used as state aid to joint highway districts within such group in accordance with the laws pertaining to the financing of highways within joint highway districts."

**Amendment No. 31**

On page 13 of said bill, between lines 37 and 38, insert

"SEC. 6.1. Section 181 of the Streets and Highways Code is amended to read :

181. Any money placed in the State Highway General Fund may be withdrawn for such highway purposes as the Division of Highways directs, except that moneys received from the Federal Government as reimbursement for advancements made, when not again expended as advancements, shall be expended [with respect to primary and secondary state highways and] within the county groups as provided for expenditure of money from the State Highway Fund; and provided, further, that as to the expenditure of federal emergency funds allocated primarily for the purpose of relieving unemployment, employees used on any projects so financed shall be obtained from the various counties according to and in proportion to unemployment needs so far as may be practical and only to such extent as will not conflict with any requirement of the Government of the United States.

SEC. 6.2. Section 189 of the Streets and Highways Code is amended to read :

189. All State Highway Fund money which is allocated to and available for expenditure upon [primary] state highways in County Group No. 1 shall be subject to the appropriation s therefrom made by Chapter s 5 [,] and 9 of the Statutes of 1933 [, and all state highway fund money allocated to and available for expenditure upon either primary or secondary state highways in County Group No. 1 shall be subject to the appropriation therefrom made by Chapter 9, Statutes of 1933.]

SEC. 6.3. Section 193 of the Streets and Highways Code is amended to read :

193. The State Highway Fund money allocated and available each year for [primary and secondary] state highways [, respectively,] shall be expended by the department:

(a) On the locations determined by the commission, to acquire the necessary real property or interests therein for, and to construct or improve to standards justified by traffic requirements [, the primary and secondary] state highway [, respectively,] in the State Highway System.

(b) To construct or improve highways in state parks in the manner provided by law."

**Amendment No. 32**

On page 14, line 24, of said bill, after "installation", insert "and maintenance".

**Amendment No. 33**

On page 14, line 26, of said bill, after "construction", insert "or maintenance".

**Amendment No. 34**

On page 14, line 27, of said bill, after "construction", insert "or maintenance".

**Amendment No. 35**

On page 14 of said bill, between lines 32 and 33, insert

"SEC. 8.1. Section 300 of the Streets and Highways Code is amended to read :

300. [All routes or portions of routes described in this article, except those declared in Article 2 of this chapter to be primary state highways, are secondary state highways.] *All distinctions existing prior to the amendment of this section as to primary and secondary state highways are hereby abolished. The routes in the State Highway System are described in this article, except that certain additional state highway routes are described in Sections 268 to 275, inclusive, and 277 to 283, inclusive, of Article 2 of this chapter.*"

**Amendment No. 36**

On page 14 of said bill, strike out line 33, and insert

"SEC. 9. Sections 190, 191, 203, 232, 1021, 1024, 1621, 1625 5, 1626,".

**Amendment No. 37**

On page 14, line 45, of said bill, after "from", insert "the".

**Amendment No. 38**

On page 14, line 48, of said bill, strike out "30", and insert "5".

**Amendment No. 39**

On page 14, line 49, of said bill, strike out "act", and insert "section".

**Amendment No. 40**

On page 16 of said bill, strike out lines 47 to 51, inclusive

**Amendment No. 41**

On page 17, line 28, of said bill, strike out "distribution", and insert "distributors".

**Amendment No. 42**

On page 18, line 13, of said bill, following "September", insert "15".

**Amendment No. 43**

On page 18, line 30, of said bill, preceding "include", insert "as used in this section".

**Amendment No. 44**

On page 32, line 1, of said bill, strike out "3", and insert "37.5".

**Amendment No. 45**

On page 33, line 18, of said bill, strike out "and 37", and insert "37 and 37.5".

**Amendment No. 46**

On page 33, line 23, of said bill, strike out "and 37", and insert "37, and 37.5".

**Amendment No. 47**

On page 33, line 47, of said bill, after "in", insert "and thereafter received in"

**Amendment No. 48**

On page 34, line 3, of said bill, following "Fund", and preceding the period, insert "and the Controller shall make the transfers to the Highway Users Tax Fund at the same time as transfers to said fund of moneys received under the Motor Vehicle Fuel License Tax Law are made".

**Amendment No. 49**

On page 34 of said bill, after line 6, insert  
"SEC. 43. This act shall be known and may be cited as the Public Roads Act of 1947."

**Amendments by Senators Hatfield and Hulse****Amendment No. 1**

In line 3 of the title of the printed bill, as amended, after "therefor," insert "and relating to vehicles thereon".

**Amendment No. 2**

In line 10 of the title of said bill, after "Sections", insert "142."

PRINTER'S NOTE—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendments is indicated by being enclosed within brackets.

**Amendment No. 3**

On page 17 of said bill, between lines 44 and 45, insert

"SEC. 31 5. Section 142 of the Vehicle Code is amended to read:

142. Exemption from Registration. The registration provisions of this chapter shall not apply to any of the following vehicles

(a) Any vehicle of a type otherwise subject to registration hereunder which is driven or moved upon a highway in conformance with the provisions of this code relating to dealers, transporters or nonresidents or under a temporary registration permit issued by the department as authorized by Section 147 hereof.

(b) Any vehicle of a type otherwise subject to registration hereunder which is driven or moved upon a highway only for the purpose of crossing such highway from one property to another in accordance with a permit issued by the Department of Public Works.

(c) Any implement of husbandry, whether of a type otherwise subject to registration hereunder or not, which is only incidentally operated or moved over a highway. *The following shall be deemed to be implements of husbandry:*

(1) A lift-carrier designed and used exclusively for the lifting and carrying of implements of husbandry, when operated or moved upon a highway [ , shall be deemed to be an implement of husbandry].

(2) A two-wheeled trailer having no bed, and designed and used solely for transporting a hay loader.

(3) A spray rig designed and used exclusively for spraying in the conduct of agricultural operations.

(4) A nurse rig or equipment auxiliary to the use of a spray rig.

(5) *A row duster.*

(d) *Special mobile equipment*

(e) *Any self-propelled wheel chair or invalid tricycle*

(f) *Special highway construction equipment*

The foregoing list shall be deemed as illustrating and not a list of limitations".

#### **Amendment No. 4**

On page 19, line 4, of said bill, strike out "14,000", and insert "16,000".

#### **Amendment No. 5**

On page 19, line 6, of said bill, strike out "14,000", and insert "16,000".

#### **Amendment No. 6**

On page 19 of said bill, between lines 10 and 11, insert

"9603.5. 'Vehicle' does not include the following:

(a) A lift carrier designed and used exclusively for the lifting and carrying of implements of husbandry, when operated or moved on a highway.

(b) A carry-all as defined in Section 372.3 of the Vehicle Code, used solely for agricultural purposes, the use of which on any highway is limited to traveling from one place of agricultural work to another, unladen.

(c) A farm tractor or any motor vehicle designed and used primarily for drawing plows, mowing machines and other implements of husbandry

(d) A wagon or van used exclusively for carrying products of farming from one part of a farm to another part thereof, or from one farm to another farm, and used solely for agricultural purposes, including any van used in harvesting alfalfa, which is only incidentally operated or moved on a highway as a trailer.

(e) A wagon or portable house on wheels used solely by shepherds as a permanent residence in connection with sheep-raising operations and moved from one part of a ranch to another part thereof or from one ranch to another ranch, which is only incidentally operated or moved on a highway as a trailer."

#### **Amendment No. 7**

On page 20 of said bill, strike out lines 5 and 6

#### **Amendment No. 8**

On page 20 of said bill, strike out lines 27 and 28

#### **Amendment No. 9**

On page 32 of said bill, between lines 34 and 35, insert

|                             |        |
|-----------------------------|--------|
| "14,001 to 15,000 lbs ----- | 58.00  |
| 15,001 to 16,000 lbs.....   | 64.00" |

#### **Amendment No. 10**

On page 33, line 12, of said bill, strike out "14,000", and insert "16,000"

#### **Amendments by Senator Dilworth**

##### **Amendment No. 1**

On page 8, line 47, of the printed bill, after "via", insert "Box Springs and".

#### **Amendments by Senator Mayo**

##### **Amendment No. 1**

On page 13 of said bill, as amended, strike out lines 33 to 37, inclusive, and insert "sion for February 5, 1947, during each of the five year periods commencing and ending respectively July 1, 1947 to June 30, 1952, July 1, 1952 to June 30, 1957, and July 1, 1957 to June 30, 1962

In the event that the department expends for construction and acquisition of rights of way in any county during any of said five year periods a larger sum than required by the preceding paragraph the excess may be credited against the required expenditure for a subsequent five year period."

#### **Amendments by Senator Collier**

##### **Amendment No. 1**

On page 9, line 37, of the printed bill, as amended, strike out "An expressway" and insert:

"The Lombard Street expressway"

##### **Amendment No. 2**

On page 9, line 38, of said bill, after "Bridge" insert:  
", via a Lombard Street tunnel"

##### **Amendment No. 3**

On page 11, line 33 of said bill, strike out "may" and insert:  
"shall"

**Amendments by Senator Carter****Amendment No. 1**

On page 3 of the printed bill, as amended, between lines 33 and 34, insert "2103 1. In addition to any other money available by law for support of the Controller, there is hereby annually appropriated, from the Highway Users Tax Fund, for expenditure during each fiscal year by the Controller for carrying out his duties under this act, the sum of one hundred thousand dollars (\$100,000) or so much as may be necessary. Upon reversion of any unused balance of this appropriation the amount reverted shall be available for apportionment in accordance with the provisions of this chapter".

**Amendments by Senator Carter****Amendment No. 1**

On page 2 of the printed bill, as amended, strike out lines 46 and 47, and insert "visors at the same time as other county departments submit their recommended budgets. The board of supervisors shall hold public hearings on the proposed road budget at the same time as the general county budget is considered and after like notice. In adopting the budget the board may make such changes and revisions as it considers will subserve the public interest."

**Amendments by Senator Carter****Amendment No. 1**

In line 5 of the title of the printed bill, as amended, after "1021," insert "1022, 1023, 1024,".

**Amendment No. 1a**

In line 6 of the title of said bill, after "195," insert "1028, 1029,".

**Amendment No. 1b**

On page 2, line 22, of said bill, following the period, insert "Proposals for inclusion or exclusion of roads in the county primary system shall be submitted by order of the board of supervisors for approval by the department."

**Amendment No. 2**

On page 2 of said bill, following line 47, insert

"2008. The board of supervisors shall fix the salary of the road commissioner. It shall be chargeable against the twenty thousand dollars (\$20,000) annual apportionment to the county under the first subdivision of Section 2011.

2009. The board shall determine the general policies of the county as to county road matters and the same shall be carried out and administered by the road commissioner. The commissioner shall employ such assistants and employees as may be necessary, subject to the approval of the board of supervisors of the salary or other compensation to be paid, and may purchase, lease or hire such equipment as is necessary for county road purposes, subject to the approval of the board as to the price or rental."

**Amendment No. 3**

On page 14, line 33, of said bill, following "1021," insert "1022, 1023, 1024,".

---

PRINTER'S NOTE—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendments is indicated by being enclosed within brackets.

---

**Amendment No. 4**

On page 14 of said bill, between lines 42 and 43, insert

"SEC. 9.1. Section 1028 of the Streets and Highway Code is amended to read:

1028. The board of supervisors may call, [semiannually,] *at such times as in the judgment of the board may be required*, a special meeting of the board [which the road commissioners shall attend on the days set apart by the board for their respective districts] *for hearing highway and road matters*. At such special meetings the board shall hear highway and bridge reports and complaints from officers and citizens, and shall take such action regarding the reports and complaints as the public welfare demands.

SEC. 9.2. Section 1029 of the Streets and Highways Code is amended to read:

1029. [The board of supervisors of any county at their option may appoint the county surveyor or other person qualified in road construction to act as road commissioner of and for any or all road districts in the county. The board of supervisors may consolidate the existing road districts into one road district which shall comprise all of the territory lying within the county excepting incorporated areas. The duties of the road commissioner shall be those outlined in Sections 1021 and 1024 of this code.

In the event that such road district consolidation is effected, it] *The consolidation of road districts as provided in Section 2006 shall be without prejudice to the legal requirement that all [supervisory] road district taxes collected in any one such district shall be expended in that district.*"



**Amendments by Senator Carter****Amendment No. 1**

On page 15 of the printed bill, as amended, following line 50, insert

"SEC 17.5. In case the board of supervisors of any county fails to comply with the provisions of any of Sections 13 to 16, inclusive, of this act or fails to comply with the provisions of Section 17 within 15 days after notice from the California Highway Commission of disapproval as provided in Section 17, the California Highway Commission shall act for and in the place of such board in taking whatever action is required by any of said sections which said board has failed to take. Said commission shall act pursuant to this section as soon as possible after such failure of the board and the action of the commission shall have the same effect as if taken by the board.

Nothing in this section shall limit the power of any board of supervisors after action has been taken by the commission as herein provided to propose the inclusion or exclusion of any road from the county primary road system as provided in Section 2004 of the Streets and Highways Code or to appeal from any decision of the Department of Public Works on any such proposal as authorized by Section 74 of the Streets and Highways Code."

**Amendments by Senator Crittenden****Amendment No. 1**

On page 8, line 41, of the printed bill, as amended, after "Angeles", insert "Stockton".

**Amendments by Senator Crittenden****Amendment No. 1**

On page 12 of the printed bill, as amended, between lines 6 and 7, insert

"Suitable crossings shall be maintained with respect to each expressway established in this article and any freeway or limited access highway so as not to hinder the normal economic and social development of any community through which such highways pass."

**Amendments by Senator Jespersen****Amendment No. 1**

On page 2, line 30, of the printed bill, as amended, strike out "department", and insert "board of supervisors".

**Amendment No. 2**

On page 2, line 34, of said bill, strike out "department", and insert "board of supervisors".

**Amendment No. 3**

On page 2, line 35, of said bill, after "qualified", insert "The road commissioner shall at all times be under the direction and supervision of the board of supervisors."

**Amendments by Senator Jespersen****Amendment No. 1**

On page 10 of the printed bill, as amended, between lines 26 and 27, insert:

"288.1. Whenever in connection with the construction or improvement of any expressway described in this article the department requests or requires the relocation of any sewer pipe, water pipe, power line or other utility facility owned by any city, county, public district or other governmental agency of the State, or mutual water company, the cost of such relocation shall be paid by the department.

In case it is necessary to construct a new line or other utility facility in order to accomplish such relocation without disrupting public service, the city, county, public district or other governmental agency shall pay for any betterment to its facility and the department shall pay the balance of the cost of such construction as may be provided in an agreement between the department and such agency.

In the event of failure to agree, the Public Utilities Commission, on petition of the department or of any such agency, shall apportion the cost of such construction."

**Amendments by Senator DeLap****Amendment No. 1**

On page 21 of the printed bill, as amended, between lines 15 and 16, insert

"9657. There shall be allowed as a credit against the amount of tax due from an operator under the provisions of Section 9651 or Section 9652 of this code the amounts paid by the operator for franchise, license taxes and taxes on gross receipts to any city, county or county, for the privilege of, or on account of, operating its vehicles which are subject to the tax imposed by this part for and with respect to the same period of time for which the tax is due under Sections 9651 or 9652. The credit shall not include any ad valorem, real property tax, or personal property tax except as provided in this section, sales or use tax, or any tax levied by the United States. The board shall by regulation prescribe the manner in which the credit shall be allowed."

**Amendments by Senator Ward****Amendment No. 1**

On page 11 of the printed bill, as amended, strike out lines 6 to 8, inclusive, and insert "commission."

The department and the city or county within which any expressway is located shall agree in writing on the type of separation of grades of the expressway and any city street or county highway, as the case may be, before the department constructs any underpass or overpass of such city street or county highway."

**Amendments by Senator Collier****Amendment No. 1**

On page 34 of the printed bill, as amended, between lines 3 and 4, insert

"SEC. 41.5 If any provision of this act, or the application thereof to any person or circumstance is held invalid, the remainder of the act, or the application of such provision to other persons or circumstances, shall not be affected thereby."

*Amendments adopted on motion of Senator Hatfield.*

Senate Bill No. 5 ordered reprinted, engrossed and to third reading.

**Motion to Set Special Order**

Senator Collier moved that Senate Bill No. 5 be made a special order of business for Monday, March 10, 1947, at 2 p.m.

Motion carried.

**ADJOURNMENT**

At 12.42 p.m., on motion of Senator Keating, the President declared the Senate adjourned until 1 30 p.m., Monday, March 10, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**

**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

**SENATE DAILY JOURNAL**

**TWENTY-FOURTH LEGISLATIVE DAY**

**FIFTY-SEVENTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Monday, March 10, 1947

The Senate met at 1.30 p.m.

Hon. Harold J. Powers, President pro Tempore of the Senate presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—38.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senator was granted leave of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator McBride, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Glen Moore and Mr. E. V. Van Bever of Port Hueneme.

On request of Senator Quinn, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Clyde Edmondson, General Manager of the Redwood Empire Association, San Francisco.

On request of Senator Tenney, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mrs. Celia Cates and Miss Madeline Cates, Metro Goldwyn Mayer Studio, Culver City.

On request of Senator Sutton, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. and Mrs. Gerald Boyes and Miss Judy Boyes of Princeton.

#### REPORTS OF STANDING COMMITTEES

##### Committee on Rules

SENATE CHAMBER, SACRAMENTO, March 10, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Bill No. 5

And reports the same correctly engrossed.

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, March 10, 1947

MR. PRESIDENT: The Committee on Rules, to which was referred:

Assembly Joint Resolution No. 2

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and re-refer to the committee.

Committee membership 5; committee vote: Ayes 4; absent 1.

POWERS, Chairman

#### SECOND READING OF ASSEMBLY BILLS (OUT OF ORDER)

**Assembly Joint Resolution No. 2**—Relative to requesting the Interstate Commerce Commission to take action to equalize freight rates and eliminate discrimination therein.

Resolution read.

##### Consideration of Committee Amendments

The following amendments were proposed by the Committee on Rules:

##### Amendment No. 1

On page 1, line 6, of the printed resolution, after "that", strike out the balance of line 6; and in line 7, strike out "rate increase of 17.6 percent, four of said", and insert "certain".

##### Amendment No. 2

On page 1, lines 8 and 9, of said measure, strike out "by 31 per-cent,".

##### Amendment No. 3

On page 1, line 18, of said measure, strike out all of said lines 18 to 27, inclusive.

##### Amendment No. 4

On page 2, line 9, of said measure, after "Commission", strike out the balance of line 9, and lines 10 to 15, inclusive, and insert "take such action in respect to freight rates on raw materials shipped from Utah to the Steel Plant owned by Kaiser Company, Inc., in Fontana, California, and on finished steel products shipped from Fontana to various western markets as will eliminate discrimination, if any there be, and that will insure fairness and equity between shippers; and be it further".

Amendments read, and adopted.

Resolution ordered printed, and re-referred to Committee on Rules.

#### CONSIDERATION OF DAILY FILE

##### CONSIDERATION OF SPECIAL ORDER

The hour of 2 p.m. having arrived, Senate Bill No. 5 was taken up.

**Senate Bill No. 5**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 188, 203, 1021, 1621,

1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 194, 195, and 1622 of, and to add Division 3, Article 2 of Chapter 2 of Division 1, and Sections 29, 74, 188, 188.2, and 188.4 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 270, 276, 277, 370, 381, and 781 of the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Part 4, comprising Sections 9601 to 10501, inclusive, to Division 2 of, and Sections 8353 and 10456 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

Bill read third time.

**Motion to Amend**

Senator Rich moved the adoption of the following amendments:

**Amendment No. 1**

In line 12 of the title of the printed bill, as amended in the Senate on March 7, 1947, strike out "and 188.4", and insert "188 4, and 510".

**Amendment No. 2**

On page 17 of said bill, between lines 32 and 33, insert  
"SEC 8.5. Section 510 is added to the Streets and Highways Code, to read:  
510. Route 210 is from Marysville to Sacramento via the most feasible and direct route."

Amendments read.

**Roll Call Demanded**

Senators Rich, Crittenden, and Watson demanded a roll call.

The roll was called, and the amendments refused adoption by the following vote:

AYES—Senators Crittenden, Dilworth, Donnelly, Gordon, Kraft, Quinn, Rich, Slater, Sutton, Swing, Tenney, Ward, Watson, and Weybret—14.

NOES—Senators Breed, Brown, Carter, Collier, Cunningham, Deuel, Hatfield, Hulse, Jespersen, Judah, Keating, Mayo, McBride, McCormack, Parkman, Powers, and Williams—17.

**Further Amendments to Senate Bill No. 5**

**Motion to Amend**

Senators Quinn and Slater moved the adoption of the following amendments:

**Amendment No. 1**

In line 10 of the title of the printed bill, as amended in the Senate on March 7, 1947, after "300," insert "356,".

**Amendment No. 2**

On page 17 of said bill, between lines 32 and 33, insert

"SEC. 8.5. Section 356 of the Streets and Highways Code is amended to read:  
356. Route 56 is from:

- (a) Route 2 near Los Cruces via Lompoc and Guadalupe to Route 2 near Pismo.
- (b) San Luis Obispo to San Francisco along the coast via Cambria, San Simeon, Carmel, and Santa Cruz.
- (c) State highway near southerly end of Marin Peninsula to the Marin-Sonoma County line via the coast route.
- (d) *Marin-Sonoma County line to Russian River near Jenner.*
- (e) *Russian River near Jenner to Westport*
- (f) *Westport to Ferndale via Petrolia on the Mattole River*
- (g) *Ferndale to Route 1 near Fernbridge*"

Amendments read.

**Roll Call Demanded**

Senators Quinn, Slater, and Rich demanded a roll call.

The roll was called, and the amendments refused adoption by the following vote:

**AYES**—Senators Crittenden, Desmond, Dilworth, Donnelly, Gordon, Keating, Kraft, Quinn, Rich, Slater, Sutton, Swing, Tenney, Watson, and Weybret—15

**NOES**—Senators Breed, Brown, Carter, Collier, Cunningham, DeLap, Deuel, Hatfield, Hulse, Jespersen, Judah, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Salsman, Ward, and Williams—20.

**Further Amendments to Senate Bill No. 5****Motion to Amend**

Senator Desmond moved the adoption of the following amendments:

**Amendment No. 1**

On page 8 of the printed bill, as amended in the Senate on March 7, 1947, after line 47, insert

"(f) Removals and relocation of utility service structures from expressways, as provided in Section 288 1 of this code."

**Amendment No. 2**

On page 11, line 45, of said bill, after the comma after the word "pipe", insert "gas pipe, telephone or telegraph line,".

**Amendment No. 3**

On page 11, lines 45, 46, and 47, of said bill, strike out "owned by any city, county, public district or other governmental agency of the State or mutual water company".

**Amendment No. 4**

On page 11, line 48, of said bill, after the period, insert "It is hereby declared that the use of state highway funds for any of such purposes is for state highway purposes."

**Amendment No. 5**

On page 11, line 51, of said bill, strike out "or", and insert a comma.

**Amendment No. 6**

On page 12, line 1, of said bill, after "agency", insert "or any mutual organization supplying water or telephone service to its members or any public utility under jurisdiction of the Public Utilities Commission of the State of California".

Amendments read.

**Roll Call Demanded**

Senators Desmond, Watson, and Rich demanded a roll call.

The roll was called, and the amendments adopted by the following vote:

**AYES**—Senators Breed, Brown, Crittenden, Cunningham, DeLap, Desmond, Dilworth, Judah, Keating, Kraft, McBride, Parkman, Quinn, Rich, Salsman, Sutton, Tenney, Ward, Watson, and Weybret—20.

**NOES**—Senators Burns, Busch, Carter, Collier, Deuel, Dillinger, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Mayo, McCormack, O'Gara, Powers, Slater, Swing, and Williams—18.

**Further Amendments to Senate Bill No. 5****Motion to Amend**

Senator Desmond moved the adoption of the following amendment:

**Amendment No. 1**

On page 13 of the printed bill, as amended in the Senate on March 7, 1947, between lines 6 and 7, insert

"293. Subject to the other applicable provisions of this code or any other statute or city charter, including the obtaining of city and county franchises when required, any city, county, city and county, public corporation, municipal corporation, irrigation district, flood control district, sewer district, public utility district, municipal utility district, or other public district, mutual water company, or any public utility under jurisdiction of the Public Utilities Commission of the State of California, shall have the right to construct, operate, and maintain public utility service structures in, over, under, through, across, or along any freeway, expressway, or lateral

or stem of such ways, in such manner and at such places as not to impair unnecessarily the usefulness of such way for purposes of the vehicular or other traffic for which it is intended and used, and every such entity is entitled to receive and retain a permit so to do, provided, however, that the holder of such a permit must comply with reasonable regulations of the department "

Amendment read.

**Roll Call Demanded**

Senators Desmond, Quinn, and Watson demanded a roll call.

The roll was called.

**Call of the Senate**

Pending the announcement of the vote, Senator Desmond moved a call of the Senate.

Motion carried. Time, 3.24 p.m.

The President directed the Sergeant-at-Arms to close the doors, and to bring in the absent members.

**PROCEEDINGS UNDER CALL OF THE SENATE**

**Senator Keating Presiding**

At 3 26 p.m., Senator Thomas F. Keating of the Thirteenth District, presiding.

**FURTHER AMENDMENTS TO SENATE BILL NO. 5**

**Motion to Amend**

Senator Hatfield moved the adoption of the following amendment:

**Amendment No. 1**

On page 38, line 44, of said bill, as amended in the Senate on March 7, 1947, after "31," insert "31.5,".

Amendment read, and adopted.

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following resolution was offered:

**Senate Joint Resolution No. 2:** By Senators Hatfield and Crittenden—Relative to congressional support for flood control projects.

Referred to Committee on Water Resources.

**FURTHER PROCEEDINGS UNDER CALL OF THE SENATE  
DISPENSED WITH**

At 3.33 p.m., on motion of Senator Desmond, further proceedings under the call of the Senate were dispensed with.

The names of the absentees were called, and the second set of amendments offered by Senator Desmond to Senate Bill No. 5 refused adoption by the following vote:

**AYES**—Senators Breed, Brown, Burns, Crittenden, DeLap, Desmond, Judah, Kraft, Parkman, Quinn, Salsman, Slater, Sutton, Tenney, Ward, Watson, and Weybret—17.

**NOES**—Senators Busch, Carter, Collier, Cunningham, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Keating, Mayo, McCormack, O'Gara, Powers, Rich, Swing, and Williams—20.

Senate Bill No. 5 ordered printed, re-engrossed, and to third reading.

**Motion to Reconsider**

Senator Collier moved to reconsider the vote whereby the amendments by Senator Desmond to Senate Bill No. 5 were adopted.

**Postponement of Reconsideration**

On motion of Senator Collier, the further consideration of the motion to reconsider the vote whereby the amendments by Senator Desmond to Senate Bill No. 5 were adopted, was continued until the next legislative day.

**Motion to Reconsider**

Senator Desmond moved to reconsider the vote whereby his second set of amendments to Senate Bill No. 5 was refused adoption.

**Postponement of Reconsideration**

On motion of Senator Desmond, the further consideration of the motion to reconsider the vote whereby his second set of amendments to Senate Bill No. 5 was refused adoption, was continued until the next legislative day.

**Motion to Reconsider**

Senator Rich moved to reconsider the vote whereby his amendments to Senate Bill No. 5 were refused adoption.

**Postponement of Reconsideration**

On motion of Senator Rich, the further consideration of the motion to reconsider the vote whereby his amendments to Senate Bill No. 5 were refused adoption, was continued until the next legislative day.

**Motion to Reconsider**

Senator Quinn moved to reconsider the vote whereby his amendments to Senate Bill No. 5 were refused adoption.

**Postponement of Reconsideration**

On motion of Senator Quinn, the further consideration of the motion to reconsider the vote whereby his amendments to Senate Bill No. 5 were refused adoption, was continued until the next legislative day.

**ADJOURNMENT**

At 3.42 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 1.30 p.m., Tuesday, March 11, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

**SENATE DAILY JOURNAL**

**TWENTY-FIFTH LEGISLATIVE DAY**  
**FIFTY-EIGHTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Tuesday, March 11, 1947

The Senate met at 1 30 p.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kratt, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—38.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senator was granted leave of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator Desmond, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mrs. H. E. Carmichael, Mrs. T. Billingsly, and the following students from the Del Paso Heights School: Sharon Carmichael, Shirley Carmichael, Janice Youngs, Lagusta Billingsley, Gunice Billingsley, Lucille Keeler, and Thelma Keeler.

On request of Senator Crittenden, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Emmerston Herrick of Lodi.

On request of Senator Keating, the privilege of the floor of the Senate Chamber for this day was unanimously extended to T. Fredrick

Bagshaw, Chairman. County Board of Supervisors, Mill Valley, and Mr. Fred Canns, Secretary, San Rafael Chamber of Commerce.

On request of Lieutenant Governor Knight, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Frank Freeman of Los Angeles and the following members of the University of Idaho boxing team: Herb Carlson, Wallace, Idaho; Thomas E. Wells, Peck, Idaho; Paul J. Williams, Spokane, Washington; Pat Abbott, Fairfield, Idaho; Ray D. Engberson, Driggs, Idaho; Ray M. Radford, St. Maries, Idaho; Laune C. Erickson, Salt Lake City, Utah; Kenneth L. Butler, Moscow, Idaho; and Bill Williams, Spokane, Washington.

#### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, March 11, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day adopted:

Assembly Joint Resolution No. 3

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

#### FIRST READING AND REFERENCE OF ASSEMBLY BILLS

The following resolution was read:

**Assembly Joint Resolution No. 3**—Relative to memorializing the President and the Congress of the United States to effect legislation which will permit the use of decommissioned hospital ships by state and city agencies.

Referred to Committee on Rules.

#### REPORTS OF STANDING COMMITTEES

##### Committee on Rules

SENATE CHAMBER, SACRAMENTO, March 11, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Bill No. 5

And reports the same correctly re-engrossed.

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, March 11, 1947

MR. PRESIDENT: The Committee on Rules, to which were referred:

Assembly Joint Resolution No. 1

Assembly Joint Resolution No. 2

Has had the same under consideration, and reports the same back with the recommendation: Be adopted.

Committee membership 5; committee vote: Ayes 5.

POWERS, Chairman

Above reported resolutions ordered to third reading.

#### CONSIDERATION OF DAILY FILE MOTION TO RECONSIDER

**Senate Bill No. 5**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 188, 203, 1021, 1621, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 194, 195, and 1622 of, and to add Division 3, Article 2 of Chapter 2 of Division 1, and Sections 29, 74, 188, 188.2, and 188.4 to, the Streets and Highways

Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 270, 276, 277, 370, 381, and 781 of the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Part 4, comprising Section 9601 to 10501, inclusive, to Division 2 of, and Sections 8353 and 10456 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

**Motion to Reconsider Amendments to Senate Bill No. 5**

Pursuant to his motion previously made, Senator Collier moved that the Senate, at this time, reconsider the vote whereby the amendments by Senator Desmond to Senate Bill No. 5 were adopted.

The roll was called, and the amendments by Senator Desmond to Senate Bill No. 5 reconsidered by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Cunningham, DeLap, Deuel, Dillinger, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Mayo, McCormack, O'Gara, Powers, Salsman, Slater, Swing, Ward, and Williams—26.

**NOES**—Senators Crittenden, Desmond, Dilworth, Kraft, McBride, Parkman, Quinn, Rich, Sutton, Tenney, Watson, and Weybret—12.

**Further Consideration of the Amendments by Senator Desmond to Senate Bill No. 5**

**Amendment No. 1**

On page 8 of the printed bill, as amended in the Senate on March 7, 1947, after line 47, insert

"(f) Removals and relocation of utility service structures from expressways, as provided in Section 288.1 of this code."

**Amendment No. 2**

On page 11, line 45, of said bill, after the comma after "pipe", insert "gas pipe, telephone or telegraph line,".

**Amendment No. 3**

On page 11, lines 45, 46, and 47, of said bill, strike out "owned by any city, county, public district or other governmental agency of the State or mutual water company".

**Amendment No. 4**

On page 11, line 48, of said bill, after the period, insert "It is hereby declared that the use of state highway funds for any of such purposes is for state highway purposes."

**Amendment No. 5**

On page 11, line 51, of said bill, strike out "or", and insert a comma.

**Amendment No. 6**

On page 12, line 1, of said bill, after "agency", insert "or any mutual organization supplying water or telephone service to its members or any public utility under jurisdiction of the Public Utilities Commission of the State of California".

**Motion to Table**

Senator Collier moved that the above amendments by Senator Desmond be laid on the table.

**Roll Call Demanded**

Senators Collier, Hatfield, and Dilworth demanded a roll call.

The roll was called, and the motion carried by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Cunningham, DeLap, Deuel, Dillinger, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Mayo, McCormack, O'Gara, Powers, Salsman, Slater, Swing, Ward, and Williams—26.

**NOES**—Senators Crittenden, Desmond, Dilworth, Kraft, McBride, Parkman, Quinn, Rich, Sutton, Tenney, Watson, and Weybret—12.

**FURTHER CONSIDERATION OF SENATE BILL NO. 5**

**Senate Bill No. 5**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 188, 203, 1021, 1621, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 194, 195, and 1622 of, and to add Division 3, Article 2 of Chapter 2 of Division 1, and Sections 29, 74, 188, 188.2, and 188.4 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 270, 276, 277, 370, 381, and 781 of the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Part 4, comprising Sections 9601 to 10501, inclusive, to Division 2 of, and Sections 8353 and 10456 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

Bill read third time.

**Motion to Amend**

Senator Sutton moved the adoption of the following amendments:

**Amendment No. 1**

On page 9, line 38, of the printed bill, as amended in the Senate on March 10, 1947, after "Sacramento", insert ", except from the south boundary of Colusa County to the north boundary of Tehama County".

**Amendment No. 2**

On page 9 of said bill, between lines 38 and 39, insert "That portion of State Highway Routes 7 and 3 from the south boundary of Colusa County to the north boundary of Tehama County shall not be an expressway but shall be constructed with separated roadways pursuant to Section 144, except that the State Highway Engineer is not required to find that there is particular danger to the traveling public as provided in that section."

Amendments read.

**Motion to Table**

Senator Collier moved that the amendments by Senator Sutton to Senate Bill No. 5 be laid on the table.

Motion carried.

**MOTION TO RECONSIDER AMENDMENTS TO SENATE BILL NO. 5**

Pursuant to his motion previously made, Senator Rich moved that the Senate, at this time, reconsider the vote whereby his amendments to Senate Bill No. 5 were refused adoption.

**Motion to Table**

Senator Collier moved that the motion by Senator Rich, to reconsider the vote whereby his amendments to Senate Bill No. 5 were refused adoption, be laid on the table.

Motion carried.

**MOTION TO RECONSIDER WITHDRAWN**

Senator Quinn withdrew his motion to reconsider the vote whereby his amendments to Senate Bill No. 5 were refused adoption.

## MOTION TO RECONSIDER WAIVED

Senator Desmond waived his motion to reconsider the vote whereby his second set of amendments to Senate Bill No. 5 was refused adoption.

## FURTHER CONSIDERATION OF SENATE BILL NO. 5

**Senate Bill No. 5**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 188, 203, 1021, 1621, 1625, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 194, 195, and 1622 of, and to add Division 3, Article 2 of Chapter 2 of Division 1, and Sections 29, 74, 188, 188.2, and 188.4 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 270, 276, 277, 370, 381, and 781 of the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Part 4, comprising Sections 9601 to 10501, inclusive, to Division 2 of, and Sections 8353 and 10456 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

Bill read third time.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Deuel, Dillinger, Dilworth, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Swing, Ward, and Williams—32.

**NOES**—Senators Desmond, Donnelly, Sutton, Tenney, and Watson—5.

Bill ordered transmitted to the Assembly.

## RESOLUTIONS

The following resolution was offered:

By Senators Dillinger, Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams:

**Senate Resolution No. 26**

Resolution respecting death of Arthur B. Waugh

**WHEREAS**, The Grim Reaper, has called from our midst one who has earned our respect and admiration through years of service, both in public service and in his profession as reporter and writer; and

**WHEREAS**, He represented the *Sacramento Bee* on assignment to State Senate activities, for several sessions, and was associate editor of the *Bee* for seven years before entering public service with the Motor Vehicle Department; and

**WHEREAS**, He combined with his outstanding ability, moral courage and a high sense of his public responsibility in his profession; and

**WHEREAS**, The *Sacramento Bee* won the Pulitzer Prize for the most disinterested and meritorious public service performed by an American newspaper in 1934 as a result of publishing a series of stories, written by Art Waugh, on political corruption in the State of Nevada and against the appointment of two Nevadans for federal judgeships. That award is one highly prized and of great significance in the newspaper field and it recognized this courageous and competent writer; therefore, be it

*Resolved*, That we do hereby express our sense of loss and our deep regret at his untimely passing, that we express to the family our deepest sympathy in their bereavement, that when we do this day adjourn, that we do so in respect to his memory, and that a copy of this resolution, suitably prepared, be presented to his family.

Resolution read, and unanimously adopted by a rising vote of the following Senators:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—38.

#### THIRD READING OF ASSEMBLY BILLS (OUT OF ORDER)

**Assembly Joint Resolution No. 2**—Relative to requesting the Interstate Commerce Commission to take action to equalize freight rates and eliminate discrimination therein.

Resolution read, and presented by Senator Swing.

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Brown, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Ward, Watson, and Williams—33.

NOES—None.

Resolution ordered transmitted to the Assembly.

**Assembly Joint Resolution No. 1**—Relative to centralized purchasing for Navy ships service stores.

Resolution read, and presented by Senator Tenney.

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Brown, Busch, Carter, Crittenden, Cunningham, DeLap, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Jespersen, Judah, Keating, Kraft, Mayo, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—32.

NOES—None.

Resolution ordered transmitted to the Assembly.

#### ADJOURNMENT

At 3.04 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 10 a.m., Thursday, March 13, 1947, out of respect to the memory of the late Arthur B. Waugh.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**TWENTY-SIXTH LEGISLATIVE DAY**  
**SIXTIETH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Thursday, March 13, 1947

The Senate met at 10 a m.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names.

Senators Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Mayo, McCormack, O'Gara, Parkman, Powers, Salsman, Slater, Sutton, Ward, Watson, and Weybret—29.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Keating, due to illness.

Senator Rich, on motion of Senator Keating, due to legislative business.

Senator Kraft, on motion of Senator Keating, due to legislative business.

Senator Breed, on motion of Senator Parkman, due to legislative business.

Senator Swing, on motion of Senator Keating, due to legislative business.

Senator DeLap, on motion of Senator Keating, due to legislative business.

Senator Williams, on motion of Senator Keating, due to legislative business.

Senator Quinn, on motion of Senator Slater, due to legislative business.

Senator McBride, on motion of Senator Keating, due to legislative business.

Senator Tenney, on motion of Senator O'Gara, due to legislative business.

#### GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR

On request of Senator Desmond, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mayor E. P. Kerr, City of Folsom.

On request of Senator Ward, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Edwin C. Kelton of Sacramento.

On request of Senator O'Gara, the privilege of the floor of the Senate Chamber for this day was unanimously extended to E. Jack Spaulding of San Francisco.

On request of Senators Williams and Burns, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Sheriff Ben Gurr, and Mrs. Ben Gurr of Visalia.

#### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, March 12, 1947

MR. PRESIDENT I am directed to inform your honorable body that the Assembly on this day concurred in Senate amendments to:

Assembly Joint Resolution No. 2

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

ASSEMBLY CHAMBER, SACRAMENTO, March 12, 1947

MR. PRESIDENT. I am directed to inform your honorable body that the Assembly on this day adopted:

Senate Joint Resolution No. 1

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By ROBERT J. FINNIE, Assistant Clerk

Above resolution ordered enrolled.

ASSEMBLY CHAMBER, SACRAMENTO, March 12, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Assembly Bill No. 27  
Assembly Bill No. 28

Assembly Bill No. 39  
Assembly Bill No. 40

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By ROBERT J. FINNIE, Assistant Clerk

#### FIRST READING AND REFERENCE OF ASSEMBLY BILLS

The following bills were read the first time:

**Assembly Bill No. 27**—An act to amend Section 511.9 of the Vehicle Code, relating to speed of vehicles.

Referred to Committee on Transportation

**Assembly Bill No. 28**—An act to amend Section 90.1 of, and to add Sections 89.2 and 90.2 to, the Vehicle Code, relating to speed of vehicles.

Referred to Committee on Transportation.



**Assembly Bill No. 39**—An act making an appropriation for mileage of the Members and Officers of the Assembly, without regard to fiscal years, to take effect immediately.

Ordered placed on second reading file.

**Assembly Bill No. 40**—An act making an appropriation for the contingent expenses of the Assembly, without regard to fiscal years, including committee expenses, to take effect immediately.

Ordered placed on second reading file.

#### INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS

The following bill was introduced, and read the first time:

**Senate Bill No. 35:** By Senators Slater, Parkman, Sutton, Keating, Dilworth, Gordon, Busch, and Dillinger—An act to amend Section 906 of the Streets and Highways Code, relating to the width of county highways.

Referred to Committee on Transportation.

#### MOTION TO APPROVE SENATE JOURNALS

Senator Powers moved that the Senate Journals of Monday, March 3, 1947; Tuesday, March 4, 1947; Wednesday, March 5, 1947; Thursday, March 6, 1947; and Friday, March 7, 1947, be approved as corrected by the Journal Clerk and Minute Clerk.

Motion carried.

#### MOTION TO TAKE BILL FROM THE INACTIVE FILE

Senator Collier moved that Senate Bill No. 15 be taken from the inactive file, and placed on the second reading file.

Motion carried.

#### ADJOURNMENT

At 10.30 a.m., on motion of Senator Keating, the President declared the Senate adjourned until 12 m., Monday, March 17, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

**SENATE DAILY JOURNAL**

**TWENTY-SEVENTH LEGISLATIVE DAY**  
**SIXTY-FOURTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Monday, March 17, 1947

The Senate met at 12 m  
Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Swing, Tenney, Ward, Watson, and Williams—35.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Keating, due to illness.

Senator Sutton, on motion of Senator Keating, due to legislative business.

Senator Desmond, on motion of Senator Keating, due to legislative business.

Senator Weybret, on motion of Senator Keating, due to legislative business.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator O'Gara, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Joe McManus, Mrs. Elizabeth Collins, Miss Ella Collins, Miss Margaret Murphy, and Mr. Paul D. Barrett, all of San Francisco.

## MOTION TO PRINT OPINIONS

Senator Collier moved that the following opinions of the Legislative Counsel regarding state compensation to franchise holders, be printed in the Journal:

Motion carried.

## Opinions of Legislative Counsel

OFFICE OF LEGISLATIVE COUNSEL

SACRAMENTO 2, CALIFORNIA, March 10, 1947

*State Compensation to Franchiseholders when a State Highway is  
Converted into an Expressway*

*Honorable Randolph Collier  
Senate Chamber*

DEAR SENATOR: In delivering my opinion of today on this subject, I owe it to you to state that the question involved was quite different from that which was before me when I formulated my opinion of September 24, 1946, also quite different from the question discussed in my opinion of January 16, 1947.

My opinion of September 24, 1946 (Req. No. 7908), was in response to the question whether or not the State could bear the entire cost of relocating public utility facilities in connection with the construction and improvement of all state highways, especially freeways and federal-aid interstate highways, "notwithstanding the fact that the franchises under which such facilities are located are either revocable or provide that removal shall be at the expense of the utility operator."

My opinion of January 16, 1947, was in response to the question whether or not the Constitution prohibits the use of "gas tax funds by a city owning its own utility system or by any other publicly owned utility for relocation of the utility facilities in streets and highways \* \* \* when they must be relocated in the street or removed from the street or highway."

The main question before me in my opinion of today concerned the validity of a proposal that the State assume and pay the entire cost of the removal or relocation, from or in an expressway, of any and all utility structures by whomsoever owned (privately owned or publicly owned; dedicated to a public use, or not so dedicated). It involved proprietary easements, not merely franchises. It involved irrevocable franchises, not merely those which are revocable. It involved franchises which contain no express contractual undertaking to "remove or relocate."

There was also involved in my opinion of today, the significance of the definition of "expressway" as it now appears in Section 251 in Senate Bill No. 5, a concept new in the law, one not before me upon either of the former occasions, one which potentially involves the extinction of franchises, not the mere modification of their terms and conditions.

The question whether gas tax moneys could be used directly by the cities for the relocation of their own public service structures (which in my opinion cannot be done) was a question entirely different from that involved in my opinion of today.

The latter question is: May the State (if in a particular case it compensates a franchise holder for the cost of removal or relocation when it compels such removal or relocation in the exercise of the police power, in the absence of a contractual duty on the part of the franchise holder to remove or relocate at his own expense) use gas tax moneys in making such a payment? That conceivably could be done. Such a payment would be for the purpose of improving the highway (removing an obstruction from the highway) not at all for the purpose of benefiting the owner of the structures removed. As such, it is susceptible to the interpretation that it is for the "improvement \* \* \* of public \* \* \* highways" or "for the payment for property" and thus "for highway purposes" within the meaning of these terms as used in Article XXVI of the Constitution.

Yours very sincerely,

FRED B. WOOD, Legislative Counsel

OFFICE OF LEGISLATIVE COUNSEL

SACRAMENTO 2, CALIFORNIA, March 10, 1947

*Opinion Concerning Franchises for the Maintenance and Use, in the State Highways,  
of Poles, Pipes, Conduits, Rails or Other Public Service Structures, and the  
Constitutionality of State Compensation to the Franchise Holders in Respect to  
the Cost of Removal or Relocation of Such Structures When a State Highway  
Is Converted into an Expressway.*

The question is whether or not a certain proposed amendment to Senate Bill No. 5 of the current special session is constitutional, an amendment by which the State would assume the cost of the relocation or removal of publicly or privately owned utility structures or those owned by a mutual water company when the relocation or removal is necessary for the purpose of constituting, extending, relocating, or improving a street or highway as an expressway. It appears on page 244 of the Senate

Journal of March 5, 1947, further identified as a proposal to add Section 288.5 to the Streets and Highways Code.

More specifically, the proposed amendment would in such a case require "as a condition of such removal or relocation" that the State pay as a part of the cost of the project or improvement:

"The entire expense of removing and feasibly relocating all such utility service structures, or in lieu or in place thereof, of constructing new structures,

"In such fashion that the relocated or new structures will have at least equivalent quality and use or service capacity to render the same service in the same area as the structures so removed or relocated.

"Cost of incidental restoration of pavements shall be included as part of such expense."

In this connection the following declaration is made:

"It is hereby declared that the use of state highway funds for any of such purposes is for state highway purposes."

*I am of the opinion* that this proposal, if enacted into law, would not be legally effective to accomplish the intended purpose.

I do not think it will operate with substantial equality upon the several members of the group which it affects, and it is not with sufficient precision gauged to the amount of the net loss to the franchise holder to qualify as compensation as distinguished from a gift, in a good many cases.

It is possible that some franchise holders would more than recoup their loss, would end up with a facility more valuable than they had before.

That could happen when a materially depreciated structure is replaced by a new structure.

It could happen if the State furnishes the franchise holder with two lines of pipe or other conduits where he had but one before, as might be required if the relocation is to be made "in such fashion that the relocated or new structure" will have "at least equivalent" capacity to render the "same service in the same area" as the structures removed or relocated. If there is no access over a stretch of several miles, the franchise holder might need parallel lines, on either side of the expressway, if his structures are to have undiminished capacity to render the same service in that area.

Nor does this proposed amendment take account of the benefits, if any, which in a given case might accrue to the franchise holder from the improved highway itself.

Nor does it take into account the cost of a removal, relocation or replacement which a particular franchise holder might at the time be duly obligated and prepared to make in normal course were the conversion of the highway into an expressway not under consideration.

Nor is it gauged to relocations "within the highway" or to those "without the highway." It applies equally in either case, without differentiation. That might prove significant in some cases (relocation within the highway), depending upon the nature and scope of the obligation which the franchise holder knowingly assumed when he accepted the franchise, and is prepared to meet.

Furthermore, the proposed amendment makes no distinction between franchises and private rights of way, if any of the latter there be.

There conceivably may be some such, if they existed prior to the original opening of the highway and were not "taken" when the road was first built, nor subsequently. If any such rights exist and are subject to condemnation, the proposed amendment, by not excluding them from its scope, might require the State to pay more than would be required under the law of eminent domain.

I am not undertaking, at this writing, to say how much of each of these several factors must be taken into consideration.

I have no definite, positive, certain knowledge of the facts. But it seems inescapable that when the State from time to time converts a highway into an expressway, some of these hypothetical factual situations may develop. Indeed, some may develop which present additional facts or combinations of facts, similar in character, that should be taken into account. But the particular amendment before us takes none of them into account.

It would be indispensable, I think, to supply the courts with a formula which they could apply in each case to the particular and peculiar facts of that case, in measuring the net loss to the franchise holder, irrespective of the view they might take concerning the constitutionality of making good that net loss to him, in whole or in part.

In contrast, when the State, in eradicating bovine tuberculosis, condemns a dairy cow and compensates the owner, the amount which the State pays cannot exceed the value of the animal. An appraisal is made and the State pays one-third of the difference between the appraised value and the proceeds of the sale of the salvage of the slaughtered animal, not exceeding \$25 for a grade animal or \$50 for a purebred (Agricultural Code, Sections 236 and 239; with further limitations expressed in Section 240). In this connection, I note that there is no offset for the amount which the owner receives "from the United States \* \* \* from any appropriation made

by the United States to assist in the eradication of tuberculosis in cattle in California" (Section 239), but this may have been taken into account in restricting the State's payment to one-third of the net loss otherwise sustained, and it is possibly not necessary for the State to take into account payments which the owner may or may not receive from another sovereign in consideration of the benefit to it of the eradication.

Originally, the State paid the owner 75 percent of the amount of the appraisal of the animal, less the amount of the salvage and less the amount paid by the United States, not exceeding \$100 for a grade or \$200 for a purebred animal (Stats. 1929, p. 1750, Sec. 10 at p. 1754).

In any event, I think it would be necessary to supply the courts with a formula which they could apply to each situation as it develops, in estimating the loss to the franchise holder, occasioned by the improvement, as a measure or approximate measure of the amount or limit of the amount the State shall pay.

*As to the fundamental question, the constitutionality of State reimbursement of the franchise holder for all or a part of the net loss to him occasioned by converting a highway into an expressway, there are a number of factors to consider.*

The first to consider is the "expressway." What is it? To what extent, if at all, does it differ from the state highway as heretofore conceived? The second will be the "franchise." What are the obligations of the franchise holder; particularly his duty to "relocate" when a highway is converted into an expressway? Then, what may the State do about it, under the Constitution?

*The "expressway" is a new concept in the law, at least as concerns the specific provisions of our statutes. A definition went into Senate Bill No. 5 of the current special session on the seventeenth of January this year (proposed new Section 251 of the Streets and Highways Code)*

By that definition, an expressway is a highway or street

"especially designed for through traffic," over, from or to which owners or occupants of abutting lands "or other persons" have no right or easement or only a limited right or easement of "access, light, air, or view" by reason of the fact that their property abuts the expressway "or for any other reason."

This is a more specific and restrictive definition than that of "freeway" which appears in Section 235 of the Streets and Highways Code. The latter speaks in terms of restrictions upon the right of access of abutting owners, not in terms of limitations upon easements of "other persons," nor for "other reasons." Nor does it expressly mention "through traffic."

It is conceivable that the conversion of a highway into an "expressway" might create a change of conditions not within the scope of the commitment (to adjust, remove, or relocate) specified or intended in the original grant of a franchise; or, not contemplated by the grantor or the grantee, even if within the letter of the contract, and so burdensome upon the inhabitants of a particular city or district (if a publicly owned utility) or the consuming public (if a privately owned utility) or a group of water users (if a mutual water company) that the burden on them outweighs any benefit which may accrue to the public from the improved highway.

Suppose, for example, that a given highway is converted into an expressway in which for a distance of 10, 20, or 50 miles *no person has a right or easement of access of any kind or for any purpose whatsoever*, except the right of access for through travel by motor vehicle.

This, if legally effective, would require the removal or abandonment of every public service structure throughout that stretch of highway, upon its becoming an expressway.

Is the franchise holder now obligated, at his own expense, to meet such a burden? If not, can the State impose that burden upon him, under the police power, without compensation? If the State can do the latter, must it do so, or can it compensate him at the same time that it enforces removal under the police power?

*A franchise is a contract.* The powers, duties, rights and privileges of the franchise holder are ascertained by examining and interpreting the words used in the instrument which granted the franchise, whether that instrument be the Constitution, a statute, an ordinance, a charter, or a permit or other document issued by an administrative officer under authority of law.

It may be irrevocable and, if so, cannot be abrogated by repeal of the constitutional or statutory provision which conferred it, as was held of certain franchises for the use of city streets for the furnishing of water or light, directly conferred by Section 19 of Article XI of our State Constitution during the period 1880-1911 (*Russell vs. Sebastian*, 233 U. S. 195).

If it is a franchise accepted by a telegraph company under the Congressional Act of July 24, 1866, over and along military or post roads, the lines "shall be so constructed and maintained as not to \* \* \* interfere with the ordinary travel on such military or post roads" (47 U. S. Code 1).

If it is a telegraph or telephone line franchise granted by Section 536 of our Civil Code "along and upon any public road \* \* \* within this State," it is subject to the condition that the structures be erected "in such manner and at such points as not to incommode the public use of the road or highway."

Such a franchise acquired in 1872 has been described as a right to exclusive occupation of the road; irrevocable, hence a vested right that cannot be taken away without compensation (*Western Union Tel. Co. vs. Hopkins*, 160 Cal. 106).

As to a franchise acquired under Section 536 subsequent to 1879, I am informed that the question is pending in the courts whether or not it may be ineffectual as a gift; and as to one acquired since 1901, whether it may be subject to additional obligations that may have been imposed by other statutes, particularly the Broughton Act. However, those questions do not seem especially pertinent to the present inquiry.

A franchise for the use of city streets, acquired under Section 19 of Article XI during the period 1880-1911, is one for pipes and conduits for supplying water or light, to be exercised "under the direction of the superintendent of streets, or other officer in control thereof," and "under such general regulations as the municipality may prescribe, for damages and indemnity for damages," and "upon the condition that the municipal government shall have the right to regulate the charges thereof."

If it is a railway franchise we may have to examine various provisions of the codes and general laws (such as Civil Code, Sections 470, 471, 492 and 497, and Deering Acts 6471 and 6472), and as they read at the time of acquisition, to ascertain the nature and scope of the franchise.

Then there are, I am informed, numerous franchises that have been granted by local governmental agencies under such statutes as the Broughton Act (Deering Act 2720), The Franchise Resettlement Law (Deering Act 2726) or the Franchise Act of 1937 (Deering Act 2728), upon conditions in part expressed in the statute and in part imposed by the local agency.

Any irrigation district has the right to construct and maintain any of its works "on any land which is now or hereafter owned by the State," and across any "road \* \* \* in a manner that will afford security to life or property," restoring the property crossed "as near as may be to its former state or so as not to have impaired unnecessarily its usefulness" (Water Code, Sections 22429 and 22431). This right to cross a "road" was granted commencing at least as early as 1927 (Stats. 1927, p. 194, Sec. 56); the right to cross state lands, as early as 1897 (Stats. 1897, p. 254 at p. 273, Sec. 56).

Similar grants to California water districts appear in Section 26 of the Deering Act 9125.

Then there are statutory grants to municipal corporations.

One such is Deering Act 5193. It contained substantially the same conditions as the Irrigation District Act, except that if one city desired to use the streets of another, it would have to agree with the latter as to the conditions, and if they could not agree the issue would be submitted to the superior court. By subsequent amendment, provisions have been added expressly recognizing the jurisdiction the Public Utilities Commission and the State Department of Public Works may have in such matters under other provisions of law. A somewhat similar statute, but which does not mention any state administrative agency, is Deering Act 5194.

Commencing at least as early as 1915, the state officers in charge of state highways have had a certain degree of control over the placement of structures in the state highways, with power to issue permits therefor and prescribe the conditions thereof (Stats. 1915, p. 179; amended by Stats. 1933, p. 1443; transferred in 1935 to the Streets and Highways Code as Sections 661 and 670-679 of the latter, Sections 673 and 680, amended by Stats. 1937, p. 2560).

In this last series of statutes, it would appear that a specific declaration on the subject of relocation of structures, when a highway is improved, was first enacted in 1933. It was to the effect that any such permit must contain a provision that "in the event the future improvement of the highway necessitates the relocation, or removal of such \* \* \* structures, or other objects, the permittee will relocate or remove the same at his sole expense" (Stats. 1933, p. 1443 Sec. 4 at p. 1444). This became Section 673 of the code.

In 1935, Section 680 was added to the code, purporting to authorize the department to "require any person who has placed any" such structure upon any state highway, "whether under" a franchise locally granted before the road became a state highway or under "any franchise," to "move the same at his own cost and expense to such different location in the highway" as is specified by the department "whenever necessary to insure the safety of the traveling public or to permit the improvement of the highway" (Stats. 1935, p. 290).

These are but a few of the general statutes that would have to be examined before the picture would begin to develop. Then there would be numerous special acts which granted franchises to particular persons, enacted prior to 1879.

Recent permittees of the State are obligated to relocate in the highway or remove from the highway, at their own expense, if "the future improvement of the highway necessitates the relocation or removal" (Section 673, Streets and Highways Code). Is a no-access expressway such an "improvement of the highway" as to be within the scope of this obligation?

Holders of old franchises are purportedly required, at their own expense, to move their structures to such different location in the highway as may be specified by the department "whenever necessary to insure the safety of the traveling public or to

permit of the improvement of the highway" (Section 680, Streets and Highways Code). Is that a duty to remove from the highway?

As to the old franchises, publicly or privately owned, is it within the police power virtually to extinguish them?

In holding that the State in the due exercise of the police power may impair contracts without compensation (without violating the Federal Constitution), our Supreme Court has indicated that the test

"consists in balancing the burden placed on the individual or corporation on the one hand against the benefit which will accrue to the public as a whole on the other.

"If the benefit to the public outweighs the burden on the individual, the statute is a valid exercise of the 'police power'" (*State vs. Marin Mun. Water District*, 17 Cal 2d) 699, 706 )

Which outweighs the other here, the benefit to the public or the burden on the franchise holder?

Even if it would be a due exercise of the police power to impose that burden on the franchise holder, to remove his structures, at his own expense, from a no-access highway, must the State impose that burden or may it compensate him?

*In my opinion there is here presented a situation in which it is legally competent for the State to compensate the franchise holder* when the latter is required to remove or relocate his structures incident to the conversion of a state highway into an expressway. It appears to have potentially all the elements which the court recognized and stressed in the *Borne Tuberculosis Law* case (*Patrick vs. Riley*, 209 Cal. 350, at 357 and 358).

It appears also to have some of the elements of the case in which the court upheld the endeavor of the State to get out of the land settlement business, even though it cost money to do so (*Hecke vs. Riley*, 209 Cal. 767).

The potential uncertainties as to the extent and scope of the duties of the many franchise holders to remove or relocate at their own expense, may also involve the element of compromise, which, when present, has been held to justify a public agency in the relinquishment of some of its claims in return for an assured and certain right (*Greeson vs. Imperial Irrigation District*, 59 Fed (2d) 529)

*In compensating the owner, the State may I think use moneys earmarked and set aside by Article XXVI of the State Constitution* If it can compensate at all, it can do so only because of the public purpose thereby served, which in this case would be the establishment and construction of an expressway, reasonably, I think, within the intentment of that clause of Article XXVI which requires the use of motor vehicle fuel tax moneys "exclusively and directly for highway purposes."

FRED B. WOOD, Legislative Counsel

SACRAMENTO 2, CALIFORNIA, September 24, 1946

*Validity of Statute Requiring the State to Pay Costs of Relocating  
Utility Lines in Highways—No. 7908*

*Hon. Randolph Collier, Chairman  
Joint Committee on Highways, Streets and Bridges  
Room 214, State Capitol, Sacramento, California*

DEAR SENATOR COLLIER: In the above numbered request, dated September 12, 1946, you have asked, with respect to possible legislation which would require the State to bear the entire cost of relocating public utility facilities affected by the construction and improvement of state highways, especially freeways, whether, if enacted:

1. Such legislation would, in effect, provide for a gift of public funds;
2. The legislation would constitute a violation of constitutional limitations on the use of gas tax funds.

We understand that the question is confined to revocable franchises under which the facilities are maintained within the highway, or to those franchises which were granted upon the express condition that the removal would be at the expense of the public utility.

With reference to the first question, we are of the opinion that a statute imposing upon the State the requirement of payment for such relocation of facilities would be held invalid under Section 31 of Article IV of the Constitution, which prohibits any gift of public money or thing of value to any individual or corporation.

In regard to the second question, we are of the opinion that such legislation would also be held to contravene Section 1 of Article XXVI of the Constitution.

1. With respect to the constitutional limitations on gifts of public money, the California Supreme Court has declared that a statute authorizing the payment of public funds to a person or corporation is valid only if the appropriation is for the payment of a valid, enforceable claim or is for a public purpose.

In the early case of *Conlin vs. Board of Supervisors*, 99 Cal. 17, the court held invalid an appropriation of money on the ground that there was no legal obligation on the part of the State or its political subdivision.



The Supreme Court in that case (at page 22) declared that a moral obligation was insufficient to form the basis of the appropriation, stating:

"An appropriation of money by the Legislature for the relief of one who has no legal claim therefor must be regarded as a gift within the meaning of that term, as used in this section (Section 31 of Article IV) and it is none the less a gift that a sufficient motive appears for its appropriation, if the motive does not rest upon a valid consideration."

The above language was quoted with approval in the case of *Lertora vs. Riley*, 6 Cal. 2d 171 (at page 179).

Although a number of states apparently follow the doctrine that a moral obligation is sufficient to support a payment from public funds, under constitutional provisions similar to Section 31 of Article VI of our Constitution, the more restricted rule is applied in this State. In the case of *Molmeux vs. State of California*, 103 Cal. 378, involving a statute which had been enacted to authorize for the first time the payment of interest on certain antecedent bonds, the court declared that a moral obligation, if any existed, was not sufficient to render the statute constitutional.

The necessity of a legal obligation to support such legislation was mentioned by the court in the case of *Oden vs. Cook*, 176 Cal. 659, involving the validity of a pension. The pension was declared to be a gratuity "only where it is granted for services previously rendered which at the time they were rendered gave rise to no legal obligation" (Italics ours.)

An appropriation or payment of public funds does not constitute a gift, under the Constitution, where it is for a public, rather than a private, purpose. This rule was stated in the case of *City of Oakland vs. Garrison*, 194 Cal. 298.

In the situation under discussion the public utility has expressly agreed to pay the cost of relocation, or has accepted a revocable franchise. If any obligation on the part of the State to relocate facilities were to exist, it would necessarily be a moral one only. Since the courts have consistently held that such an obligation is insufficient, a legislative enactment authorizing the use of public funds for the purpose of paying the costs of relocation would be invalid.

Such a statute would probably not be upheld on the theory that it was for a "public purpose," since it would be primarily for the benefit of certain corporations or groups of corporations and not for the benefit of the public generally. It is difficult to discern any public benefit in such relocation where the State is not legally obligated to condemn the franchise or pay for the removal of the facilities.

2. The payment of the cost of relocating utility lines and facilities by the State from motor vehicle fuel tax funds would apparently be contrary to Section 1 of Article XXVI of the Constitution, which provides that such funds shall be used "exclusively and directly for highway purposes." This section provides that payment may be made for property, including but not restricted to rights of way, taken or damaged for highway purposes, including administrative costs.

There is created, therefore, a further restriction on the use of state funds derived from the tax on motor vehicle fuel. The restrictions against the gift of public money apply to fuel tax receipts as much as they do to any other money belonging to the State. In this situation there are no vested property rights to be taken or damaged. Therefore, payment for costs of relocation would not be for "highway purposes" within the meaning of the section of the Constitution above mentioned.

Very truly yours,

FRED B. WOOD, Legislative Counsel  
By W. L. KILGORE, Deputy

OFFICE OF LEGISLATIVE COUNSEL  
SACRAMENTO 2, CALIFORNIA, January 16, 1947

*Validity of Statute Requiring the State to Pay Costs of Relocating  
Utility Lines in Highways—No. 7951*

Honorable Randolph Collier

Senate Chamber, State Capitol, Sacramento, California

DEAR SENATOR COLLIER: To supplement the opinion submitted in response to your request No. 7908 on the above subject, dated September 12, 1946, you have requested that we consider whether gas tax funds may be used to pay the expenses of relocating utility lines on or under streets and highways where the utility system is owned by a city or other public body.

This problem presents two questions as to the constitutionality of legislation to provide for the payment of expenses of relocating publicly owned utility lines.

1. Does such legislation provide for a gift of public funds?

2. Does such legislation provide for an improper use of gas tax funds?

Answering the first question, it is our opinion that an expenditure of state funds for the purpose here considered would not constitute a gift of public funds if the relocation of the utility lines were reasonably necessary for the safety of the traveling public or the construction of a highway. This would be an expenditure for

a public purpose within the rule of *City of Oakland vs. Garrison* 194 Cal. 298 which held that a grant of funds to a city for street improvements did not constitute a gift of public funds because it was for a public purpose.

Considering the second question, however, we are of the opinion that the use of gas tax funds to pay the expenses of relocating publicly owned utility lines would be an unconstitutional application of such funds.

Article XXVI, Section 1, of the California Constitution provides that gas tax funds may be used for the payment for property *taken or damaged* for the construction, improvement, repair and maintenance of streets and highways. In *State of California vs. Marin Municipal Water District* 17 Cal. (2) 699, it was held that the State was entitled to recover the cost to the Department of Public Works of relocating utility lines of the public district in constructing approaches to the Golden Gate Bridge. The department had performed the work after the district had refused and failed to do so upon demand pursuant to Section 680 of the Streets and Highways Code. The court held that there could be no question of a taking of property without due process or an impairment of the obligation of a contract because requiring relocation of the utility lines was a valid exercise of the police power.

Considering that Article 1, Section 14 of the California Constitution provides that property can not be "taken or damaged" without payment of compensation, the *Marin Municipal Water District* case indicates that payment for relocation of utility lines would not be a payment for property "taken or damaged" as required by Article XXVI, Section 1, to constitute a valid use of gas tax funds.

Very truly yours,

FRED B. WOOD, Legislative Counsel  
By ALBERT J. SHULTS, Deputy

### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, March 17, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day adopted:

Assembly Joint Resolution No. 6

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By ROBERT J. FENNIE, Assistant Clerk

### FIRST READING AND REFERENCE OF ASSEMBLY BILLS

The following resolution was read:

**Assembly Joint Resolution No. 6**—Relative to memorializing Congress to grant to the State of California acreage in the Presidio of San Francisco for establishing the new San Francisco State College.

#### Request for Unanimous Consent

Senator O'Gara asked for, and was granted, unanimous consent to take up Assembly Joint Resolution No. 6, at this time, for consideration.

### CONSIDERATION OF ASSEMBLY JOINT RESOLUTION NO. 6

**Assembly Joint Resolution No. 6**—Relative to memorializing Congress to grant to the State of California acreage in the Presidio of San Francisco for establishing the new San Francisco State College.

Resolution read.

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Breed, Brown, Burns, Busch, Crittenden, Cunningham, DeLap, Denel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, McBride, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Tenney, Ward, and Williams—28.

NOES—None

Resolution ordered transmitted to the Assembly.

**REPORTS OF STANDING COMMITTEES****Committee on Rules**

SENATE CHAMBER, SACRAMENTO, March 17, 1947

**MR. PRESIDENT:** The Committee on Rules has examined:

**Senate Joint Resolution No. 1**—Relative to memorializing the Congress of the United States, in considering and acting upon the budget, to give due consideration to the need and necessity of a strong national defense, and adequate naval and military establishments;

And reports that the same has been correctly enrolled, and presented to the Secretary of State on the seventeenth day of March, 1947, at 12 m

POWERS, Chairman

**Committee on Water Resources**

SENATE CHAMBER, SACRAMENTO, March 17, 1947

**MR. PRESIDENT:** The Committee on Water Resources, to which was referred:  
**Senate Joint Resolution No. 2**

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and be adopted, as amended.

Committee membership 9; committee vote. Ayes 7; absent 2.

JESPERSEN, Chairman

Above reported resolution ordered to second reading.

**Senator Keating Presiding**

At 12 10 p.m. Senator Thomas F. Keating of the Thirteenth District, presiding.

**RESOLUTIONS**

The following resolution was offered:

By Senator Hatfield:

**Senate Resolution No. 27**

Relative to congressional support for the Merced County  
Stream Group Flood Control Project

**WHEREAS,** The Merced County Stream Group Flood Control Project involves the control of a number of relatively small streams which, at flood season, carry great quantities of water and threaten the destruction of large areas of valuable agricultural land in the geographical heart of the State of California; and

**WHEREAS,** The Merced County Stream Group Flood Control Project has been authorized by federal and state legislation; and

**WHEREAS,** The specific and immediate appropriation of funds by the Congress of the United States for this centrally located project would lend assurance to the people of all parts of the State that the Congress intends to proceed with the more vital flood control projects in California more quickly than the President's recommended budget would seem to indicate; now, therefore, be it

*Resolved by the Senate of the State of California,* That the Governor and the State Water Resources Board are requested vigorously to present to the Congress the need for the appropriation of one million dollars (\$1,000,000) for the Merced County Stream Group Flood Control Project; and be it further

*Resolved,* That the Congress is hereby requested to make such appropriation and the President of the United States is requested to approve the same; and be it further

*Resolved,* That the Secretary of the Senate forthwith transmit copies of this resolution to the Governor, each member of the State Water Resources Board, the State Engineer, the President of the United States, the President pro Tempore of the Senate and the Speaker of the House of Representatives and each Senator and Representative from California in the Congress of the United States and each member of the Appropriations Committee of the Senate and House of Representatives of the Congress of the United States, and be it further

*Resolved,* That the Secretary of the Senate forthwith transmit a copy of this resolution by air mail, special delivery, to the Honorable Bertrand W. Gearhart, Representative in Congress from the Ninth Congressional District of California.

Resolution read.

**Request for Unanimous Consent**

Senator Hatfield asked for, and was granted, unanimous consent to have Senate Resolution No. 27 placed on third reading file.

**REQUEST FOR UNANIMOUS CONSENT**

Senator Hatfield asked for, and was granted, unanimous consent to take up Senate Joint Resolution No. 2, at this time, for consideration of committee amendments.

**CONSIDERATION OF SENATE JOINT RESOLUTION NO. 2**

**Senate Joint Resolution No. 2**—Relative to congressional support for flood control projects.

Resolution read.

**Consideration of Committee Amendments**

The following amendments were proposed by the Committee on Water Resources:

**Amendment No. 1**

On page 2 of the printed measure, strike out lines 1 to 44, inclusive.

**Amendment No. 2**

On page 3, line 13, of the printed measure, after "jointly", strike out the balance of the line.

**Amendment No. 3**

On page 3 of the printed measure, strike out lines 14 to 25, inclusive, and insert "That the Governor and the State Water Resources Board are requested and directed to vigorously present to the Congress the need of California for additional 1948 federal appropriations for authorized flood control projects; and be it further

*Resolved*, That the Governor and the State Water Resources Board are requested to vigorously present to the Congress the need for those purely flood control projects in California which have been heretofore authorized but for which no moneys have yet been appropriated for construction; and be it further

*Resolved*, That the Congress of the United States be memorialized to enact legislation and make appropriations as above indicated; and be it further

*Resolved*, That the Legislature pledge its full support to the State Water Resources Board in taking action as above requested and directed; and be it further".

Amendments read, and adopted.

Resolution ordered printed, engrossed, and to third reading.

**CONSIDERATION OF DAILY FILE  
SECOND READING OF SENATE BILLS**

**Senate Bill No. 15**—An act to amend Sections 7401, 7406, 8101, 8102, and 8103 of, and to add Section 8103.5 to, the Revenue and Taxation Code, relating to motor vehicle fuel license taxes, to take effect immediately.

Bill read second time, ordered engrossed, and to third reading.

**SECOND READING OF ASSEMBLY BILLS**

**Assembly Bill No. 39**—An act making an appropriation for mileage of the Members and Officers of the Assembly, without regard to fiscal years, to take effect immediately.

Bill read second time, and ordered to third reading.

**Assembly Bill No. 40**—An act making an appropriation for the contingent expenses of the Assembly, without regard to fiscal years, including committee expenses, to take effect immediately.

Bill read second time, and ordered to third reading.

**ADJOURNMENT**

At 12.15 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 2.45 p.m., Tuesday, March 18, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

TWENTY-EIGHTH LEGISLATIVE DAY  
SIXTY-FIFTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Tuesday, March 18, 1947

The Senate met at 2 45 p.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—36.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Rich, on motion of Senator Powers, due to legislative business.

Senator Weybret, on motion of Senator Powers, due to illness.

### GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR

On request of Senator O'Gara, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Frank Di Marco of San Francisco.

On request of Senator McBride, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Misses Nancy Vicari and Virginia Johnson of Sacramento.

## REPORTS OF STANDING COMMITTEES

## Committee on Transportation

SENATE CHAMBER, SACRAMENTO, March 17, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:  
Senate Bill No. 35

Has had the same under consideration, and reports the same back with the recommendation: Do pass

Committee membership 13; committee vote: Ayes 12; absent 1.

McCORMACK, Chairman

## SECOND READING OF SENATE BILLS (OUT OF ORDER)

**Senate Bill No. 35**—An act to amend Section 906 of the Streets and Highways Code, relating to the width of county highways.

Bill read second time.

## Request for Unanimous Consent

Senator Slater asked for, and was granted, unanimous consent to take up Senate Bill No. 35, at this time, for consideration.

## CONSIDERATION OF SENATE BILL NO. 35

## Resolution to Suspend Constitutional Provision

The following resolution was offered:

By Senator Slater:

*Resolved*, That Senate Bill No. 35 presents a case of urgency, as that term is used in Article IV, Section 15, of the Constitution, and the provision of that section requiring that the bill be read on three several days in each house is hereby dispensed with, and it is ordered that said bill be read the third time, considered engrossed, and placed upon its passage.

Resolution read.

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Burns, Busch, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, McCormack, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—27.

NOES—None.

Article IV, Section 15, of the Constitution was declared suspended.

**Senate Bill No. 35**—An act to amend Section 906 of the Streets and Highways Code, relating to the width of county highways.

Bill read third time.

The roll was called, and the bill passed by the following vote:

AYES—Senators Burns, Busch, Crittenden, Cunningham, DeLap, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—28

NOES—None.

Bill ordered transmitted to the Assembly.

## REPORTS OF STANDING COMMITTEES

## Committee on Rules

SENATE CHAMBER, SACRAMENTO, March 18, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Joint Resolution No. 2

And reports the same correctly engrossed.

POWERS, Chairman

**MOTION TO APPROVE JOURNALS**

Senator Powers moved that the Journals for Monday, March 10, 1947; Tuesday, March 11, 1947; and Thursday, March 13, 1947; be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

**CONSIDERATION OF DAILY FILE  
THIRD READING OF ASSEMBLY BILLS**

**Assembly Bill No. 39**—An act making an appropriation for mileage of the Members and Officers of the Assembly, without regard to fiscal years, to take effect immediately.

Bill read third time, and presented by Senator Powers.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Burns, Busch, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—30.

**NOES**—None.

Bill ordered transmitted to the Assembly.

**Assembly Bill No. 40**—An act making an appropriation for the contingent expenses of the Assembly, without regard to fiscal years, including committee expenses, to take effect immediately.

Bill read third time, and presented by Senator Powers.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Burns, Busch, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—32.

**NOES**—None.

Bill ordered transmitted to the Assembly.

**MOTION TO RETAIN PLACE ON FILE**

Senator Hatfield moved that Senate Bills Nos. 12, 11, 9, 10 and 13, be passed on file, and that they retain their place on file.

Motion carried.

**THIRD READING OF SENATE BILLS**

**Senate Bill No. 15**—An act to amend Sections 7401, 7406, 8101, 8102, and 8103 of, and to add Section 8103.5 to, the Revenue and Taxation Code, relating to motor vehicle fuel license taxes, to take effect immediately.

Bill read third time.

**Motion to Amend**

Senator Williams moved the adoption of the following amendment:

**Amendment No. 1**

On page 2 of the printed bill, as amended in the Senate on February 5, 1947, between lines 25 and 26, insert

"(c) Any employee of the United States who buys the motor vehicle fuel and uses it exclusively in the transportation of rural free delivery mail and special delivery mail."

Amendment read.

**Roll Call Demanded**

Senators Hatfield, Quinn, and Donnelly demanded a roll call.

The roll was called, and the amendment adopted by the following vote:

**AYES**—Senators Crittenden, Cunningham, DeLap, Desmond, Deuel, Dilworth, Donnelly, Gordon, Jespersen, Judah, Kraft, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Swing, Tenney, Ward, Watson, and Williams—22.

**NOES**—Senators Breed, Burns, Dillinger, Hatfield, Hulse, Keating, McCormack, and Sutton—8.

Bill ordered printed, engrossed, and to third reading.

**Senate Joint Resolution No. 2**—Relative to congressional support for flood control projects.

Resolution read.

The roll was called, and the resolution adopted by the following vote:

**AYES**—Senators Breed, Burns, Busch, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, McCormack, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—31.

**NOES**—None.

Resolution ordered transmitted to the Assembly.

**Senate Resolution No. 27**—Relative to congressional support for the Merced County Stream Group Flood Control Project.

**WHEREAS**, The Merced County Stream Group Flood Control Project involves the control of a number of relatively small streams, which, at flood season, carry great quantities of water and threaten the destruction of large areas of valuable agricultural land in the geographical heart of the State of California; and

**WHEREAS**, The Merced County Stream Group Flood Control Project has been authorized by federal and state legislation; and

**WHEREAS**, The specific and immediate appropriation of funds by the Congress of the United States for this centrally located project would lend assurance to the people of all parts of the State that the Congress intends to proceed with the more vital flood control projects in California more quickly than the President's recommended budget would seem to indicate; now, therefore, be it

*Resolved by the Senate of the State of California*, That the Governor and the State Water Resources Board are requested vigorously to present to the Congress the need for the appropriation of one million dollars (\$1,000,000) for the Merced County Stream Group Flood Control Project; and be it further

*Resolved*, That the Congress is hereby requested to make such appropriation and the President of the United States is requested to approve the same; and be it further

*Resolved*, That the Secretary of the Senate forthwith transmit copies of this resolution to the Governor, each member of the State Water Resources Board, the State Engineer, the President of the United States, the President pro Tempore of the Senate and the Speaker of the House of Representatives and each Senator and Representative from California in the Congress of the United States and each member of the Appropriations Committee of the Senate and House of Representatives of the Congress of the United States; and be it further

*Resolved*, That the Secretary of the Senate forthwith transmit a copy of this resolution by air mail, special delivery, to the Honorable Bertrand W. Gearhart, Representative in Congress from the Ninth Congressional District of California.

Resolution read, and, on motion of Senator Hatfield, adopted.

**RESOLUTIONS**

The following resolution was offered:

By Senator Crittenden:

**Senate Resolution No. 28**

Relative to congressional support for the Lower San Joaquin River Levees Project

**WHEREAS**, The Lower San Joaquin River Levees Project of construction of channel improvement works and levee construction and reconstruction on San Joaquin River and tributary channels, consisting of and including bank revetment at scattered



locations on the main San Joaquin River Channel from Turner Cut nine miles west of Stockton upstream to mouth of Tuolumne River, and on Old River, Middle River, Paradise Cut, and lower five miles of Stanislaus River; and levee extensions on main channel near river miles 63, 106 and 118, and raising existing levees at various locations on main channel between river miles 60 to 125 and on lower reach of Tuolumne River; said project being described in House Committee Document No. 2, Seventy-eighth Congress, Second Session, and authorized by Flood Control Act approved December 22, 1944; and

WHEREAS, The specific and immediate appropriation of funds by the Congress of the United States for this centrally located project would lend assurance to the people of all parts of the State that the Congress intends to proceed with the more vital flood control projects in California more quickly than the President's recommended budget would seem to indicate; now, therefore, be it

*Resolved by the Senate of the State of California.* That the Governor and the State Water Resources Board are requested vigorously to present to the Congress the need for the appropriation of one million dollars (\$1,000,000) for the San Joaquin River Levees Project; and be it further

*Resolved.* That the Congress is hereby requested to make such appropriation and the President of the United States is requested to approve the same; and be it further

*Resolved.* That the Secretary of the Senate forthwith transmit copies of this resolution to the Governor, each member of the State Water Resources Board, the State Engineer, the President of the United States, the President pro Tempore of the Senate and the Speaker of the House of Representatives and each Senator and Representative from California in the Congress of the United States and each member of the Appropriations Committee of the Senate and House of Representatives of the Congress of the United States; and be it further

*Resolved.* That the Secretary of the Senate forthwith transmit a copy of this resolution by air mail, special delivery, to the Honorable J. Leroy Johnson, Representative in Congress from the Third Congressional District of California.

Resolution read, and, on motion of Senator Crittenden, adopted.

## REPORTS OF STANDING COMMITTEES

### Committee on Rules

SENATE CHAMBER, SACRAMENTO, March 18, 1947

MR. PRESIDENT: The Committee on Rules has examined.

Senate Bill No. 35

And reports the same correctly engrossed.

POWERS, Chairman

## ADJOURNMENT

At 4 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Thursday, March 20, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

---

TWENTY-NINTH LEGISLATIVE DAY  
SIXTY-SEVENTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Thursday, March 20, 1947

The Senate met at 4 p m.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams  
—35.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Keating, due to illness.

Senator Weybret, on motion of Senator Keating, due to illness.

Senator Busch, on motion of Senator Keating, due to legislative business

Senator McBride, on motion of Senator Keating, due to legislative business.

### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, March 19, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this adopted:

Assembly Joint Resolution No. 5

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By ROBERT J. FINNIE, Assistant Clerk

**FIRST READING AND REFERENCE OF ASSEMBLY BILLS**

The following resolution was read:

**Assembly Joint Resolution No. 5**—Relative to memorializing Congress to issue commemorative gold coins, or in the alternative, to authorize the manufacture from gold of souvenirs for California's Centennial celebrations.

Referred to Committee on Rules.

**REPORTS OF STANDING COMMITTEES****Committee on Rules**

SENATE CHAMBER, SACRAMENTO, March 18, 1947

MR. PRESIDENT: Your Committee on Rules has examined:

Senate Bill No. 15

And reports the same correctly engrossed.

POWERS, Chairman

**ADJOURNMENT**

At 4.05 p.m., on motion of Senator Keating, the President declared the Senate adjourned until 4 p.m., Monday, March 24, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**THIRTIETH LEGISLATIVE DAY**  
**SEVENTY-FIRST CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Monday, March 24, 1947

The Senate met at 4 p. m.

Hon. Earl D. Desmond, Senator of the Nineteenth District, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Swing, Ward, Watson, Weybriet, and Williams—35

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Sutton, on motion of Senator Powers, due to legislative business.

Senator Tenney, on motion of Senator Powers, due to legislative business.

Senator Burns, on motion of Senator Powers, due to legislative business.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator Ward, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. and Mrs. Clarence Horn of Los Angeles.

On request of Senators Parkman and Sutton, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Roy B. Dempster of Burlingame.

On request of Senators Jespersen and Hatfield, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Harold Faulkner and Mr. Zirpoli of San Francisco.

#### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, March 24, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Assembly Bill No. 41

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

#### FIRST READING AND REFERENCE OF ASSEMBLY BILLS

The following bill was read the first time:

**Assembly Bill No. 41**—An act to provide for the recruiting and training of additional members of the California Highway Patrol, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

Referred to Committee on Transportation.

#### CONSIDERATION OF DAILY FILE

#### THIRD READING OF SENATE BILLS

**Senate Bill No. 15**—An act to amend Sections 7401, 7406, 8101, 8102, and 8103 of, and to add Section 8103.5 to, the Revenue and Taxation Code, relating to motor vehicle fuel license taxes, to take effect immediately.

Bill read third time.

The roll was called, and the bill passed by the following vote:

AYES—Senators Breed, Busch, Carter, Collier, Crittenden, Desmond, Deuel, Dillinger, Dilworth, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Swing, Ward, Watson, and Weybret—29.

NOES—Senator Rich—1.

Bill ordered transmitted to the Assembly.

#### MOTION TO APPROVE JOURNALS

Senator Powers moved that the Journals of Monday, March 17, 1947; Tuesday, March 18, 1947; and Thursday, March 20, 1947, be approved as corrected by the Minute Clerk, and the Journal Clerk.

Motion carried.

#### ADJOURNMENT

At 5 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Thursday, March 27, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**THIRTY-FIRST LEGISLATIVE DAY**  
**SEVENTY-FOURTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Thursday, March 27, 1947

The Senate met at 4 p.m.

Hon. Clyde A. Watson, Senator of the Thirty-fifth District, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Mayo, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Ward, Watson, and Weybret—32.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Burns, on motion of Senator Powers, due to legislative business.

Senator Tenney, on motion of Senator Powers, due to legislative business.

Senator Kraft, on motion of Senator Powers, due to legislative business.

Senator Brown, on motion of Senator Powers, due to legislative business.

Senator McBride, on motion of Senator Powers, due to legislative business.

Senator Williams, on motion of Senator Powers, due to legislative business.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, March 26, 1947

**MR. PRESIDENT:** I am directed to inform your honorable body that the Assembly on this day adopted:

Assembly Joint Resolution No. 4.

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By ROBERT J. FINNIE, Assistant Clerk

**FIRST READING AND REFERENCE OF ASSEMBLY BILLS**

The following resolution was read:

**Assembly Joint Resolution No. 4**—Relative to memorializing the Congress to give favorable consideration in making budgetary studies, to assuring the maintenance of an adequate naval force and establishment.

Referred to Committee on Rules.

**REPORTS OF STANDING COMMITTEES****Committee on Rules**

SENATE CHAMBER, SACRAMENTO, March 27, 1947

**MR. PRESIDENT:** The Committee on Rules, to which was referred:

Assembly Joint Resolution No. 3

Has had the same under consideration, and reports the same back with the recommendation: Be adopted.

Committee membership 5; committee vote: Ayes 5.

POWERS, Chairman

Above reported resolution ordered to third reading.

**WITHDRAWAL FROM COMMITTEE OF SENATE BILL NO. 8**

Senator Collier moved that Senate Bill No. 8 be withdrawn from Committee on Transportation, for purpose of amendment, and re-referred to committee.

Motion carried.

**SECOND READING OF SENATE BILLS (OUT OF ORDER)**

**Senate Bill No. 8**—An act to amend Sections 713, 714, and 715.5 of the Vehicle Code, relating to reduction of weight limits on streets and highways.

Bill read second time.

**Motion to Amend**

Senator Collier moved the adoption of the following amendments:

**Amendment No. 1**

In line 1 of the title of the printed bill, as amended in the Senate on January 29, 1947, after "of", insert ", and to add Section 604.50 to,".

**Amendment No. 2**

In line 2 of the title of said bill, strike out "reduction of weight limits", and insert "operation of vehicles".

**Amendment No. 3**

On page 3 of said bill, after line 15, insert  
"SEC. 4. Section 604.50 is added to said code, immediately to precede Division 9a thereof and to read:

604.50. No person shall operate any motor truck (except an authorized emergency vehicle) other than for the purpose of transporting fresh milk and fresh milk products upon any street or highway outside of any incorporated city between 12.01 a.m. and 11.59 p.m. on any holiday within the meaning of the Political Code, or between 12.01 a.m. on any Saturday and 11.59 p.m. on the following Sunday.



Each violation of this section is a misdemeanor punishable upon conviction thereof by a fine of not exceeding five hundred dollars (\$500) or by imprisonment in the county jail for not exceeding six months or by both such fine and imprisonment."

Amendments read, and adopted.

Bill ordered printed, and re-referred to Committee on Transportation.

#### ADJOURNMENT

At 4.10 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Monday, March 31, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

THIRTY-SECOND LEGISLATIVE DAY  
SEVENTY-EIGHTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Monday, March 31, 1947

The Senate met at 4 p.m.

Hon. Earl D. Desmond, Senator of the Nineteenth District, presiding.

Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—38.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senator was granted leave of absence for the day:  
Senator Dorsey, on motion of Senator Powers, due to illness.

### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, March 28, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day adopted:

Senate Joint Resolution No. 2

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

Above resolution ordered enrolled.

### MOTION TO APPROVE JOURNALS

Senator Powers moved that the Journals of Monday, March 24, 1947, and Thursday, March 27, 1947, be approved as corrected by the Minute Clerk, and the Journal Clerk.

Motion carried.

**WITHDRAWAL FROM COMMITTEE OF SENATE BILL NO. 6**

Senator Collier moved that Senate Bill No. 6 be withdrawn from Committee on Transportation, for purpose of amendment, and re-referred to committee.

Motion carried.

**SECOND READING OF SENATE BILLS (OUT OF ORDER)**

**Senate Bill No. 6**—An act to amend Sections 181, 188, 189, 193, and 300 of, and to repeal Sections 190, 191, 232 and Article 2 of Chapter 2 of Division 1 of the Streets and Highways Code, relating to streets and highways and providing for the abolition of the distinction between primary and secondary state highways.

Bill read second time.

**Motion to Amend**

Senator Collier moved the adoption of the following amendments:

**Amendment No. 1**

In line 1 of the title of the printed bill, strike out "amend Sections 181, 188, 189, 193, and 300 of, and to"; strike out line 2 of the title; and in line 3 of the title, strike out "Division 1 of", and insert "add Sections 288.1, 288.2, 288.3, 288.4, and 288.5 to".

**Amendment No. 2**

In line 4 of the title of said bill, strike out "providing for the abolition of the"; and strike out line 5 of the title, and insert "to the removal or relocation of utility facilities in expressways."

**Amendment No. 3**

On page 1 of said bill, strike out line 1, and insert

"SECTION 1. Section 288.1 is added to the Streets and Highways Code, to read: 288.1. As used in Sections 288.2, 288.3, 288.4 and 288.5, "person" means any person, firm, partnership, association, corporation, organization, business trust, city, county, public corporation, or public district, and as used in said sections "utility facility" means any pole, pole line, pipe, pipe line, conduit or other structure used for publicly or privately owned utility services.

SEC. 2. Section 288.2 is added to said code, to read:

288.2. Whenever the department requires a person to remove any utility facility lawfully maintained prior to January 1, 1947 by such person in the right of way of any highway which after January 1, 1947, was constituted an expressway, the department shall pay the amount of the necessary and reasonable cost of such removal, less the credits provided in Section 288.4.

This section does not apply to the relocation of a utility facility from one point in an expressway to another point in the expressway, including relocation to a position in any landscaped area of the expressway or in any service road or outer highway adjacent or contiguous to the expressway or from one point of crossing of the expressway to another point of crossing.

SEC. 3. Section 288.3 is added to said code, to read:

288.3. Whenever the department requires a person to relocate or change the type of any utility facility lawfully maintained prior to January 1, 1947 by such person in the right of way of any highway which was constituted an expressway after January 1, 1947, to another position in the expressway, the department shall, except as otherwise provided herein, pay the amount of the necessary and reasonable cost of such relocation, less the credits specified in Section 288.4.

This section does not require the department to pay for such relocation in any case in which such person has by franchise, permit or other contract assumed any contractual obligation to remove or relocate at his own expense any such utility facility from or in such public highway.

SEC. 4. Section 288.4 is added to said code, to read:

288.4. In any case in which the department is required under the provisions of Sections 288.2 or 288.3 to pay the reasonable and necessary cost of removal or relocation of any utility facility, the State shall be entitled to credits as follows.

1. In the amount of any betterment to the utility facility resulting from such removal or relocation.

2. The salvage value of any materials or parts salvaged and retained by such person.

3. If a new facility, or portion thereof, is constructed to accomplish such removal or relocation, an allowance of that proportion of the cost of such construction as the amount of accrued depreciation of such utility facility bears to the original cost thereof.

SEC. 5. Section 288.5 is added to said code, to read:

288.5. The department and any person required to remove a utility facility as provided in Section 288.2, or to relocate any such facility as provided in Section 288.3, may by agreement provide for the respective amounts of the cost to be borne by each. In the event of failure to agree, either party may bring an action in a court of competent jurisdiction for the apportionment of cost between them in accordance with the provisions of Sections 288.2 to 288.4, inclusive."

**Amendment No. 4**

On page 1 of said bill, strike out lines 2 to 25, inclusive; and strike out all of page 2.

Amendments read, and adopted.

Bill ordered printed, and re-referred to Committee on Transportation.

**ADJOURNMENT**

At 4.20 p m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Thursday, April 3, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**THIRTY-THIRD LEGISLATIVE DAY**  
**EIGHTY-FIRST CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Thursday, April 3, 1947

The Senate met at 4 p.m.

Hon. Bradford S. Crittenden, Senator of Twentieth District, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Judah, Keating, Kraft, Mayo, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—35.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator McBride, on motion of Senator Powers, due to legislative business.

Senator Brown, on motion of Senator Powers, due to legislative business.

Senator Jespersen, on motion of Senator Powers, due to legislative business.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator Desmond, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Miss Carol Hapgood and Miss Maxine Risley of Sacramento.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, April 1, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Senate Bill No. 35

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

Above bill ordered enrolled.

ASSEMBLY CHAMBER, SACRAMENTO, April 1, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Assembly Bill No. 32

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

**FIRST READING AND REFERENCE OF ASSEMBLY BILLS**

The following bill was read the first time:

**Assembly Bill No. 32**—An act to add Sections 147, 148, 149, 150, and 151 to the Streets and Highways Code, relating to state highways.

Referred to Committee on Transportation.

**ADJOURNMENT**

At 4.05 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Monday, April 7, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

THIRTY-FOURTH LEGISLATIVE DAY  
 EIGHTY-FIFTH CALENDAR DAY

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Monday, April 7, 1947

The Senate met at 4 p.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—36.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Hulse, on motion of Senator Powers, due to illness.

Senator DeLap, on motion of Senator Powers, due to legislative business.

**REPORTS OF STANDING COMMITTEES**

**Committee on Rules**

SENATE CHAMBER, SACRAMENTO, April 7, 1947

MR. PRESIDENT: The Committee on Rules has examined:

**Senate Bill No. 35**—An act to amend Section 906 of the Streets and Highways Code, relating to the width of county highways;

And reports that the same has been correctly enrolled, and presented to the Governor on the seventh day of April, 1947, at 3.30 p.m.

POWERS, Chairman

**ADJOURNMENT**

At 4.10 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Wednesday, April 9, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

**SENATE DAILY JOURNAL**

THIRTY-FIFTH LEGISLATIVE DAY  
EIGHTY-SEVENTH CALENDAR DAY

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Wednesday, April 9, 1947

The Senate met at 4 p.m.

Hon Harold J. Powers, President pro Tempore of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—34.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Carter, due to illness.

Senator Hulse, on motion of Senator Carter, due to illness.

Senator Collier, on motion of Senator Carter, due to illness.

Senator Denel, on motion of Senator Carter, due to illness.

Senator Weybret, on motion of Senator Carter, due to illness.

**COMMUNICATIONS**

The following communications were received, read, and ordered printed in the Journal:

STATE OF CALIFORNIA

GOVERNOR'S OFFICE, SACRAMENTO, March 20, 1947

*Mr. Joseph A. Beek*

*Secretary of the Senate*

*State Capitol, Sacramento, California*

DEAR MR. BEEK: I have received from you copy of Senate Joint Resolution No. 2 of the Fifty-seventh (First Extraordinary) Session.

This resolution stresses the needs of the State of California for federal funds for flood control purposes.

Will you assure the Members of the Senate of my support for adequate federal appropriations to insure continuance of this work as rapidly as possible.

Sincerely,

EARL WARREN, Governor

STATE OF CALIFORNIA

GOVERNOR'S OFFICE, SACRAMENTO, March 25, 1947

*Mr. Joseph A. Beek, Secretary of the Senate  
State Capitol, Sacramento, California*

DEAR MR. BEEK: I have received from you copy of Senate Resolution No. 27 and Senate Resolution No. 28 of the Fifty-seventh (First Extraordinary) Session.

These resolutions stress the needs of the State of California for federal funds for the Merced County Stream Group Flood Control Project, and the Lower San Joaquin River Levees Project.

Will you assure the Members of the Senate of my support for adequate federal appropriations to insure continuance of flood control work as rapidly as possible.

Sincerely,

EARL WARREN, Governor

### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, April 8, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly amended, and on this day passed, as amended:

Senate Bill No. 5

And respectfully requests your honorable body to concur in said amendments.

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

Above bill ordered to unfinished business file.

### MOTION TO APPROVE JOURNALS

Senator Powers moved that the Journals of Monday, March 31, 1947; and Thursday, April 3, 1947, be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

### RESOLUTIONS

The following resolution was offered:

By Senator Brown:

#### Senate Resolution No. 29

*Resolved*, That Julian Lindsay, heretofore employed as Assistant at Desk of the Senate at a per diem of \$10, be and he is hereby promoted to the office of Assistant Secretary of the Senate at a per diem of \$12; and that Morgan Flagg, heretofore employed as Assistant at Desk of the Senate at a per diem of \$10, be and he is hereby promoted to the office of File Clerk of the Senate at a per diem of \$12; and the Controller is hereby directed to draw his warrants for the respective individuals at the per diem set forth, weekly, for seven days per week, and the Treasurer is directed to pay the same.

Resolution read.

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Breed, Brown, Burns, Busch, Carter, Crittenden, Cunningham, DeLap, Dillinger, Dilworth, Donnelly, Hatfield, Jespersen, Judah, Keating, Kraft, Mayo, McBride, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—31.

NOES—None.

### ADJOURNMENT

At 4.10 p.m., on motion of Senator Keating, the President declared the Senate adjourned until 1 p.m., Friday, April 11, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

**SENATE DAILY JOURNAL**

THIRTY-SIXTH LEGISLATIVE DAY  
EIGHTY-NINTH CALENDAR DAY

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Friday, April 11, 1947

The Senate met at 1 p.m.

Hon Hugh M Burns, Senator of the Thirtieth District, presiding.  
Secretary J A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Jespersen, Judah, Keating, Kraft, Mayo, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—33.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Hulse, on motion of Senator Powers, due to illness.

Senator Collier, on motion of Senator Powers, due to illness.

Senator Weybret, on motion of Senator Powers, due to legislative business

Senator McBride, on motion of Senator Powers, due to illness.

Senator DeLap, on motion of Senator Powers, due to legislative business.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, April 10, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Assembly Bill No. 26

Assembly Bill No. 35

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

**FIRST READING AND REFERENCE OF ASSEMBLY BILLS**

The following bills were read the first time:

**Assembly Bill No. 26**—An act to add Sections 80 and 81 to, and to amend Section 183 of, the Streets and Highways Code, relating to state highways.

Referred to Committee on Transportation.

**Assembly Bill No. 35**—An act to provide for the relocation of a portion of State Highway Route 5 in Santa Clara County, making an appropriation therefor, and declaring the urgency hereof, to take effect immediately.

Referred to Committee on Transportation.

**REPORTS OF STANDING COMMITTEES****Committee on Rules**

SENATE CHAMBER, SACRAMENTO, April 9, 1947

MR. PRESIDENT: Your Committee on Rules, to which was referred:

Assembly Joint Resolution No. 5

Has had the same under consideration, and reports the same back with the recommendation: Be adopted

Committee membership 5; committee vote: Ayes 4; absent 1.

POWERS, Chairman

Above reported resolution ordered to third reading.

**ADJOURNMENT**

At 1.10 p m, on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Tuesday, April 15, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

**SENATE DAILY JOURNAL**

**THIRTY-SEVENTH LEGISLATIVE DAY**  
**NINETY-THIRD CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Tuesday, April 15, 1947

The Senate met at 4 p.m.

Hon. George J. Hatfield, Senator of the Twenty-fourth District, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—38.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senator was granted leave of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

**REPORTS OF STANDING COMMITTEES**

**Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, April 14, 1947

MR. PRESIDENT. The Committee on Transportation, to which was referred:

Assembly Bill No. 35

Has had the same under consideration, and reports the same back with the recommendation: Do pass, and be re-referred to Committee on Finance.

Committee membership 13; committee vote: Ayes 11; absent 2.

MCCORMACK, Chairman

Above reported bill re-referred to Committee on Finance.

**MOTION TO APPROVE JOURNALS**

Senator Powers moved that the Journals of Monday, April 7, 1947, Wednesday, April 9, 1947; and Friday, April 11, 1947; be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

**ADJOURNMENT**

At 4.15 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 1 p.m., Friday, April 18, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**THIRTY-EIGHTH LEGISLATIVE DAY**  
**NINETY-SIXTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Friday, April 18, 1947

The Senate met at 1 p.m.

Hon. Harold J. Powers, President pro Tempore of the Senate,  
presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham,  
DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse,  
Jespersen, Judah, Keating, Kraft, Mayo, McBride, O'Gara, Parkman, Powers, Quinn,  
Rich, Slater, Sutton, Swing, Tenney, Ward, and Watson—34.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Carter, due to illness.

Senator Williams, on motion of Senator Carter, due to legislative  
business.

Senator McCormack, on motion of Senator Carter, due to legislative  
business.

Senator Salsman, on motion of Senator Carter, due to legislative  
business.

Senator Weybret, on motion of Senator Carter, due to legislative  
business.

**CONSIDERATION OF DAILY FILE  
THIRD READING OF ASSEMBLY BILLS**

**Assembly Joint Resolution No. 3**—Relative to memorializing the President and the Congress of the United States to effect legislation which will permit the use of decommissioned hospital ships by state and city agencies.

Resolution read, and presented by Senator McBride.

The roll was called, and the resolution adopted by the following vote :

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Hatfield, Hulse, Jespersen, Judah, Kraft, Mayo, McBride, O’Gara, Parkman, Powers, Slater, Sutton, Ward, and Watson—27.

**NOES**—None.

Resolution ordered transmitted to the Assembly.

**ADJOURNMENT**

At 1.16 p.m., on motion of Senator Carter, the President declared the Senate adjourned until 4 p.m., Tuesday, April 22, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

# SENATE DAILY JOURNAL

THIRTY-NINTH LEGISLATIVE DAY  
 ONE HUNDREDTH CALENDAR DAY

## IN SENATE

SENATE CHAMBER, SACRAMENTO

Tuesday, April 22, 1947

The Senate met at 4 p m.

Hon. Arthur H Breed, Jr., Senator of the Sixteenth District,  
 presiding

Chief Assistant Secretary Cleve V. Taylor at the desk.

## ROLL CALL

The roll was called, and the following answered to their names :

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham,  
 DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse,  
 Jespersen, Judah, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers,  
 Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Wey-  
 bret—36.

Quorum present.

## PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

## LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day :

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Keating, on motion of Senator Powers, due to illness.

Senator Williams, on motion of Senator Powers, due to legislative  
 business.

## REPORTS OF STANDING COMMITTEES

### Committee on Transportation

SENATE CHAMBER, SACRAMENTO, April 21, 1947

MR. PRESIDENT: Your Committee on Transportation, to which was referred:  
 Assembly Bill No. 41

Has had the same under consideration, and reports the same back with amendments  
 with the recommendation: Amend, and do pass, as amended.

Committee membership 13; committee vote: Ayes 11; absent 2.

MCCORMACK, Chairman

Above reported bill ordered to second reading.

**MOTION TO APPROVE JOURNALS**

Senator Powers moved that the Journals of Tuesday, April 15, 1947, and Friday, April 18, 1947, be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

**ADJOURNMENT**

At 4.15 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 1 p.m., Friday, April 25, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---



---

# SENATE DAILY JOURNAL

FORTIETH LEGISLATIVE DAY  
 ONE HUNDRED THIRD CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Friday, April 25, 1947

The Senate met at 1 p.m.

Hon. George J. Hatfield, Senator of the Twenty-fourth District, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Buins, Busch, Carter, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Judah, Keating, Kraft, Mayo, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Swing, Tenney, Ward, Watson, Weybret, and Williams—32.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator DeLap, on motion of Senator Powers, due to illness.

Senator McBride, on motion of Senator Powers, due to legislative business.

Senator McCormack, on motion of Senator Powers, due to legislative business.

Senator Brown, on motion of Senator Powers, due to legislative business.

Senator Sutton, on motion of Senator Powers, due to legislative business.

Senator Jespersen, on motion of Senator Powers, due to legislative business.

### GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR

On request of Senator Powers, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mrs. Arthur Breed, wife of Senator Breed, of Oakland.

**REPORTS OF STANDING COMMITTEES****Committee on Finance**

SENATE CHAMBER, SACRAMENTO, April 23, 1947

MR. PRESIDENT: The Committee on Finance, to which was referred:

Assembly Bill No. 35

Has had the same under consideration, and reports the same back with the recommendation Do pass.

Committee membership 11; committee vote: Ayes 11.

RICH, Chairman

**SECOND READING OF ASSEMBLY BILLS (OUT OF ORDER)**

**Assembly Bill No. 35**—An act to provide for the relocation of a portion of State Highway Route 5 in Santa Clara County, making an appropriation therefor, and declaring the urgency hereof, to take effect immediately.

Bill read second time, and ordered to third reading.

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following bill was introduced, and read the first time:

**Senate Bill No. 36:** By Senator Powers—An act making an additional appropriation for legislative printing, binding, etc., to take effect immediately.

Referred to Committee on Rules.

**CONSIDERATION OF DAILY FILE****SECOND READING OF ASSEMBLY BILLS**

**Assembly Bill No. 41**—An act to provide for the recruiting and training of additional members of the California Highway Patrol, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

Bill read second time.

**Consideration of Committee Amendments**

The following amendments were proposed by the Committee on Transportation:

**Amendment No. 1**

In lines 2 and 3 of the title of the printed bill, strike out "making an appropriation therefor,".

**Amendment No. 2**

On page 1, line 7, of the printed bill, strike out "fifty (50)", and insert "sixty (60)".

**Amendment No. 3**

On page 1 of the printed bill, strike out lines 10 to 13, inclusive.

**Amendment No. 4**

On page 1, line 14, of the printed bill, strike out "3", and insert "2".

Amendments read, and adopted.

Bill ordered printed, and to third reading.

**ADJOURNMENT**

At 1.15 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Monday, April 28, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**FORTY-FIRST LEGISLATIVE DAY**  
**ONE HUNDRED SIXTH CALENDAR DAY**

---

**IN SENATE**

---

**SENATE CHAMBER, SACRAMENTO**

**Monday, April 28, 1947**

The Senate met at 4 p.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Brown, Burns, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—36.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Breed, on motion of Senator Powers, due to legislative business.

Senator Busch, on motion of Senator Powers, due to legislative business.

**MOTION TO APPROVE JOURNALS**

Senator Powers moved that the Journals of Tuesday, April 22, 1947, and Friday, April 25, 1947, be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

**RESOLUTIONS**

The following resolution was offered:

By Senator Brown:

**Senate Resolution No. 30**

*Resolved*, That all officers and employees of the Senate be stricken from the pay roll of the Senate for this Fifty-seventh (First Extraordinary) Session, upon conclusion of this legislative day.

Resolution read, and, on motion of Senator Brown, adopted.

**ADJOURNMENT**

At 4.10 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Thursday, May 1, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

**SENATE DAILY JOURNAL**

**FORTY-SECOND LEGISLATIVE DAY**  
**ONE HUNDRED NINTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Thursday, May 1, 1947

The Senate met at 4 p.m.

Hon. James J. McBride, Senator of the Thirty-third District, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Denel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Tenney, Ward, Watson, Weybret, and Williams—37

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Breed, due to illness.

Senator Swing, on motion of Senator Breed, due to legislative business.

**COMMUNICATIONS**

The following communication was received, read, and ordered printed in the Journal:

STATE OF CALIFORNIA

DEPARTMENT OF FINANCE, SACRAMENTO 14, April 21, 1947

*Hon. Goodwin J. Knight, President of the Senate  
State Capitol, Sacramento, California*

DEAR MR. PRESIDENT: Pursuant to Assembly Concurrent Resolution No. 11 of the Fifty-sixth (Second Extraordinary) Session of the Legislature, I am transmitting herewith a statement of the estimated additional costs which would result from the inauguration of a uniform 40-hour week for state employees. These estimates apply to the 1947-48 Fiscal Year and represent the additional costs over and above the Governor's Budget for that year.

The estimates were prepared by the individual agencies and as a result contain certain inconsistencies due to variations of interpretation as to the complete effect of the 40-hour week upon the operations of the particular agency. The elimination of these inconsistencies would require clarification as to the specific provisions of the law and Personnel Board rules under which the 40-hour week would be made effective. Particularly necessary would be a definition of the extent to which the 40-hour week would be applicable to the so-called "Group Four" employees who are not now included in any plan of payment for overtime because their duties and responsibilities are such that they are not adapted to a maximum number of hours per week.

While these inconsistencies cast some doubt as to the estimates of certain individual agencies, it is believed that their effect on the overall total is negligible. In our opinion the aggregate of the estimates represents a fair approximation of the total cost involved in putting a general 40-hour week into effect.

In addition to the basic plan set forth in the resolution, namely, "a 40-hour individual work week base with compensation at the rate of time and one-half for overtime," we have secured cost estimates based on two possible modifications embodied in bills pending before the Legislature.

- (a) Compensation for overtime at "straight time" rates, instead of time and one-half; and
- (b) Exemption of the Division of Forestry's administrative and field personnel from the general 40-hour week provisions and adoption, instead, of their suggested "Plan B," under which the work week would be reduced from six days to five days, but employees would continue to be subject to call 24 hours per day during the fire season. In lieu of payment for overtime and "standby" service, such employees would be given flat percentage increases in salary ranging from 10 percent to 25 percent.

A summary of the cost estimates under the several plans is given below:

|                                 | <i>Plan I</i><br><i>Uniform 40-Hour Week</i><br><i>With time and</i><br><i>one-half for</i><br><i>overtime</i> | <i>Plan II</i><br><i>With straight</i><br><i>time for</i><br><i>overtime</i> | <i>Plan III</i><br><i>Div. of Forestry</i><br><i>(a) Plan B—</i><br><i>Other Agencies</i><br><i>(a) Plan II</i> |
|---------------------------------|--|--|---|
| <i>Current Expenses:</i>        |  |  |   |
| Additional positions            |  |  |   |
| Number -----                    | (877)  | (877)  | (877)   |
| Amount -----                    | \$2,275,088  | \$2,275,088  | \$2,275,088   |
| Additional temporary help----   | 5,246,229  | 5,246,229  | 700,120   |
| Additional overtime             |  |  |   |
| compensation -----              | 5,390,945  | 3,402,841  | 3,907,410*  |
| Additional operating expenses-- | 124,915  | 124,915  | 122,915   |
| Additional equipment -----      | 232,535  | 232,535  | 203,595   |
| Additional retirement           |  |  |   |
| contributions -----             | 900,000  | 760,000  | 500,000   |
| Increased allotments to         |  |  |   |
| counties for watershed          |  |  |   |
| protection -----                | 852,881  | 821,650  | 164,068   |
| Total, current expenses-----    | \$15,022,593   | \$12,863,258   | \$7,873,196   |
| <i>Capital Outlay:</i>          |  |  |   |
| Additional employees housing    |  |  |   |
| (Div. of Beaches & Parks) --    | 402,600  | 402,600  | 402,600   |
| Total additional cost -----     | \$15,425,193   | \$13,265,858   | \$8,275,796   |
| General Fund -----              | \$12,901,250   | \$11,106,862   | \$6,116,800   |
| Special Fund -----              | 2,523,943  | 2,158,996  | 2,158,996   |

\* Including \$657,847 for flat increases to Forestry employees in lieu of overtime and "standby" compensation.

The detailed estimates of the several agencies are on file in the office of the Division of Budgets and Accounts and can be made available, if desired.

Respectfully submitted.

JAMES S. DEAN, Director of Finance

#### ADJOURNMENT

At 4.12 p.m., on motion of Senator Breed, the President declared the Senate adjourned until 4 p.m., Monday, May 5, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

**SENATE DAILY JOURNAL**

**FORTY-THIRD LEGISLATIVE DAY**  
**ONE HUNDRED THIRTEENTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Monday, May 5, 1947

The Senate met at 4 p.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beck at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Collier, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—36.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Deuel, on motion of Senator Powers, due to illness.

Senator Carter, on motion of Senator Powers, due to legislative business.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, May 2, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Assembly Bill No. 45

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By RANDAL F. DICKEY, JR., Assistant Clerk

**FIRST READING AND REFERENCE OF ASSEMBLY BILLS**

The following bill was read the first time:

**Assembly Bill No. 45**—An act to amend Section 142 of the Vehicle Code, relating to vehicles exempted from registration.

Referred to Committee on Transportation.

**MOTION TO APPROVE JOURNALS**

Senator Powers moved that the Journals of Monday, April 28, 1947, and Thursday, May 1, 1947; be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following resolution was offered:

**Senate Concurrent Resolution No. 3:** By Senator Powers—Relative to adequate highway legislation.

**Request for Unanimous Consent**

Senator Powers asked for, and was granted, unanimous consent to take up Senate Concurrent Resolution No. 3, at this time, for consideration.

**CONSIDERATION OF SENATE CONCURRENT RESOLUTION NO. 3**

**Senate Concurrent Resolution No. 3**—Relative to adequate highway legislation.

Resolution read.

**Previous Question**

Senator Gordon moved the previous question.

Motion carried.

The roll was called, and the resolution adopted by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Collier, DeLap, Desmond, Dilinger, Dilworth, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—32.

**NOES**—Senators Crittenden, Donnelly, and Rich—3.

Resolution ordered transmitted to the Assembly.

**ADJOURNMENT**

At 4.30 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 1 30 p.m., Tuesday, May 6, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---



---

# SENATE DAILY JOURNAL

**FORTY-FOURTH LEGISLATIVE DAY**  
**ONE HUNDRED FOURTEENTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Tuesday, May 6, 1947

The Senate met at 1.30 p.m.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Collier, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—36.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Keating, due to illness.

Senator Crittenden, on motion of Senator Keating, due to illness.

Senator Carter, on motion of Senator Keating, due to legislative business.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator O'Gara, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Frank Rose of San Francisco.

On request of Senator Slater, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Ross Miller, City Manager of Santa Rosa, Mr. Lloyd Cullen, Supervisor of Santa Rosa, and Dr. and Mrs. Fred O. Butler, of Eldridge.

On request of Senator Desmond, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Frank Harris of Sacramento and Mr. Robert W. Luther and Mrs. Ruth V. Culp, teachers, and the following students of the Fruit Ridge High School: Paula Beale, Joann Bringuel, Elaine Bryant, June Davis, Shirley Davis, Ann Di Donna, Ella May Franklin, Bonnie Greene, Myra Gunckel, Marian Hamilton, Naomi Hardy, Wilma Hooper, Sandra Howard, Nancy Jackson, Marian Krueger, Ethel Larcher, Joyce London, Marjorie McCrum, Ruby Nunn, Ruth Palmer, Kathryn Patterson, Marilyn Peters, Virginia Wall, Frances Wilbur, Daine Barkell, James Carter, Joe Di Bello, Kenneth Fristoe, Richard Givens, Richard Gillespie, Carlton Gray, Wesley Lish, Jack McCord, Donald Meyer, Jimmy Ong, Larry Ravera, Vernon Rogers, John Silva, Ronald Smith, Norbert Walery, Billy Jean Alcorn, Edith Boothroyd, Joann Brandon, Doris Burgess, Betty Davies, Elene Hardy, Donna Helmer, Adelberta Hermosilla, Evelyn Jackson, Jay Allen, Leroy Baker, John Beale, Robert Bergman, Dennis Blackburn, Gordon Edwards, Richard Gillette, Donald Haley, Richard Halverson, Richard Hibbard, Jerald Kerber, Bill Meredith, Dale McCracken, Jack Ogden, Tommy Ryan, Billy Vest, Arthur Crozier, Marie McAdams, Charlene Patnott, Donna Paul, Ramona Reiger, Emma Schemser, Alberta Stoneberg, Ileen Winkleman, Joann Winkleman, Treva Woods, Nita Yoder, and Jennie Bozich.

On request of Senator Watson, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. A. Heim of Orange County.

On request of Senator Rich, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Sisters Mary Dominica and Maria Agatha and the following students of the Notre Dame High School: Alice Arnoldy, Helen Bohlken, Beverly Best, Rose Goyenechea, Gloria Huse, Nancy Oliver, Janet Pursell, Claire Shaffer, La Donna Smith, Patricia Stubbe, Phyllis Arnoldy, Henrietta Bohlken, Wilma Crepes, Patricia Dunne, June Emmet, Margaret Galligan, Mary Galligan, Zoe Glass, Anita Graham, Geneva Grayson, Charlene Marchal, Jacqueline May, Arliss Murphy, Jean Murray, Lorraine Prescop, Beverly Shaver, Mary Rowe, De Lois Tibbitt, Mary Costa, Yvette Elorga, Eleanor Forness, Jean Kimball, Sally O'Brien, Marilyn Grazer, Alice Streit, Nina Monaco, Wynona Simeroth, Marilyn Zabrowski, Pearl Osegueda, Margaret Pulich, Bonnie Rowberry, Julie Ann Arnoldy, Carolyn Britschgi, Marlee Dunham, Donna Dunning, Elaine Foss, Margaretha Gelardi, Mary Ann Goodbary, Roberta Gomez, Mary Jane Hutchinson, Mary Martin, Wanda Mayfield, Shirley Rogers, Mary Ann Taormina, Clara Uriguen, and Hazel Tillotson.

#### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, May 6, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day adopted:

Senate Concurrent Resolution No. 3

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By RANDAL F. DICKEY, JR., Assistant Clerk

Above resolution ordered enrolled.

**REPORTS OF STANDING COMMITTEES****Committee on Rules**

SENATE CHAMBER, SACRAMENTO, May 6, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Concurrent Resolution No. 3

And reports the same correctly engrossed.

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, May 6, 1947

MR. PRESIDENT: The Committee on Rules, to which was referred:

Senate Bill No. 36

Has had the same under consideration, and reports the same back with the recommendation: Do pass.

Committee membership 5; committee vote: Ayes 4; absent 1.

POWERS, Chairman

**SECOND READING OF SENATE BILLS (OUT OF ORDER)****Senate Bill No. 36**—An act making an additional appropriation for legislative printing, binding, etc., to take effect immediately.

Bill read second time, ordered engrossed, and to third reading.

**Appointment of Committee by President Pro Tempore**

SENATE CHAMBER, SACRAMENTO, May 5, 1947

MR. PRESIDENT: I have appointed the following Senators to serve as members of the committee under the provisions of Senate Concurrent Resolution No. 3:

DeLap, Hatfield, Hulse, Jespersen, and Mayo.

POWERS, President pro Tempore

**CONSIDERATION OF DAILY FILE****THIRD READING OF ASSEMBLY BILLS****Assembly Bill No. 41**—An act to provide for the recruiting and training of additional members of the California Highway Patrol, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

Bill read third time.

**Urgency Clause**

Urgency clause read, and adopted by the following vote:

AYES—Senators Breed, Brown, Burns, Busch, Collier, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Hatfield, Judah, Keating, Kraft, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Slater, Swing, Tenney, Watson, and Williams—27.

NOES—None.

The roll was called, and the bill passed by the following vote:

AYES—Senators Breed, Brown, Burns, Busch, Collier, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Hatfield, Judah, Keating, Kraft, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Slater, Swing, Tenney, Watson, and Williams—27.

NOES—None.

Bill ordered transmitted to the Assembly.

**ADJOURNMENT**

At 1.52 p.m., on motion of Senator Keating, the President declared the Senate adjourned until 4 p.m., Thursday, May 8, 1947.

JOHN F. LEA, Minute Clerk





**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**FORTY-FIFTH LEGISLATIVE DAY**  
**ONE HUNDRED SIXTEENTH CALENDAR DAY**

---

**IN SENATE**

---

**SENATE CHAMBER, SACRAMENTO**

**Thursday, May 8, 1947**

The Senate met at 4 p.m.

Hon. Harold J. Powers, President pro Tempore of the Senate,  
presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hathfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—37

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator DeLap, due to illness.

Senator Carter, on motion of Senator DeLap, due to legislative business.

**REPORTS OF STANDING COMMITTEES**

**Committee on Rules**

**SENATE CHAMBER, SACRAMENTO, May 6, 1947**

MR. PRESIDENT Your Committee on Rules has examined.

Senate Bill No. 36

And reports the same correctly engrossed.

**POWERS, Chairman**

**Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, May 5, 1947

MR. PRESIDENT: Your Committee on Transportation, to which was referred:  
Assembly Bill No. 32

Has had the same under consideration, and reports the same back with amendments  
with the recommendation: Amend, and re-refer to the committee.

Committee membership 13; committee vote: Ayes 13.

McCORMACK, Chairman

Above reported bill ordered to second reading.

**ADJOURNMENT**

At 4.10 p.m., on motion of Senator Quinn, the President declared  
the Senate adjourned until 4 p.m., Monday, May 12, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

**FORTY-SIXTH LEGISLATIVE DAY**  
**ONE HUNDRED TWENTIETH CALENDAR DAY**

---

## **IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Monday, May 12, 1947

The Senate met at 4 p.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

### **ROLL CALL**

The roll was called, and the following answer to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing,\*Tenney, Ward, Weybret, and Williams—36.

Quorum present.

### **PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### **LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Mayo, on motion of Senator Powers, due to legislative business.

Senator Watson, on motion of Senator Powers, due to legislative business.

### **MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, May 9, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day concurred in Senate amendments to:

Assembly Bill No. 41

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

ASSEMBLY CHAMBER, SACRAMENTO, May 9, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Assembly Bill No. 18

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

#### FIRST READING AND REFERENCE OF ASSEMBLY BILLS

The following bill was read the first time:

**Assembly Bill No. 18**—An act to amend Sections 374 and 375 of, and to add Section 512 to, the Streets and Highways Code, relating to state highways.

Referred to Committee on Transportation.

#### CONSIDERATION OF DAILY FILE

##### SECOND READING OF ASSEMBLY BILLS

**Assembly Bill No. 32**—An act to add Sections 147, 148, 149, 150, and 151 to the Streets and Highways Code, relating to state highways.

Bill read second time.

##### Consideration of Committee Amendments

The following amendments were proposed by the Committee on Transportation:

##### Amendment No. 1

On page 1, line 17, of the printed bill, as amended in the Assembly on March 31, 1947, following the period, insert "No contract authorized by this section shall be valid until approved by the Public Utilities Commission"

##### Amendment No. 2

On page 2, line 15, of said bill, following "contract," insert "which shall not exceed 35 years,".

Amendments read, and adopted.

Bill ordered printed, and re-referred to Committee on Transportation.

#### THIRD READING OF SENATE BILLS

**Senate Bill No. 36**—An act making an additional appropriation for legislative printing, binding, etc., to take effect immediately.

Bill read third time.

The roll was called, and the bill passed by the following vote:

AYES—Senators Breed, Brown, Burns, Busch, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Donnelly, Gordon, Hulse, Jespersen, Judah, Keating, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Weybret, and Williams—28.

NOES—None.

Bill ordered transmitted to the Assembly.

#### ADJOURNMENT

At 4.12 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Thursday, May 15, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**FORTY-SEVENTH LEGISLATIVE DAY**  
**ONE HUNDRED TWENTY-THIRD CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Thursday, May 15, 1947

The Senate met at 4 p m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jesspersen, Judah, Keating, Kraft, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Watson, Weybret, and Williams—36.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:  
Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Mayo, on motion of Senator Powers, due to legislative business.

Senator Ward, on motion of Senator Powers, due to illness.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, May 14, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Senate Bill No. 36

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

Above bill ordered enrolled.

**REPORTS OF STANDING COMMITTEES****Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, May 12, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:  
Assembly Bill No. 45

Has had the same under consideration, and reports the same back with amendments  
with the recommendation: Amend, and do pass, as amended.

Committee membership 13; committee vote: Ayes 9; absent 4.

McCORMACK, Chairman

Above reported bill ordered to second reading.

**SECOND READING OF ASSEMBLY BILLS (OUT OF ORDER)**

**Assembly Bill No. 45**—An act to amend Section 142 of the Vehicle Code, relating to vehicles exempted from registration.

Bill read second time.

**Consideration of Committee Amendments**

The following amendment was proposed by the Committee on Transportation:

**Amendment No. 1**

On page 2 of the printed bill, between lines 19 and 20, insert  
“(8) A trap wagon moved from one part of a ranch to another part of the same ranch or from one ranch to another, which is only incidentally operated or moved on a highway.”

Amendment read, and adopted.

Bill ordered printed, and to third reading.

**MOTION TO APPROVE JOURNALS**

Senator Powers moved that the Journals of Monday, May 5, 1947; Tuesday, May 6, 1947; and Thursday, May 8, 1947, be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

**ADJOURNMENT**

At 4.10 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Monday, May 19, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

FORTY-EIGHTH LEGISLATIVE DAY  
ONE HUNDRED TWENTY-SEVENTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Monday, May 19, 1947

The Senate met at 4 p.m.

Hon. T. H. DeLap, Senator of the Seventeenth District, presiding.  
Secretary J. A. Beek at the desk.

## ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, McBride, McCormack, O'Gara, Powers, Quinn, Rich, Salsman, Slater, Sutton, Tenney, Ward, and Watson—34.

Quorum present.

## PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

## LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:  
Senator Mayo, on motion of Senator Powers, due to legislative business.

Senator Weybret, on motion of Senator Powers, due to legislative business.

Senator Williams, on motion of Senator Powers, due to legislative business.

Senator Parkman, on motion of Senator Powers, due to legislative business.

Senator Swing, on motion of Senator Powers, due to legislative business.

## GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR

On request of Senator Donnelly, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Miss Carlene

Bjorklund and Miss Merlyn Miner of Turlock, Mrs. Hugh P. Donnelly, wife of Senator Donnelly, and their son and daughter, Miss Rosemary Donnelly and Hugh P. Donnelly, Jr.

## REPORTS OF STANDING COMMITTEES

### Committee on Rules

SENATE CHAMBER, SACRAMENTO, May 16, 1947

MR. PRESIDENT. The Committee on Rules has examined:

**Senate Bill No. 36**—An act making an additional appropriation for legislative printing, binding, etc., to take effect immediately;

And reports that the same has been correctly enrolled, and presented to the Governor on the sixteenth day of May, 1947, at 4 p.m.

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, May 12, 1947

MR. PRESIDENT: The Committee on Rules has examined:

**Senate Concurrent Resolution No. 3**—Relative to adequate highway legislation;

And reports that the same has been correctly enrolled, and presented to the Secretary of State on the ninth day of May, 1947, at 12 m.

POWERS, Chairman

## MOTION TO APPROVE JOURNALS

Senator Powers moved that the Journals of Monday, May 12, 1947; and Thursday, May 15, 1947; be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

## RESOLUTIONS

The following resolution was offered:

By Committee on Rules.

### Senate Resolution No. 31

*Resolved*, That the State Controller be and he is hereby directed and ordered to draw his warrant upon the proper funds in favor of the following named Senator for the amount set opposite his name, and the State Treasurer is hereby directed and ordered to pay the same, being the mileage due him by law, for attendance upon the Fifty-seventh (First Extraordinary) Session of the Legislature.

Dorsey, Senator Jesse R -----550 miles at 5¢ per mile, \$27.50

Resolution read

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Breed, Brown, Burns, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, McBride, O'Gara, Powers, Quinn, Rich, Slater, Sutton, Tenney, Ward, and Watson—28.

NOES—None.

## CONSIDERATION OF DAILY FILE

### THIRD READING OF ASSEMBLY BILLS

**Assembly Bill No. 45**—An act to amend Section 142 of the Vehicle Code, relating to vehicles exempted from registration.

Bill read third time, and presented by Senator Hulse.

The roll was called, and the bill passed by the following vote:

AYES—Senators Breed, Brown, Burns, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, McBride, O'Gara, Powers, Quinn, Rich, Salesman, Slater, Sutton, Tenney, Ward, and Watson—30.

NOES—None.

Bill ordered transmitted to the Assembly.



**ADJOURNMENT**

At 4.20 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Thursday, May 22, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**FORTY-NINTH LEGISLATIVE DAY**  
**ONE HUNDRED THIRTIETH CALENDAR DAY**

---

**IN SENATE**

---

**SENATE CHAMBER, SACRAMENTO**

**Thursday, May 22, 1947**

The Senate met at 4 p.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Ward, Watson, Weybret, and Williams—36.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Jespersen, on motion of Senator Powers, due to legislative business.

Senator Tenney, on motion of Senator Powers, due to illness.

Senator Judah, on motion of Senator Powers, due to legislative business.

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following bill was introduced, and read the first time:

**Senate Bill No. 37:** By Senator Jespersen—An act to amend Section 39.6 of the Vehicle Code, relating to agricultural water-well boring rigs.

Referred to Committee on Transportation.

**ADJOURNMENT**

At 4.10 p m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m , Monday, May 26, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

FIFTIETH LEGISLATIVE DAY  
ONE HUNDRED THIRTY-FOURTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Monday, May 26, 1947

The Senate met at 4 p.m.

Hon. Goodwin J. Knight, President of the Senate presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

### ROLL CALL

The roll was called, and the following answered to their names :

Senators Breed, Brown, Busch, Carter, Collier, DeLap, Desmond, Deuel, Dilinger, Dilworth, Donnelly, Dorsey, Hulse, Jespersen, Keating, Kraft, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Weybret—31.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day :

Senator Williams, on motion of Senator Powers, due to legislative business.

Senator Burns, on motion of Senator Powers, due to legislative business.

Senator Gordon, on motion of Senator Powers, due to legislative business.

Senator Mayo, on motion of Senator Powers, due to legislative business.

Senator Crittenden, on motion of Senator Powers, due to legislative business.

Senator Cunningham, on motion of Senator Powers, due to legislative business.

Senator Hatfield, on motion of Senator Powers, due to illness.

Senator Judah, on motion of Senator Powers, due to legislative business.

**ADJOURNMENT**

At 4.05 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Thursday, May 29, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**FIFTY-FIRST LEGISLATIVE DAY**  
**ONE HUNDRED THIRTY-SEVENTH CALENDAR DAY**

---

**IN SENATE**

---

**SENATE CHAMBER, SACRAMENTO**

**Thursday, May 29, 1947**

The Senate met at 4 p.m.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Rich, Salsman, Slater, Sutton, Tenney, Ward, Watson, Weybret, and Williams—35.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Kraft, on motion of Senator Keating, due to legislative business.

Senator Swing, on motion of Senator Keating, due to legislative business.

Senator Busch, on motion of Senator Keating, due to legislative business.

Senator Quinn, on motion of Senator Keating, due to legislative business.

**MOTION TO PRINT REPORT IN JOURNAL**

Senator DeLap moved that the Report of the Joint Committee on Highway Legislation, be printed in the Journal in 10-point type.

Motion carried.

**REPORT OF SENATE MEMBERS OF JOINT COMMITTEE ON  
HIGHWAY LEGISLATION CREATED PURSUANT TO SEN-  
ATE CONCURRENT RESOLUTION NO. 3 OF THE FIFTY-  
SEVENTH (FIRST EXTRAORDINARY) SESSION**

Pursuant to Senate Concurrent Resolution No. 3 of the Fifty-seventh (First Extraordinary) Session, the undersigned Senate members of the Joint Committee on Highway Legislation met with the Assembly members beginning May 8, 1947, and thereafter held seven meetings.

The committee started to work on the structure of the bill exclusive of the revenue features, and the minutes of the May 8th meeting and of succeeding meetings have been lodged with the Secretary of the Senate, showing in detail the procedure of the committee and the action taken on the separate items. The committee substantially reached agreement upon the framework of the bill exclusive of the revenue features at the meetings of May 9th, 13th, and 16th. Agreement was reached on all of the essential features of Senate Bill No. 5 as it left the Senate, including the additional three-eighths cent allocation to the cities and the three-eighths cent additional allocation to the counties. This latter agreement was reached by unanimous action of all 10 members of the committee.

After considerable discussion among the members of the committee, it was decided that the minimum needs of a highway program for the State of California required the expenditure of at least \$75,000,000 per year for new construction upon the State Highway System exclusive of maintenance, administration, and preliminary engineering costs, and that the cities and counties required a minimum of \$9,250,000 each of new revenue money for county roads and city streets, making a total minimum need of \$93,500,000 per year. With this minimum goal in view, the committee then began the consideration of the revenue items and took action by roll call votes as follows:

*Meeting of May 20, 1947:*

1. Mr. Dunn moved that the committee approve one item of the proposal by Assemblymen Geddes and Hollibaugh that the balance of the in lieu tax after taking care of bond payments be paid into the Highway Users Fund rather than the General Fund. The motion was seconded by Mr. McCollister. The vote was as follows: **AYES**—Crichton, Dunn, Geddes, Hollibaugh, McCollister—5. **NOES**—Hatfield, Hulse, Jespersen, Mayo, and DeLap—5. The motion was declared lost.

2. Mr. Dunn then moved that the committee recommend that the item proposed by Assemblymen Geddes and Hollibaugh that all amounts heretofore received from the gross receipts tax on trucks (amounting to approximately \$45,000,000) be appropriated from the General Fund for highway purposes. The motion was seconded by Mr. McCollister, and failed to carry by the following vote: **AYES**—Crichton, Dunn, Geddes, Hollibaugh, McCollister—5. **NOES**—Hatfield, Hulse, Jespersen, Mayo, DeLap—5.

3. Senator Hulse then moved that the committee recommend the item proposed by Assemblymen Geddes and Hollibaugh for a \$6 registration fee. This motion was seconded by Mr. McCollister, and carried by



the following vote: AYES—Crichton, Dunn, Geddes, Hatfield, Hollibaugh, Hulse, Jespersen, McCollister, and DeLap—9. NOES—Mayo—1.

4. Senator Hatfield moved that the committee recommend the item proposed by Assemblymen Geddes and Hollibaugh for new truck taxes to bring the additional revenues from that source to an amount approximating that provided for in Senate Bill No. 5 as it left the Senate. The motion was seconded by Mr. Crichton, and carried by a unanimous vote.

5. Senator Hatfield moved that the item proposed by Assemblymen Geddes and Hollibaugh for a drivers' license fee as set forth in Senate Bill No. 5 as it left the Senate be recommended. The motion was seconded by Senator Hulse, and carried by the following vote: AYES—Crichton, Dunn, Geddes, Hatfield, Hollibaugh, Hulse, Jespersen, Mayo, and DeLap—9. NOES—McCollister—1.

*Meeting of May 21, 1947:*

6. Senator Hulse moved that the committee go on record as endorsing a 2-cent per gallon increase in the gasoline tax for highway construction purposes. The motion was seconded by Senator Mayo. The motion was lost by the following vote: AYES—Senators Hulse, Hatfield, Jespersen, Mayo, and DeLap—5. NOES—Assemblymen Crichton, Geddes, Dunn, McCollister, and Hollibaugh—5.

*Meeting of May 27, 1947:*

7. Senator Hulse moved that the committee recommend a 2-cent increase in the gasoline tax. This motion was seconded by Senator Mayo, and failed to pass by the following vote: AYES—Senators Hulse, Jespersen, Mayo, and DeLap—4. NOES—Assemblymen Crichton, Geddes, Dunn, McCollister, and Hollibaugh—5. Senator Hatfield was absent.

*Meeting of May 28, 1947:*

8. Senator Jespersen moved that the committee recommend an increase in the gasoline tax of  $1\frac{1}{2}$  cents per gallon. The motion was seconded by Senator Hulse, and failed to carry by the following vote: AYES—Hulse, Jespersen, and DeLap—3. NOES—Crichton, Dunn, Geddes, Hatfield, Hollibaugh, Mayo, and McCollister—7.

It will be seen from the foregoing that the committee, by its action, provided for certain new revenues as follows:

|                         |                 |
|-------------------------|-----------------|
| Registration fees ..... | \$11,500,000 00 |
| Truck taxes .....       | 14,000,000 00   |
| Drivers' licenses ..... | 3,000,000 00    |
|                         | <hr/>           |
|                         | \$28,500,000 00 |

and this, when added to the \$27,000,000 available under existing funds and laws for the Fiscal Year 1947-48 would produce.....

\$55,500,000 00

This would leave a deficit for minimum requirements of \$37,500,000. We further point out that the \$27,000,000 of existing funds includes \$17,000,000 of federal money, and there is no existing law upon which to base any assurance that federal moneys will be available in the future. If federal money is not available, this will, of course, mean a deficit of \$54,500,000 for the Fiscal Year 1948-49.

Your committee is forced to report that despite the deficit of \$37,500,000 for the Fiscal Year 1947-48 and the deficit of \$54,500,000 for the Fiscal Year 1948-49, the Assembly members of the committee in the several meetings of the committee evidenced a determination to refuse to agree to any substantial increase in the gasoline tax. With the apparent determination of the Assembly members to resist the levying of a substantial increase in the gasoline tax to provide for the critical deficiencies of our highway program, and the determination on the other hand of the Senate members to recommend such a tax, and it being apparent that there was no basis of agreement, a motion was made, seconded and unanimously carried that the committee adjourn and report to the respective houses the failure of its members to agree.

T. H. DELAP, Chairman  
BEN HULSE  
CHRIS JESPERSEN  
JESSE M. MAYO  
GEORGE J. HATFIELD  
Committee Members

In voting "No" on the motion of Senator Jespersen (No. 8 above) to recommend an increase of  $1\frac{1}{2}$  cents per gallon in the existing gasoline tax, we estimated current revenue and all other previously agreed revenue increases and information on probable revenue from many reliable sources and felt that such an increase of  $1\frac{1}{2}$  cents would not produce, together with all other increases, sufficient revenue to provide funds annually for \$75,000,000 in construction on state highways and to provide \$18,500,000 for allocations to cities and counties which the full committee unanimously agreed as minimum needs.

However, if any of the Assembly members of the committee had agreed to such a motion, in the interest of harmony and our sincere desire to have a highway program at this session, we would have changed our vote to make the vote of the Senate membership unanimous, even though we believe that such an increase would not have met the unanimously agreed minimum needs previously agreed to by the committee.

JESSE M. MAYO  
GEORGE J. HATFIELD

#### MOTION TO APPROVE JOURNALS

Senator Powers moved that the Journals of Monday, May 19, 1947, and Thursday, May 22, 1947, be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

#### CONSIDERATION OF DAILY FILE UNFINISHED BUSINESS

##### Consideration of Assembly Amendments

**Senate Bill No. 5**—An act to provide for a system of public streets and highways in this State and for the financial support thereof, including the levying of taxes therefor, and relating to vehicles thereon and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 1028, 1029, 188, 190, 191, 203, 232, 1021, 1022, 1023, 1024, 1621, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 181, 183, 189, 193, 194, 195, 300, and 1622 of, and to add Division 3, Article 2 of Chapter

2 of Division 1, and Sections 29, 74, 80, 81, 188, 188.2, and 510 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and 142, to amend Sections 276, 277, 370, 372, 381, and 781 of, and to add Section 372.2 to, the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Section 8353 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

The question being: Shall the Senate concur in the following Assembly amendments to Senate Bill No. 5?

**Amendment No. 1**

On page 19 of said bill, strike out lines 44 to 50, inclusive.

**Amendment No. 2**

On page 3 of said bill, between lines 25 and 26, insert

"2010. When not otherwise provided by law, each supervisor who uses a privately owned automobile in the discharge of duties imposed upon him in connection with the county road system shall receive for the performance of such duties in addition to the compensation paid him as supervisor, but not for the same mileage for which an allowance is otherwise made by law, six cents (\$0.06) per mile for mileage traveled, but not more than three hundred dollars (\$300) in any one year, which shall be chargeable against the twenty thousand dollars (\$20,000) annual apportionment to the county under the first subdivision of Section 2111."

**Amendment No. 3**

On page 3, line 16, of the printed bill, as amended, strike out "2011", and insert "2111".

**Amendment No. 4**

On page 11 of said bill, strike out lines 18 to 34, inclusive, and insert

"288.1. If the construction or improvement of an expressway, or of any other street or highway for the purpose of constituting, extending, relocating, or improving such street or highway as an expressway, reasonably requires the removal or relocation of utility service structures lawfully maintained or operated by any person in such expressway, street, or highway, the department, as a condition of such removal or relocation, shall pay, as part of the cost of the construction or improvement, one-half of the cost of removal and feasibly relocating, either on or off such expressway, all such utility service structures, or, in lieu or in place thereof, of constructing new structures, in such fashion that the relocated or new structures will have at least equal quality and use or service capacity to render the same service in the same area as the structures so removed or relocated.

Such cost includes the reasonable and necessary cost of the incidental restoration of pavement, and such cost of removal and relocation shall be that amount which remains after deducting from the necessary and reasonable total cost all of the following.

(a) The amount of any betterment to the utility service structures resulting from such removal or relocation not in excess of the value of the increased capacity of the structures.

(b) The salvage value of any materials or parts salvaged and retained by such person.

(c) If new structures, or portions thereof, are constructed to accomplish such removal or relocation, an allowance of an amount bearing the same proportion to the original cost of the utility service structures displaced as the age of such structures displaced bears to the otherwise normal expected life thereof.

As used in this section, "person" means any person, firm, partnership, association, corporation, organization or business trust, city, county, public corporation, municipal corporation, irrigation district, flood control district, sewer district, public utility district, municipal utility district, other public district, mutual organization supplying water or telephone service to its members, and any public utility under the jurisdiction of the Public Utilities Commission.

As used in this section, "expressway" means an expressway described in this article or a lateral or stem or route of such expressway.

As used in this section, "in" includes over, under, through, across, and along.

As used in this section, "utility service structure" means any pole, pole line, pipe, pipe line, conduit or other structure used for publicly or privately owned utility services.

It is hereby declared that the use of state highway funds for any of such purposes is for state highway purposes.

The department and any person required to remove or relocate utility service structures as provided in this section may by agreement provide for the respective amounts of the cost to be borne by each. In the event of failure to agree, either party may bring an action in a court of competent jurisdiction for the apportionment of cost between them in accordance with the provisions of this section."

#### Amendment No. 5

On page 22 of said bill, between lines 45 and 46, insert

"(f) Any equipment referred to in Sections 39 and 39.5 of the Vehicle Code."

#### Amendment No. 6

On page 8 of the printed bill, strike out lines 47 to 50, inclusive; and on page 9, strike out lines 1 to 3, inclusive.

#### Amendment No. 7

In line 12 of the title of the printed bill, as amended, after "781 of", insert ", and to add Section 372 2 to,".

#### Amendment No. 8

In lines 16 and 17 of the title of said bill, strike out "Part 4, comprising Sections 9601 to 10501, inclusive, to Division 2 of, and".

#### Amendment No. 9

Strike out all of pages 23 to 37, inclusive, of said bill; and on page 38, strike out lines 1 to 10, inclusive, and insert

"SEC. 37. Section 372 of the Vehicle Code is amended to read:

372. Weight Fees for Commercial Vehicles. (a) In addition to the registration fee specified in Section 370, there shall be paid fees as set forth in this section for the registration of every vehicle of a type subject to registration used or maintained for the transportation of persons for hire, compensation or profit or designed, used or maintained primarily for the transportation of property.

(b) For any electric vehicle designed, used or maintained as described in subdivision (a) hereof fees shall be paid for registration according to the following schedule:

##### Unladen Weight

##### Fee

|  |         |
|--|---------|
| (1) Less than 6,000 lbs.   | \$36.00 |
| (2) 6,000 lbs. or more but less than 10,000 lbs.   | 72.00   |
| (3) 10,000 lbs. or more  | 96.00   |
| (c) For any motor vehicle having not more than two axles and designed, used or maintained as described in subdivision (a) hereof, other than an electric vehicle, fees shall be paid for registration according to the following schedule: |         |

##### Unladen Weight

##### Fee

|   |         |
|---|---------|
| (1) 3,000 lbs. to and including 4,000 lbs.    | \$10.00 |
| (2) 4,001 lbs. to and including 5,000 lbs.    | 20.00   |
| (3) 5,001 lbs. to and including 6,000 lbs.    | 30.00   |
| (4) 6,001 lbs. to and including 7,000 lbs.    | 40.00   |
| (5) 7,001 lbs. to and including 8,000 lbs.    | 50.00   |
| (6) 8,001 lbs. to and including 9,000 lbs.    | 60.00   |
| (7) 9,001 lbs. to and including 10,000 lbs.   | 70.00   |
| (8) 10,001 lbs. to and including 11,000 lbs.  | 80.00   |
| (9) 11,001 lbs. to and including 12,000 lbs.  | 90.00   |
| (10) 12,001 lbs. to and including 13,000 lbs. | 100.00  |
| (11) 13,001 lbs. to and including 14,000 lbs. | 110.00  |
| (12) 14,001 lbs. and over                     | 120.00  |

(d) For any motor vehicle having three or more axles or for any trailer or semitrailer designed, used or maintained as described in subdivision (a) hereof other than an electric vehicle, fees shall be paid for registration according to the following schedule:

##### Unladen Weight

##### Fee

|   |        |
|---|--------|
| (1) 2,000 lbs. to and including 3,000 lbs.    | \$8.00 |
| (2) 3,001 lbs. to and including 4,000 lbs.    | 15.00  |
| (3) 4,001 lbs. to and including 5,000 lbs.    | 30.00  |
| (4) 5,001 lbs. to and including 6,000 lbs.    | 45.00  |
| (5) 6,001 lbs. to and including 7,000 lbs.    | 60.00  |
| (6) 7,001 lbs. to and including 8,000 lbs.    | 75.00  |
| (7) 8,001 lbs. to and including 9,000 lbs.    | 90.00  |
| (8) 9,001 lbs. to and including 10,000 lbs.   | 105.00 |
| (9) 10,001 lbs. to and including 11,000 lbs.  | 120.00 |
| (10) 11,001 lbs. to and including 12,000 lbs. | 135.00 |
| (11) 12,001 lbs. to and including 13,000 lbs. | 150.00 |
| (12) 13,001 lbs. to and including 14,000 lbs. | 165.00 |
| (13) 14,001 lbs. to and including 15,000 lbs. | 180.00 |
| (14) 15,001 lbs. and over                     | 200.00 |

**Amendment No. 10**

On page 38, line 11, of said bill, strike out "29", and in line 15, strike out "Section.", and insert in lieu thereof "section."

**Amendment No. 11**

On page 20 of the printed bill, strike out lines 30 to 35, inclusive.

**Amendment No. 12**

On page 38 of the printed bill, as amended in the Assembly, March 31, 1947, in line 38, strike out "30" and in line 41, strike out "provided, however," and in line 42 strike out "that Section 30 shall become operative July 1," and in line 43 strike out "1947".

**Amendment No. 13**

On page 14 of the printed bill, as amended, strike out lines 30 to 33, inclusive; and in line 34, strike out "and expended in County Group No. 2", and insert "in each county group in the proportion that the registration of vehicles in such county group bears to the total number of vehicles registered in this State".

**Amendment No. 13a**

On page 20 of the printed bill, lines 32 and 36, strike out "six dollars (\$6)", and insert "three dollars (\$3)".

**Amendment No. 14**

On page 21 of the printed bill, strike out lines 44 to 51, inclusive; and on page 22, strike out line 1, and the balance of said sentence in line 2, and insert "application for an operator's or chauffeur's license, or renewal thereof, there shall be paid to the department a fee of two dollars (\$2). The surrender of a valid operator's license shall entitle a qualified person to receive a chauffeur's license upon application for the unexpired period of said operator's license without additional fee or cost."

**Amendment No. 15**

On page 21, line 25, of the printed bill, strike out "three", and insert "four".

**Amendment No. 16**

On page 21, line 28, of said printed bill, strike out "three", and insert "four".

**Amendment No. 17**

On page 21, line 34, of said printed bill, strike out "three", and insert "four".

**Amendment No. 18**

On page 21, line 36, of said printed bill, strike out "four", and insert "five".

**Amendment No. 19**

On page 21, line 40, of said printed bill, strike out "four", and insert "five".

**Amendment No. 20**

In line 7 of the title of the printed bill, after the second comma, insert "183,".

**Amendment No. 21**

In line 9 of the title of said bill, after the third comma, insert "80, 81,".

**PRINTER'S NOTE**—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendment is indicated by being enclosed within brackets.

**Amendment No. 22**

On page 14 of said bill, after line 21, insert

"Sec. 3.3. Section 80 is added to the Streets and Highways Code, to read:

80. The commission shall once each year, in even numbered years before the thirty-first day of March and in odd numbered years before the fifteenth day of January, submit to the Governor a report and proposed budget, including estimated costs of maintenance and construction of state highways and recommendations for the ensuing year, for inclusion in the Budget Bill of an item of appropriation for state highways.

SEC. 3.5. Section 81 is added to said code, to read:

81. The commission shall budget all expenditures authorized for highway purposes, and shall submit once each year, in even numbered years before the thirty-first day of March and in odd numbered years before the fifteenth day of January, to the Legislature at its regular general or budget session, a report and proposed budget including all proposed expenditures for maintenance and construction for the ensuing year. After the first proposed budget has been submitted as provided herein there

shall be included in such report a statement of reasons for increases or other changes in the budget of the year immediately preceding.

SEC. 3.7. Section 183 of said code is amended to read:

183. With the exception of money authorized by law to be deposited in the State Highway General Fund, all money available for the acquisition of real property or interests therein for state highways, or for the construction, maintenance or improvement of state highways or highways in state parks shall be deposited in the State Highway Fund. The moneys in said fund [are] *when specifically appropriated* [and] *by the Legislature* shall be allocated and expended for the purposes and in the manner provided in this code *except to the extent otherwise provided by the Legislature.*"

#### Amendment No. 23

On page 14 of the printed bill, between lines 10 and 11, insert

"298.3. Any restrictions prescribed by the department with respect to the use by vehicles of any express highway, expressway, freeway, or highway in the expressway system shall be prescribed by the department only after a proceeding before the Department of Public Works in accordance with the provisions of Section 715.5 of the Vehicle Code of the State of California. The order of the Department of Public Works in such proceeding, and the order of the Department of Motor Vehicles prescribing such restriction after such proceeding, shall be reviewable by the superior court in the manner provided by the Code of Civil Procedure for the granting of writs of review of inferior tribunals, boards, or officers, exercising judicial functions."

#### Amendment No. 24

On page 2, line 29, of the printed bill, as amended, after "2006.", insert "The board of supervisors of".

#### Amendment No. 25

On page 2, line 33, of said bill, strike out "board of supervisors", and insert "department".

#### Amendment No. 26

On page 2, line 38, of said bill, strike out "board of supervisors", and insert "department".

#### Amendment No. 27

In line 9 of the title of the printed bill, as amended, strike out "and 188.4", and insert "188.4, and 510".

#### Amendment No. 28

On page 17 of said bill, between lines 8 and 9, insert

"SEC. 8.5. Section 510 is added to the Streets and Highways Code, to read:  
510. Route 210 is from Marysville to Sacramento via the most feasible and direct route."

#### Amendment No. 29

On page 13, line 12, of the printed bill, after "authority", strike out the period, and insert a semicolon and "provided, that there shall be no restrictions against the use of such entrances and exits by all classes of traffic, but the routes between such entrances and exits on the one hand and industrial and commercial establishments on the other hand may be restricted with respect to commercial vehicles if reasonable routes are provided in lieu thereof for such commercial vehicles."

#### Amendment No. 30

On page 13, line 38, of the printed bill, after "highway", insert "however, such service roads shall be of such standards that there will be no restrictions to the use thereof by any class of vehicles,".

#### Amendment No. 31

In line 9 of the title of the printed bill, strike out "188.2, and 188.4", and insert "and 188.2".

#### Amendment No. 32

On page 15 of said bill, strike out lines 1 to 21, inclusive.

#### Motion to Re-refer Senate Bill No. 5

Senator Collier moved that Senate Bill No. 5 and the Assembly amendments thereto be re-referred to Committee on Transportation.

Motion carried.

#### ADJOURNMENT

At 4.12 p.m., on motion of Senator Keating, the President declared the Senate adjourned until 4 p.m., Monday, June 2, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

# SENATE DAILY JOURNAL

FIFTY-SECOND LEGISLATIVE DAY  
ONE HUNDRED FORTY-FIRST CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Monday, June 2, 1947

The Senate met at 4 p.m.

Hon. Thomas F. Keating, Senator of the Thirteenth District, presiding.

Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, McCormack, O'Gara, Powers, Quinn, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—32

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:  
Senator Deuel, on motion of Senator Powers, due to legislative business.

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Kraft, on motion of Senator Powers, due to legislative business.

Senator Mayo, on motion of Senator Powers, due to legislative business.

Senator McBride, on motion of Senator Powers, due to legislative business.

Senator Parkman, on motion of Senator Powers, due to legislative business.

Senator Rich, on motion of Senator Powers, due to legislative business.

**MOTION TO APPROVE JOURNALS**

Senator Powers moved that the Journals of Monday, May 26, 1947; and Thursday, May 29, 1947, be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

**ADJOURNMENT**

At 4.10 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Thursday, June 5, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---



---

**SENATE DAILY JOURNAL**

**FIFTY-THIRD LEGISLATIVE DAY**  
**ONE HUNDRED FORTY-FOURTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Thursday, June 5, 1947

The Senate met at 4 p.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Deuel, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, and Williams—36.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Dorsey, on motion of Senator Powers, due to illness.

Senator Desmond, on motion of Senator Powers, due to illness.

Senator Weybret, on motion of Senator Powers, due to legislative business.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, June 4, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly amended, and on this day passed, as amended:

Senate Bill No. 15

Senate Bill No. 3

And respectfully requests your honorable body to concur in said amendments.

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly

By H. F. LEWRIGHT, Assistant Clerk

Senate Bill No. 15 ordered to unfinished business file.

## CONSIDERATION OF ASSEMBLY AMENDMENTS

**Senate Bill No. 3**—An act to amend Sections 102, 108, and 128 of, to add Division 2A, comprising Sections 139 to 139.61 inclusive to, and to repeal Sections 111, 113, 116, 117, 119, 120, 121, 122, 123, 124, 124.1, 125, 126, 135, 135.5, 135.8, 484, 486, and 489 of, the Vehicle Code, providing for the reorganization of the California Highway Patrol, abolishing the Division of Enforcement of the Department of Motor Vehicles, establishing a Department of Highway Patrol and prescribing its powers, duties, purposes, and functions, providing for the transfer of records and property; and to make available money for the support of said department.

The question being: Shall the Senate concur in the following Assembly amendments to Senate Bill No. 3?

**Amendment No. 1**

In line 8 of the title of the printed bill, strike out "and Safety".

**Amendment No. 2**

On page 6, line 47, of said bill, after "officer", insert ", investigator"

**Amendment No. 3**

On page 8 of said bill, between lines 21 and 22, insert

"SEC. 6.5. All persons, other than temporary employees serving in the state civil service and engaged in the performance of a function transferred to the Department of the California Highway Patrol or engaged in the administration of a law, the administration of which is transferred to said department, shall remain in the state civil service and are hereby transferred to the Department of the California Highway Patrol on the effective date of this act. The status, positions and rights of such persons shall not be affected by their transfer and shall continue to be retained by them pursuant to the State Civil Service Act, except as to positions the duties of which are vested in a position that is exempt from civil service under this act."

---

**PRINTER'S NOTE**—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendments is indicated by being enclosed within brackets.

---

**Amendment No. 4**

On page 8 of said bill, between lines 12 and 13, insert

"SEC. 5. Section 484 of said code is amended to read:

484. Duty to Report Accidents. (a) The driver of a vehicle, other than a common carrier vehicle, involved in any accident resulting in injuries to or death of any person shall within 24 hours after such accident make or cause to be made a written report of such accident to the [department or to any of its branch offices] *main office* or local headquarters of the California Highway Patrol, except when such accident occurs within a city such report shall be made within said 24 hours to the police department of such city.

(b) Every police department shall on or before the fifth day of each month forward every such report so filed with it during the previous calendar month, or a copy thereof, to the main office of the [department] *California Highway Patrol* at Sacramento.

(c) The owner or driver of a common carrier vehicle involved in any such accident shall make a like report to the [department] *California Highway Patrol* on or before the tenth day of the month following the accident.

(d) The [department] *California Highway Patrol* may require any driver, or the owner of a common carrier vehicle, involved in any accident of which report must be made as provided in this section to file supplemental reports and may require witnesses of accidents to render reports to it whenever the original report is insufficient in the opinion of the [department] *California Highway Patrol*."

**Amendment No. 5**

On page 8 of said bill, strike out lines 13 to 21, inclusive, and insert  
"SEC. 6. This act shall become effective October 1, 1947."

**Amendment No. 6**

On page 3, line 37, of said bill, strike out "an", and insert "its main".

**Amendment No. 7**

On page 6, line 24, of said bill, strike out "traffic patrol employees of the department", and insert "members of the California Highway Patrol".

**Amendment No. 8**

On page 7, lines 14 and 15, of said bill, strike out "traffic patrol employee of the department", and insert "member of the California Highway Patrol".

**Amendment No. 9**

On page 8, line 21, of said bill, strike out "Highway Patrol and Safety", and insert "the California Highway Patrol".

**Amendment No. 10**

In line 4 of the title of the printed bill, after "135 S," insert "484,"

**Amendment No. 11**

On page 3, line 6, of said bill, before "Highway", insert "California".

**Amendment No. 12**

On page 3, line 17, of said bill, after "Governor", insert ", and shall have resided within the State continuously for at least five years immediately preceding his appointment".

**Amendment No. 13**

On page 4, lines 30 to 34, Section 139.31 is amended to read:  
"139.31. Training school [may] to be established. The commissioner [may] shall establish a school for the training and education of the [traffic] members of the California Highway Patrol, and for such other employees of the department deemed necessary, in traffic regulations, their duties, and the proper enforcement of this code and the laws respecting use of the highways. He may contract with any county, city, district, or other subdivision of the State recognized by law for the use of school facilities in the training of enforcement officers."

**Amendment No. 14**

On page 7, line 14, of said bill, strike out "of the department".

**Amendment No. 15**

On page 7, line 20, of said bill, strike out "traffic"; and after "patrol", insert "members".

**Amendment No. 16**

On page 7, line 21, of said bill, strike out "employees".

**Amendment No. 17**

On page 7, line 22, of said bill, strike out "employees", and insert "members".

**Amendment No. 18**

On page 7, line 36, of said bill, strike out "and acting".

**Amendment No. 19**

On page 7, line 37, of said bill, strike out "of the department".

**Amendment No. 20**

On page 7 of said bill, between lines 37 and 38, insert  
"139.60. Examination Age Limits Established. Notwithstanding Section 18932 of the Government Code, the minimum age limit for any examination for the position of state traffic officer of the California Highway Patrol shall be 21 years, and the maximum age limit shall be 35 years. The age limits set forth herein shall not affect civil service eligible lists in effect at the time this statute becomes effective."

**Amendment No. 21**

On page 7, line 40, of said bill, strike out "of the department".

**Amendment No. 22**

On page 8, line 23, of said bill, insert

"Sec. 6.1. That portion of any appropriation made prior to the effective date of this act for the support of the Division of Enforcement of the Department of Motor Vehicles, known as the California Highway Patrol intended to be used and available for the performance of the duties, powers, purposes, responsibilities or jurisdiction of said Division of Enforcement shall, by the State Controller, be transferred to, and the same shall become a part of, the funds available for the support of the Department of Highway Patrol and Safety."

**Amendment No. 23**

On page 3 of said bill, strike out lines 35, 36, and, in line 37, "known as the Chief of the California Highway Patrol," and insert "139 14. Administrative Officer of the California Highway Patrol. There shall be a Chief Administrative Officer for the department,".

**Amendment No. 24**

On page 3 of said bill, strike out lines 45 to 49, inclusive, and insert "139 15. Chief of the California Highway Patrol. The Chief of the California Highway Patrol shall be appointed by the commissioner, subject to the approval of the Governor, pursuant to the provisions of Article XXIV of the State Constitution. He shall execute and deliver as provided by law an official bond in the sum of twenty-five thousand dollars (\$25,000)."

**Amendment No. 25**

On page 3 of said bill, after line 49, insert "139 16. Duties of Chief of the California Highway Patrol. The chief shall carry out and execute such duties with respect to traffic law enforcement as may be specified by the commissioner."

**Amendment No. 26**

On page 6 of said bill, strike out lines 41 to 44, inclusive, and insert "to the classes of chief, assistant chief, inspector, captain, and sergeant shall be made from promotional eligible lists resulting from promotional examination of persons in the next lower class. For the purposes of examinations for chief, the classes of assistant chief and inspector shall be considered equal."

**Amendment No. 27**

On page 3 of the printed bill, strike out lines 40 to 49, inclusive.

**Amendment No. 28**

On page 4 of said bill, strike out lines 13 and 14, and insert "The chief under the commissioner shall be the commanding officer of the California Highway Patrol "

The roll was called, and the Senate refused to concur in Assembly amendments to Senate Bill No. 3 by the following vote:

AYES—None.

NOES—Senators Carter, Collier, Crittenden, DeLap, Dillinger, Donnelly, Hatfield, Keating, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Salsman, Slater, Sutton, Ward, Watson, and Williams—20.

**Appointment of Committee on Conference**

MR. PRESIDENT: Your Committee on Rules announces the appointment of Senators Keating, Parkman, and Kraft as a Senate Committee on Conference concerning Senate Bill No. 3 to meet a like committee of the Assembly.

SENATE COMMITTEE ON RULES  
POWERS, Chairman

**ADJOURNMENT**

At 4.13 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Monday, June 9, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**FIFTY-FOURTH LEGISLATIVE DAY**  
**ONE HUNDRED FORTY-EIGHTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Monday, June 9, 1947

The Senate met at 4 p.m.

Hon. James J. McBride, Senator of the Thirty-third District, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Colher, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Swing, Tenney, Watson, Weybret, and Williams—34.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Mayo, on motion of Senator Powers, due to legislative business.

Senator Dilworth, on motion of Senator Powers, due to legislative business.

Senator Sutton, on motion of Senator Powers, due to legislative business.

Senator Carter, on motion of Senator Powers, due to legislative business.

Senator Ward, on motion of Senator Powers, due to legislative business.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator Kraft, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Hon. Edward Mueller, former State Senator, of San Diego.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, June 6, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly appointed Messrs. Thomas, Waters, and Evans as a Committee on Conference concerning:

**Senate Bill No. 3**—An act to amend Sections 102, 108, and 128 of, to add Division 2A, comprising Sections 139 to 139.61 inclusive to, and to repeal Sections 111, 113, 116, 117, 119, 120, 121, 122, 123, 124, 124.1, 125, 126, 135, 135.5, 135.8, 484, 486, and 489 of, the Vehicle Code, providing for the reorganization of the California Highway Patrol, abolishing the Division of Enforcement of the Department of Motor Vehicles, establishing a Department of Highway Patrol and prescribing its powers, duties, purposes, and functions, providing for the transfer of records and property; and to make available money for the support of said department.

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By H. F. LEWRIGHT, Assistant Clerk

**MOTION TO APPROVE JOURNALS**

Senator Powers moved that the Journals of Monday, June 2, 1947; and Thursday, June 5, 1947, be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following bills were introduced, and read the first time:

**Senate Bill No. 38:** By Senator Keating—An act making an appropriation for support of the California Highway Patrol.

Referred to Committee on Finance.

**Senate Bill No. 39:** By Senator Keating—An act making an appropriation for support of the California Highway Patrol.

Referred to Committee on Finance.

**ADJOURNMENT**

At 4.15 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p.m., Thursday, June 12, 1947.

JOHN F. LEA, Minute Clerk

CALIFORNIA LEGISLATURE  
FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION

---

---

# SENATE DAILY JOURNAL

FIFTY-FIFTH LEGISLATIVE DAY  
ONE HUNDRED FIFTY-FIRST CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Thursday, June 12, 1947

The Senate met at 4 p m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—39.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, June 10, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Assembly Bill No 47

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

### FIRST READING AND REFERENCE OF ASSEMBLY BILLS

The following bill was read the first time:

**Assembly Bill No. 47**—An act to add Section 2 to "An act to amend Section 142 of the Vehicle Code, relating to vehicles exempted from registration" approved June 4, 1947, relating to vehicles exempted from registration.

Referred to Committee on Transportation.

**REPORTS OF STANDING COMMITTEES****Committee on Finance**

SENATE CHAMBER, SACRAMENTO, June 11, 1947

MR. PRESIDENT: The Committee on Finance, to which were referred:

Senate Bill No. 38

Senate Bill No. 39

Has had the same under consideration, and reports the same back with the recommendation: Do pass.

Committee membership 11; committee vote: Ayes 11.

RICH, Chairman

Above reported bills ordered to second reading.

**Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, June 9, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:

Senate Bill No. 37

Has had the same under consideration, and reports the same back with the recommendation: Do pass.

Committee membership 13; committee vote: Ayes 8; absent 5.

McCORMACK, Chairman

Above reported bill ordered to second reading.

**ADJOURNMENT**

At 4 14 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 9.30 a.m., Monday, June 16, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**FIFTY-SIXTH LEGISLATIVE DAY**  
**ONE HUNDRED FIFTY-FIFTH CALENDAR DAY**

---

**IN SENATE**

**SENATE CHAMBER, SACRAMENTO**

**Monday, June 16, 1947**

The Senate met at 9.30 a.m.

Hon. Harold J. Powers, President pro Tempore of the Senate,  
 presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Carter, Collier, Crittenden, Cunningham, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulise, Jespersen, Judah, Keating, Kraft, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybriet, and Williams—36

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Busch, on motion of Senator Jespersen, due to legislative business.

Senator DeLap, on motion of Senator Jespersen, due to legislative business.

Senator Mayo, on motion of Senator Jespersen, due to legislative business.

**CALL OF THE SENATE**

Senator Swing moved a call of the Senate.

Motion carried. Time, 9.35 a.m.

The President directed the Sergeant-at-Arms to close the doors, and to bring in the absent members.

## PROCEEDINGS UNDER CALL OF THE SENATE

## MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, June 12, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Assembly Bill No. 46

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By CARROLL PARISH, Assistant Clerk

## FIRST READING AND REFERENCE OF ASSEMBLY BILLS

The following bill was read the first time:

**Assembly Bill No. 46**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and relating to vehicles thereon and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 180, 188, 190, 191, 203, 232, 1021, 1022, 1023, 1024, 1621, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 143, 181, 183, 189, 193, 194, 195, 300, 458, 461, 823, 824, 1028, 1029, and 1622 of, and to add Division 3, and Article 2.5 of Chapter 3 of Division 1, and Sections 29, 74, 143.1, 143.2, 188, 188.4, 521, 522, 523, 524, 525, and 526 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 276, 277, 370, 372, 381, and 781 of, the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Section 8353 to the Revenue and Taxation Code, and to amend Section 7 of Chapter 128 of the Statutes of 1937.

Referred to Committee on Transportation.

FURTHER PROCEEDINGS UNDER CALL OF THE SENATE  
DISPENSED WITH

At 9.45 a.m., on motion of Senator Swing, further proceedings under the call of the Senate were dispensed with.

## REPORT OF COMMITTEE ON CONFERENCE

The following report of Committee on Conference was received, and read:

SENATE CHAMBER, SACRAMENTO, June 16, 1947

MR. PRESIDENT: The Committee on Conference concerning:

**Senate Bill No. 3**—An act to amend Sections 102, 108, and 128 of, to add Division 2A, comprising Sections 139 to 139.61 inclusive to, and to repeal Sections 111, 113, 116, 117, 119, 120, 121, 122, 123, 124, 124.1, 125, 126, 135, 135.5, 135.8, 484, 486, and 489 of, the Vehicle Code, providing for the reorganization of the California Highway Patrol, abolishing the Division of Enforcement of the Department of Motor Vehicles, establishing a Department of Highway Patrol and prescribing its powers, duties, purposes, and functions, providing for the transfer of records and property; and to make available money for the support of said department;  
Consisting of the undersigned members, has met, and reports that it has agreed to recommend the following:

That the amendments of the Senate be concurred in and that the bill, as amended on May 26, 1947, be further amended as follows:

**Amendment No. 1**

In line 1 of the title of the printed bill, as amended in the Assembly on May 26, 1947, strike out "and 128", and insert ", 128 and 484".

**Amendment No. 2**

In line 4 of the title of said bill, strike out "484".

**Amendment No. 3**

On page 3, line 35, of said bill, insert

"139.14. Administrative Officer of the California Highway Patrol. There shall be a Chief Administrative Officer for the department to serve under the supervision of the commissioner. He shall be appointed by the commissioner subject to the approval of the Governor, pursuant to the provisions of Article XXIV of the State Constitution. He shall execute and deliver, as provided by law, an official bond in an amount to be determined by the Director of Finance.

139.145. Duties of Chief Administrative Officer of the California Highway Patrol. The chief administrative officer shall carry out and execute such duties with respect to the administrative affairs of the California Highway Patrol as may be specified by the commissioner."

**Amendment No. 4**

On page 3, line 52, of said bill, insert "The chief shall carry out and execute such duties with respect to traffic law enforcement as may be specified by the commissioner"

**Amendment No. 5**

On page 4 of said bill, strike out lines 2 and 3.

**Amendment No. 6**

On page 6, line 28, of said bill, strike out "of the department".

**Amendment No. 7**

On page 6, lines 38 and 39, of said bill, strike out "of the department".

**Amendment No. 8**

On page 7, line 31, of said bill, after "of", strike out the period.

**Amendment No. 9**

On page 7, line 33, of said bill, strike out "of the department".

**Amendment No. 10**

On page 8 of said bill, strike out lines 27 to 35, inclusive.

KEATING  
PARKMAN  
KRAFT

Senate Committee on Conference

EVANS  
WATERS

Assembly Committee on Conference

The roll was called, and the report adopted by the following vote:

AYES—Senators Brown, Burns, Carter, Collier, Cunningham, Desmond, Dilworth, Donnelly, Gordon, Hatfield, Jespersen, Keating, McBride, Powers, Slater, Sutton, Swing, Tenney, Watson, Weybret, and Williams—21

NOES—None.

**CALL OF THE SENATE**

Senator Keating moved a call of the Senate.

Motion carried. Time, 9.50 a.m.

The President directed the Sergeant-at-Arms to close the doors, and to bring in the absent members.

**FURTHER PROCEEDINGS UNDER CALL OF THE SENATE  
DISPENSED WITH**

At 9 53 a.m., on motion of Senator Keating, further proceedings under the call of the Senate were dispensed with.

**CONSIDERATION OF DAILY FILE  
SECOND READING OF SENATE BILLS**

**Senate Bill No. 38**—An act making an appropriation for support of the Department of Motor Vehicles.

Bill read second time, ordered engrossed, and to third reading.

**Senate Bill No. 39**—An act making an appropriation for support of the California Highway Patrol.

Bill read second time, ordered engrossed, and to third reading.

**Senate Bill No. 37**—An act to amend Section 39.6 of the Vehicle Code, relating to agricultural water-well boring rigs.

Bill read second time, ordered engrossed, and to third reading.

**ADJOURNMENT**

At 9.56 a.m., on motion of Senator Keating, the President declared the Senate adjourned until 9 a.m., Tuesday, June 17, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

# SENATE DAILY JOURNAL

FIFTY-SEVENTH LEGISLATIVE DAY  
ONE HUNDRED FIFTY-SIXTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Tuesday, June 17, 1947

The Senate met at 9 a.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Buins, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—37.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Keating, on motion of Senator Powers, due to illness.

Senator Busch, on motion of Senator Powers, due to legislative business.

### REPORTS OF STANDING COMMITTEES

#### Committee on Rules

SENATE CHAMBER, SACRAMENTO, June 16, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Bill No. 37

Senate Bill No. 38

Senate Bill No. 39

And reports the same correctly engrossed.

POWERS, Chairman

**Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, June 16, 1947

MR. PRESIDENT: Your Committee on Transportation, to which were referred: Senate Bill No. 8  
Assembly Bill No. 46

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and do pass, as amended.

Committee membership 13; committee vote: Ayes 10; absent 3.

McCORMACK, Chairman

Above reported bills ordered to second reading.

**MOTION TO READ SENATE BILL NO. 8 AND ASSEMBLY  
BILL NO. 46 SECOND TIME**

Senator McCormack moved that Senate Bill No. 8 and Assembly Bill No. 46 be given second reading for the purpose of adopting committee amendments.

Motion carried.

**SECOND READING OF SENATE BILLS (OUT OF ORDER)**

**Senate Bill No. 8**—An act to amend Sections 713, 714, and 715.5 of, and to add Section 604.50 to, the Vehicle Code, relating to operation of vehicles on streets and highways.

Bill read second time.

**Consideration of Committee Amendments**

The following amendments were proposed by the Committee on Transportation:

**Amendment No. 1**

In lines 1 and 2 of the title of the printed bill, as amended in the Senate on March 27, 1947, strike out "714, and 715.5 of, and to add Section 604.50 to," and insert "and 714 of".

**Amendment No. 2**

On page 2 of said bill, strike out lines 20 to 49, inclusive; and on page 3, strike out lines 1 to 20, inclusive.

Amendments read, and adopted.

Bill ordered printed, engrossed, and to third reading.

**SECOND READING OF ASSEMBLY BILLS (OUT OF ORDER)**

**Assembly Bill No. 46**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and relating to vehicles thereon and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 180, 188, 190, 191, 203, 232, 1021, 1022, 1023, 1024, 1621, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 143, 181, 183, 189, 193, 194, 195, 300, 458, 461, 823, 824, 1028, 1029, and 1622 of, and to add Division 3, and Article 2.5 of Chapter 3 of Division 1, and Sections 29, 74, 143.1, 143.2, 188, 188.4, 521, 522, 523, 524, 525, and 526 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 276, 277, 370, 372, 381, and 781 of, the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to

add Section 8353 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

Bill read second time.

#### Consideration of Committee Amendments

The following amendments were proposed by the Committee on Transportation:

##### Amendment No. 1

In the title of the printed bill, as amended in the Assembly on June 11, 1947, strike out lines 3 to 8, inclusive, and insert "ing the levying of taxes therefor, and for that purpose to repeal Sections 188, 203, 1021, 1022, 1023, 1024, 1621, 1625 5, 1626, 1626 5, 1627, and 1628 of, to amend Sections 143, 194, 195, 458, 461, 1028, 1029, and 1622".

##### Amendment No. 2

In line 11 of the title of said bill, strike out "and 526", and insert "526, 527, 528, 529, and 600".

##### Amendment No. 3

In line 13 of the title of said bill, strike out "276".

##### Amendment No. 4

Strike out line 15 of the title of said bill; and in line 16 of the title, strike out "Division 2 and".

##### Amendment No. 5

Strike out line 18 of the title of said bill, and insert "9302, 9303, 9304, and 10452 of, and to add Sections 8353 and 10456 to, the".

##### Amendment No. 6

On page 2, line 20, of said bill, strike out "October 1, 1947", and insert "January 1, 1948".

##### Amendment No. 7

On page 2, line 28, of said bill, strike out "department", and insert "board of supervisors".

##### Amendment No. 8

On page 2, line 33, of said bill, strike out "October 1, 1947", and insert "January 1, 1948".

##### Amendment No. 9

On page 12 of said bill, between lines 32 and 33, insert  
"SEC. 2.8C. Section 600 is added to the Streets and Highways Code, to read:  
600. The commission shall not allocate and the department shall not expend any money on any route or portion of a route in any county, which route or portion of a route was added to the State Highway System by the act adding this section until otherwise directed by law or until the commission determines by resolution that all deficiencies on existing state highways in said county, as said deficiencies are listed in the report printed in the Senate Journal of this session of January 30, 1947, have been corrected. After making such finding the commission may allocate and the department may expend on all state highways in said county, including those added by the act adding this section, not to exceed the total sum required to be allocated for construction in said county under the provisions of Section 188.4. Notwithstanding the provisions of Section 81, no traversable highway in any county on any route or portion of a route added by the act adding this section shall be taken over for maintenance unless and until the department and the commission are otherwise directed by law or the commission makes said finding that said critical deficiencies in said county have been corrected.

The limitation imposed by this section upon the allocation and expenditure of any money on such added routes or portions thereof shall not be applicable: (1) as to any money available for expenditure within a county pursuant to subdivisions (b) and (c) of Section 188.4 where all such deficiencies within such county have been corrected; or (2) as to any money available for expenditure within a County Group where all such deficiencies within such County Group have been corrected; or (3) as to any money available to the department for construction purposes in excess of seventy-five million dollars (\$75,000,000) annually."

##### Amendment No. 10

On page 15 of said bill, strike out lines 20 to 24, inclusive, and insert "as follows: 45 percent in County Group No. 1 and 55 percent in County Group No. 2. Not more than".

##### Amendment No. 11

On page 15 of said bill, strike out lines 30 to 32, inclusive.

**Amendment No. 12**

On page 16 of said bill, strike out lines 6 to 28, inclusive, and insert

|                    |        |                     |        |
|--------------------|--------|---------------------|--------|
| "Alameda -----     | 16.324 | Nevada -----        | .943   |
| Alpine -----       | .460   | Placer -----        | 1.791  |
| Amador -----       | .833   | Plumas -----        | .531   |
| Butte -----        | 1.245  | Sacramento -----    | 3.257  |
| Calaveras -----    | .710   | San Benito -----    | .532   |
| Colusa -----       | .648   | San Francisco ----- | 15.604 |
| Contra Costa ----- | 4.607  | San Joaquin -----   | 3.202  |
| Del Norte -----    | .585   | San Mateo -----     | 3.535  |
| El Dorado -----    | .729   | Santa Clara -----   | 3.432  |
| Fresno -----       | 2.972  | Santa Cruz -----    | 1.621  |
| Glenn -----        | .582   | Shasta -----        | 1.987  |
| Humboldt -----     | 3.150  | Sierra -----        | .255   |
| Kings -----        | .595   | Siskiyou -----      | 1.777  |
| Lake -----         | .709   | Solano -----        | 1.946  |
| Lassen -----       | .440   | Sonoma -----        | 3.073  |
| Madera -----       | 1.068  | Stanislaus -----    | 2.429  |
| Marin -----        | 1.918  | Sutter -----        | .571   |
| Mariposa -----     | .982   | Tehama -----        | 1.170  |
| Mendocino -----    | 2.722  | Trinity -----       | .394   |
| Merced -----       | 2.113  | Tuolumne -----      | .806   |
| Modoc -----        | .617   | Yolo -----          | 2.519  |
| Monterey -----     | 2.926  | Yuba -----          | .782"  |
| Napa -----         | .808   |                     |        |

**Amendment No. 13**

On page 16 of said bill, strike out lines 35 to 41, inclusive, and insert

|                   |        |                       |        |
|-------------------|--------|-----------------------|--------|
| "Imperial -----   | 1.715  | San Bernardino -----  | 7.543  |
| Inyo -----        | .376   | San Diego -----       | 7.185  |
| Keira -----       | 5.612  | San Luis Obispo ----- | 4.716  |
| Los Angeles ----- | 43.509 | Santa Barbara -----   | 6.515  |
| Mono -----        | .310   | Tulare -----          | 3.047  |
| Orange -----      | 9.569  | Ventura -----         | 4.392" |
| Riverside -----   | 5.511  |                       |        |

**Amendment No. 14**

Strike out page 17 of said bill; and on page 18, strike out lines 1 to 33, inclusive.

**Amendment No. 15**

On page 19 of said bill, strike out lines 30 to 36, inclusive, and insert

"SEC. 9. Sections 203, 1021, 1022, 1023,"

**Amendment No. 16**

On page 23, line 13, of said bill, strike out "cents (\$.04)", and insert "and one-half cents (\$.04½)".

**Amendment No. 17**

On page 23, line 18, of said bill, strike out "four cents (\$.04)", and insert "four and one-half cents (\$.04½)".

**Amendment No. 18**

On page 23 of said bill, strike out lines 27 and 28

**Amendment No. 19**

On page 23, line 36, of said bill, strike out "said code", and insert "the Vehicle Code".

PRINTER'S NOTE—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendment is indicated by being enclosed within brackets.

**Amendment No. 20**

On page 24 of said bill, strike out lines 13 to 19, inclusive, and insert

"SEC. 36. Section 10452 of the Revenue and Taxation Code is amended to read.  
10452. All money in the Motor Vehicle Transportation Tax Fund, unless otherwise appropriated, shall, upon order of the Controller, be drawn therefrom for the purpose of making refunds under this part or be transferred to the [General] *Highway Users Tax* Fund [of the State]."



SEC. 36.5. Section 10456 is added to the Revenue and Taxation Code, to read :  
10456. The Controller shall make transfers to the Highway Users Tax Fund at the same time as transfers to said fund of moneys received under the Motor Vehicle Fuel License Tax Law are made "

#### Amendment No. 21

On page 24 of said bill, strike out lines 38 to 50, inclusive; and on page 25, strike out lines 1 to 6, inclusive, and insert

"(c) For any motor vehicle having not more than two axles and designed, used or maintained as described in subdivision (a) hereof, other than an electric vehicle, fees shall be paid for registration according to the following schedule :

| Unladen Weight |   | Fee     |
|----------------|---|---------|
| (1)            | 3,000 lbs. to and including 4,000 lbs.-----   | \$10 00 |
| (2)            | 4,001 lbs. to and including 5,000 lbs.-----   | 20 00   |
| (3)            | 5,001 lbs. to and including 6,000 lbs.-----   | 30 00   |
| (4)            | 6,001 lbs. to and including 7,000 lbs.-----   | 40 00   |
| (5)            | 7,001 lbs. to and including 8,000 lbs.-----   | 50 00   |
| (6)            | 8,001 lbs. to and including 9,000 lbs.-----   | 60 00   |
| (7)            | 9,001 lbs. to and including 10,000 lbs.-----  | 70 00   |
| (8)            | 10,001 lbs. to and including 11,000 lbs.----- | 80 00   |
| (9)            | 11,001 lbs. to and including 12,000 lbs.----- | 90 00   |
| (10)           | 12,001 lbs. to and including 13,000 lbs.----- | 100 00  |
| (11)           | 13,001 lbs. to and including 14,000 lbs.----- | 110 00  |
| (12)           | 14,001 lbs. and over-----                     | 120 00  |

(d) For any motor vehicle having three or more axles or for any trailer, semi-trailer, pole or pipe dolly, or other dolly designed, used or maintained as described in subdivision (a) hereof other than an electric vehicle, fees shall be paid for registration according to the following schedule :

| Unladen Weight |   | Fee     |
|----------------|---|---------|
| (1)            | 2,000 lbs. to and including 3,000 lbs.-----   | \$8 00  |
| (2)            | 3,001 lbs. to and including 4,000 lbs.-----   | 15 00   |
| (3)            | 4,001 lbs. to and including 5,000 lbs.-----   | 30 00   |
| (4)            | 5,001 lbs. to and including 6,000 lbs.-----   | 45 00   |
| (5)            | 6,001 lbs. to and including 7,000 lbs.-----   | 60 00   |
| (6)            | 7,001 lbs. to and including 8,000 lbs.-----   | 75 00   |
| (7)            | 8,001 lbs. to and including 9,000 lbs.-----   | 90 00   |
| (8)            | 9,001 lbs. to and including 10,000 lbs.-----  | 105 00  |
| (9)            | 10,001 lbs. to and including 11,000 lbs.----- | 120 00  |
| (10)           | 11,001 lbs. to and including 12,000 lbs.----- | 135 00  |
| (11)           | 12,001 lbs. to and including 13,000 lbs.----- | 150 00  |
| (12)           | 13,001 lbs. to and including 14,000 lbs.----- | 165 00  |
| (13)           | 14,001 lbs. to and including 15,000 lbs.----- | 180 00  |
| (14)           | 15,001 lbs. and over-----                     | 200 00" |

#### Amendment No. 22

On page 25, line 38, of said bill, strike out "36, 37, and 37.1", and insert "and 37"

#### Amendment No. 23

On page 25, line 43, of said bill, strike out "36, 37, and 37.1", and insert "and 37".

#### Amendment No. 24

On page 26, line 1, of said bill, strike out "October 1, 1947", and insert "January 1, 1948".

#### Amendment No. 25

On page 26, line 10, of said bill, strike out "October 1, 1947", and insert "January 1, 1948".

#### Amendment No. 26

On page 26, lines 12 and 13, of said bill, strike out "October 1, 1947", and insert "January 1, 1948".

#### Amendment No. 27

On page 26, line 15, of said bill, strike out "October 1, 1947", and insert "January 1, 1948".

#### Amendment No. 28

On page 26 of said bill, strike out lines 16 to 27, inclusive, and insert

"SEC. 41. The State Controller shall determine the amount of money received during the period July 1, 1947, to January 1, 1948, as a result of the increases in tax rates made by this act. The amount of new money so determined by the Controller shall be apportioned by him under the provisions of the law as amended by this act during

the month of January, 1948. During said period July 1, 1947, to January 1, 1948, the Controller shall apportion, transfer and distribute moneys received under the tax rates heretofore existing as provided by the law prior to the enactment of this act."

**Amendment No. 29**

On page 26 of said bill, between lines 33 and 34, insert  
"SEC. 41.6. All sections of this act, other than those mentioned in Sections 38, 39, 40, and 41.5, shall become effective and operative on the ninety-first day following adjournment of this session of the Legislature."

**Amendment No. 30**

On page 26, line 42, of said bill, strike out "Public Roads", and insert "Collier-Burns Highway".

**Amendment No. 31**

On page 12, line 17, of said bill, strike out the colon; and strike out lines 18 to 20, inclusive, and insert "a point on Webster Street in Alameda to a point on Route 5 in Oakland."

**Amendment No. 32**

On page 23 of said bill, strike out lines 49 to 51, inclusive; and on page 24, strike out lines 1 to 6, inclusive, and including the balance of said sentence in line 7, and insert "application for an operator's or chauffeur's license, or renewal thereof, there shall be paid to the department a fee of two dollars (\$2). The surrender of a valid operator's license shall entitle a qualified person to receive a chauffeur's license upon application for the unexpired period of said operator's license without additional fee or cost."

Amendments read, and adopted.

Bill ordered printed, and to third reading.

**CONSIDERATION OF DAILY FILE  
THIRD READING OF SENATE BILLS**

**Senate Bill No. 38**—An act making an appropriation for support of the Department of Motor Vehicles.

Bill read third time.

The roll was called.

**Call of the Senate**

Pending the announcement of the vote, Senator Rich moved a call of the Senate.

Motion carried. Time, 9.24 a.m.

The President directed the Sergeant-at-Arms to close the doors, and to bring in the absent members.

**PROCEEDINGS UNDER CALL OF THE SENATE**

**President Pro Tempore of the Senate Presiding**

At 9.45 a.m., Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

**FURTHER PROCEEDINGS UNDER CALL OF THE SENATE  
DISPENSED WITH**

At 9.47 a.m., on motion of Senator Rich, further proceedings under the call of the Senate were dispensed with.

The names of the absentees were called, and Senate Bill No. 38 passed by the following vote:

AYES—Senators Breed, Burns, Carter, Collier, Crittenden, Dillinger, Dilworth, Donnelly, Hatfield, Hulse, Jespersen, Judah, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Ward, Watson, Weybret, and Williams—28.

NOES—None.

Bill ordered transmitted to the Assembly.

**CONSIDERATION OF DAILY FILE (RESUMED)**  
**THIRD READING OF SENATE BILLS (RESUMED)**

**Senate Bill No. 39**—An act making an appropriation for support of the California Highway Patrol.

Bill read third time.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Burns, Collier, Crittenden, Cunningham, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Ward, Watson, Weybret, and Williams—27.

**NOES**—None.

Bill ordered transmitted to the Assembly.

**ADJOURNMENT**

At 9.54 a.m., on motion of Senator Rich, the President declared the Senate adjourned until 9 a.m., Wednesday, June 18, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

FIFTY-EIGHTH LEGISLATIVE DAY  
ONE HUNDRED FIFTY-SEVENTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Wednesday, June 18, 1947

The Senate met at 9 a m.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Secretary J. A. Beek at the desk.

## ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—37.

Quorum present.

## PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

## LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Busch, on motion of Senator Carter, due to legislative business.

Senator Keating, on motion of Senator Carter, due to illness.

## GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR

On request of Senator Breed, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Judge Chris B. Fox of Oakland.

## CALL OF THE SENATE

Senator Carter moved a call of the Senate.

Motion carried. Time, 9.05 a.m.

The President directed the Sergeant-at-Arms to close the doors, and to bring in the absent members.

**PROCEEDINGS UNDER CALL OF THE SENATE  
REPORTS OF STANDING COMMITTEES**

**Committee on Rules**

SENATE CHAMBER, SACRAMENTO, June 17, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Bill No. 8

And reports the same correctly re-engrossed.

POWERS, Chairman

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following bill was introduced, and read the first time:

**Senate Bill No. 40:** By Senator Carter—An act to amend Sections 381 and 383 of the Vehicle Code, relating to drivers' licenses and duplicate fees and making an appropriation.

Referred to Committee on Transportation.

**FURTHER PROCEEDINGS UNDER CALL OF THE SENATE  
DISPENSED WITH**

At 9.10 a.m., on motion of Senator Carter, further proceedings under the call of the Senate were dispensed with.

**CONSIDERATION OF DAILY FILE**

**CONSIDERATION OF ASSEMBLY AMENDMENTS**

**Senate Bill No. 15**—An act to amend Sections 7401, 7406, 8101, 8102, and 8103 of, and to add Section 8103.5 to, the Revenue and Taxation Code, relating to motor vehicle fuel license taxes, to take effect immediately.

The question being: Shall the Senate concur in the following Assembly amendment to Senate Bill No. 15?

**Amendment No. 1**

On page 1 of the printed bill, as amended in the Senate on March 18, 1947, between lines 18 and 19, insert

"(d) Motor vehicle fuel sold to the United States armed forces for use in ships or aircraft, or for use outside this State."

The roll was called.

**Call of the Senate**

Pending the announcement of the vote, Senator Collier moved a call of the Senate.

Motion carried. Time, 9.15 a.m.

The President directed the Sergeant-at-Arms to close the doors, and to bring in the absent members.

**Senator Hatfield Presiding**

At 9.20 a.m., Senator George J. Hatfield, of the Twenty-fourth District, presiding.

**FURTHER PROCEEDINGS UNDER CALL OF THE SENATE  
DISPENSED WITH**

At 9.24 a.m., on motion of Senator Collier, further proceedings under the call of the Senate were dispensed with.

The names of the absentees were called, and the Senate concurred in the Assembly amendment to Senate Bill No. 15 by the following vote:

**AYES**—Senators Breed, Brown, Carter, Collier, Cunningham, DeLap, Deuel, Dillinger, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Kraft, Mayo,

McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Slater, Sutton, Tenney, Watson, Weybret, and Williams—30.

NOES—None.

Above bill ordered enrolled.

#### MOTION TO APPROVE JOURNALS

Senator Powers moved that the Journals of Monday, June 9, 1947, and Thursday, June 12, 1947, be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

#### MOTION TO SUSPEND RULES

Senator Powers moved that the Rules prohibiting the amendment of previously adopted amendments be suspended temporarily during the consideration of Assembly Bill No. 46.

The roll was called, and the motion carried by the following vote:

AYES—Senators Breed, Brown, Carter, Collier, Crittenden, Cunningham, DeLap, Deuel, Dillinger, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salzman, Slater, Sutton, Swing, Tenney, Watson, Weybret, and Williams—32.

NOES—None

#### CONSIDERATION OF DAILY FILE (RESUMED)

##### THIRD READING OF ASSEMBLY BILLS

**Assembly Bill No. 46**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and relating to vehicles thereon and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 180, 188, 190, 191, 203, 232, 1021, 1022, 1023, 1024, 1621, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 143, 181, 183, 189, 193, 194, 195, 300, 458, 461, 823, 824, 1028, 1029, and 1622 of, and to add Division 3, and Article 2.5 of Chapter 3 of Division 1, and Sections 29, 74, 143.1, 143.2, 188, 188.4, 521, 522, 523, 524, 525, and 526 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 276, 277, 370, 372, 381, and 781 of, the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Section 8353 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

Bill read third time.

##### Motion to Amend

Senator Carter moved the adoption of the following amendments:

##### Amendment No. 1

In line 8 of the title of the printed bill, as amended in the Senate on June 17, 1947, strike out the comma following "3"; and in line 9 of the title, strike out "and Article 2.5 of Chapter 3 of Division 1,".

##### Amendment No. 2

In line 11 of the title of said bill, following the comma after "to", insert "to add Article 2.5 to Chapter 3 of Division 1 of,".

##### Amendment No. 3

On page 5, line 22, of said bill, strike out "garaging of vehicles", and insert "residence of the registered owners".

**Amendment No. 4**

On page 12, line 30, of said bill, strike out "on Webster Street", and insert "in the vicinity of the intersection of Webster Street and Santa Clara Avenue".

**Amendment No. 5**

On page 12 of said bill, strike out lines 46 to 51, inclusive; and on page 13, strike out lines 1 to 23, inclusive, and insert

"600 The commission and the department, in the allocation and expenditure of moneys from the State Highway Fund, for construction on any route or portion of a route in any county, which route or portion of a route was added to the State Highway System by the act adding this section shall, until the commission makes the finding hereinafter specified, be limited to those moneys which, under the provisions of Section 1884, are required as a minimum expenditure for such county during each five-year period specified in Section 1884. This limitation shall apply in respect to expenditures for construction on such added routes or portions of routes in each county in each county group until the commission makes a finding as to any county group that all of the deficiencies listed in the report printed in the Senate Journal of this session of January 30, 1947, in such county group have been corrected"

**Amendment No. 6**

On page 17 of said bill, strike out lines 28 to 50, inclusive, and insert

|                    |        |                     |        |
|--------------------|--------|---------------------|--------|
| "Alameda -----     | 20,721 | Nevada -----        | 839    |
| Alpine -----       | 410    | Placer -----        | 1,595  |
| Amador -----       | 741    | Plumas -----        | 473    |
| Butte -----        | 1,108  | Sacramento -----    | 2,988  |
| Calaveras -----    | 632    | San Benito -----    | 474    |
| Colusa -----       | 577    | San Francisco ----- | 18,688 |
| Contra Costa ----- | 4,100  | San Joaquin -----   | 2,850  |
| Del Norte -----    | 521    | San Mateo -----     | 3,147  |
| El Dorado -----    | 649    | Santa Clara -----   | 3,055  |
| Fresno -----       | 2,646  | Santa Cruz -----    | 1,443  |
| Glenn -----        | 518    | Shasta -----        | 1,769  |
| Humboldt -----     | 2,804  | Sierra -----        | 227    |
| Kings -----        | 529    | Siskiyou -----      | 1,582  |
| Lake -----         | 631    | Solano -----        | 1,732  |
| Lassen -----       | 391    | Sonoma -----        | 2,735  |
| Madera -----       | 950    | Stauslaus -----     | 2,162  |
| Marin -----        | 1,707  | Sutter -----        | 508    |
| Mariposa -----     | 874    | Tehama -----        | 1,042  |
| Mendocino -----    | 2,423  | Trinity -----       | 351    |
| Merced -----       | 1,881  | Tuolumne -----      | 717    |
| Modoc -----        | 549    | Yolo -----          | 2,242  |
| Monterey -----     | 2,604  | Yuba -----          | 696"   |
| Napa -----         | 719    |                     |        |

**Amendment No. 7**

On page 18 of said bill, strike out lines 14 to 20, inclusive, and insert

|                   |        |                       |        |
|-------------------|--------|-----------------------|--------|
| "Imperial -----   | 1,454  | San Bernardino -----  | 6,396  |
| Inyo -----        | 319    | San Diego -----       | 6,092  |
| Ken -----         | 4,759  | San Luis Obispo ----- | 3,998  |
| Los Angeles ----- | 52,100 | Santa Barbara -----   | 5,524  |
| Mono -----        | 262    | Tulare -----          | 2,584  |
| Orange -----      | 8,114  | Ventura -----         | 3,725" |
| Riverside -----   | 4,673  |                       |        |

**Amendment No. 8**

On page 28, line 4, of said bill, after "Sections", insert "31; 35,".

**Amendment No. 9**

On page 28, line 16, of said bill, following "inclusive," insert "and 36 and 36 5"

Amendments read, and adopted.

Bill ordered printed, and to third reading.

**ADJOURNMENT**

At 10.15 a m., on motion of Senator Powers, the President declared the Senate adjourned until 4 p m., Thursday, June 19, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**FIFTY-NINTH LEGISLATIVE DAY**  
**ONE HUNDRED FIFTY-EIGHTH CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Thursday, June 19, 1947

The Senate met at 4 p.m.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names :

Senators Breed, Brown, Buins, Busch, Carter, Colber, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—38.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senator was granted leave of absence for the day :  
Senator Deuel, on motion of Senator Mayo, due to illness.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, June 18, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day adopted :

Assembly Joint Resolution No. 7

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By RANDAL F. DICKEY, JR., Assistant Clerk

**FIRST READING AND REFERENCE OF ASSEMBLY BILLS**

The following resolution was read :

**Assembly Joint Resolution No. 7**—Relative to memorializing Congress to repeal the one and one-half cent (\$.015) federal gasoline tax.

Referred to Committee on Rules.

**REPORTS OF STANDING COMMITTEES****Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, June 18, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred: Senate Bill No. 40

Has had the same under consideration, and reports the same back with amendments with the recommendation: Be re-referred to the Committee on Finance.

Committee membership 13; committee vote: Ayes 10; absent 3.

McCORMACK, Chairman

Above reported bill re-referred to Committee on Finance.

**Committee on Finance**

SENATE CHAMBER, SACRAMENTO, June 19, 1947

MR. PRESIDENT: The Committee on Finance, to which was referred: Senate Bill No. 40

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and do pass, as amended.

Committee membership 11; committee vote: Ayes 7; absent 4.

RICH, Chairman

Above reported bill ordered to second reading.

**MOTION TO READ BILLS SECOND TIME**

Senator Hatfield moved that all bills reported from committees be given second reading.

Motion carried.

**SECOND READING OF SENATE BILLS (OUT OF ORDER)**

**Senate Bill No. 40**—An act to amend Sections 381 and 382 of the Vehicle Code, relating to drivers' licenses and duplicate fees and making an appropriation.

Bill read second time.

**Consideration of Committee Amendments**

The following amendments were proposed by the Committee on Finance:

**Amendment No. 1**

In line 1 of the title of the printed bill, strike out "383", and insert "382".

**Amendment No. 2**

On page 2, line 16, of the printed bill, strike out "to pay the cost arising"; and strike out line 17, and insert "in augmentation of Item 225 in the Budget Act of 1947 to carry out the provisions of this act."

Amendments read, and adopted.

Bill ordered printed, engrossed, and to third reading.

**REQUEST FOR UNANIMOUS CONSENT**

Senator Carter asked for, and was granted, unanimous consent to take up Senate Bill No. 40, at this time, for consideration.

**CONSIDERATION OF SENATE BILL NO. 40****Resolution to Suspend Constitutional Provision**

The following resolution was offered:

By Senator Carter:

*Resolved*, That Senate Bill No. 40 presents a case of urgency, as that term is used in Article IV, Section 15, of the Constitution, and the provision of that section requiring that the bill be read on three several days in each house is hereby dispensed with, and it is ordered that said bill be read the third time, considered engrossed, and placed upon its passage.

Resolution read.

The roll was called, and the resolution adopted by the following vote:

**AYES**—Senators Breed, Burns, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Gordon, Hulse, Keating, Kraft, Mayo, McBride, McCormack, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Ward, and Weybret—28.

**NOES**—None.

Article IV, Section 15, of the Constitution was declared suspended.

**Senate Bill No. 40**—An act to amend Sections 381 and 382 of the Vehicle Code, relating to drivers' licenses and duplicate fees and making an appropriation.

Bill read third time.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Brown, Burns, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Gordon, Hatfield, Hulse, Jespersen, Keating, Kraft, Mayo, McBride, McCormack, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Ward, Watson, Weybret, and Williams—31.

**NOES**—Senators Dilworth, Donnelly, and Tenney—3.

Bill ordered transmitted to the Assembly.

**REPORTS OF STANDING COMMITTEES****Committee on Rules**

SENATE CHAMBER, SACRAMENTO, June 19, 1947

MR. PRESIDENT: The Committee on Rules has examined:

**Senate Bill No. 15**—An act to amend Sections 7401, 7406, 8101, 8102, and 8103 of, and to add Section 8103.5 to, the Revenue and Taxation Code, relating to motor vehicle fuel license taxes, to take effect immediately; And reports that the same has been correctly enrolled, and presented to the Governor on the nineteenth day of June, 1947, at 2 p.m.

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, June 19, 1947

MR. PRESIDENT: The Committee on Rules has examined:

Senate Bill No. 40

And reports the same correctly engrossed.

POWERS, Chairman

**Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, June 18, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:  
Assembly Bill No. 32

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and do pass, as amended.

Committee membership 13; committee vote: Ayes 7; absent 6.

McCORMACK, Chairman

Above reported bill ordered to second reading.

**SECOND READING OF ASSEMBLY BILLS (OUT OF ORDER)**

**Assembly Bill No. 32**—An act to add Sections 147, 148, 149, 150, and 151 to the Streets and Highways Code, relating to state highways.

Bill read second time.

**Consideration of Committee Amendments**

The following amendments were proposed by the Committee on Transportation:

**Amendment No. 1**

On page 1, line 4, of the printed bill, as amended in the Senate on May 12, 1947, strike out "additional", and insert "mass transportation".

**Amendment No. 2**

On page 1, line 5, of said bill, strike out "mass transportation of persons on freeways.", and insert "loading and unloading of passengers carried on motor coaches or busses operated by common carriers of passengers for hire in urban or suburban service"

**Amendment No. 3**

On page 1, line 11, of said bill, strike out "may", and insert "shall".

**Amendment No. 4**

On page 1, line 19, of said bill, following the period after "Commission", insert "Expenditures made under Section 147 and this section by the department shall be limited so that the outstanding amount invested in such mass transportation facilities shall not at any time exceed the sum of one million dollars (\$1,000,000)."

**Amendment No. 5**

On page 2, line 21, of said bill, after "authority", insert "now or hereafter".

Amendments read, and adopted.

Bill ordered printed, and to third reading.

**CONSIDERATION OF DAILY FILE****THIRD READING OF ASSEMBLY BILLS**

**Assembly Bill No. 46**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and relating to vehicles thereon and for that purpose to repeal Article 2 of Chapter 2 of Division 1 and Sections 180, 188, 190, 191, 203, 232, 1021, 1022, 1023, 1024, 1621, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 143, 181, 183, 189, 193, 194, 195, 300, 458, 461, 823, 824, 1028, 1029, and 1622 of, and to add Division 3, and Article 2.5 of Chapter 3 of Division 1, and Sections 29, 74, 143.1, 143.2, 188, 188.4, 521, 522, 523, 524, 525, and 526 to, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 276, 277, 370, 372, 381, and 781 of, the Vehicle Code, and to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 and Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358

of, to amend Sections 7351, 8352, 8651, 9302, 9303, and 9304 of, and to add Section 8353 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

Bill read third time.

**Motion to Amend**

Senator Carter moved the adoption of the following amendments:

**Amendment No. 1**

In line 6 of the title of the printed bill, as amended in the Senate on June 18, 1947, following "461," insert "467,".

PRINTER'S NOTE—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendment is indicated by being enclosed within brackets.

**Amendment No. 2**

On page 12 of said bill, between lines 28 and 29, insert

"SEC. 27A. Section 467 of the Streets and Highways Code is amended to read: 467. Route 167 is from : [Long Beach via Atlantic Boulevard to Route 26 near Monterey Park.]

(a) *Long Beach to Route 166.*

(b) (a) *above near Los Angeles River to Route 26 via Atlantic Boulevard."*

**Amendment No. 3**

On page 13, line 34, of said bill, strike out "January 30", and insert "June 19".

Amendments read, and adopted.

**Further Amendments to Assembly Bill No. 46**

**Motion to Amend**

Senator Carter moved the adoption of the following amendments:

**Amendment No. 1**

In line 16 of the title of the printed bill, as amended in the Senate on June 18, 1947, following "8353", insert ", 9654".

**Amendment No. 2**

One page 23 of said bill, following line 51, insert

"SEC. 355. Section 9654 is added to the Revenue and Taxation Code, to read: 9654. For 1948 and each year thereafter, each operator shall be allowed a credit against the taxes imposed by this part in the amount of 33½ percent of all amounts which he has paid during the year under Section 372 of the Vehicle Code as registration fees on motor vehicles used by him in operations the gross receipts from which are taxable under this part."

Amendments read, and adopted.

**Further Amendments to Assembly Bill No. 46**

**Motion to Amend**

Senator Rich moved the adoption of the following amendments:

**Amendment No. 1**

On page 24, line 4, of the printed bill, as amended in the Senate on June 18, 1947, strike out "unless otherwise appropriated", and insert "except such amounts as are necessary for the administration of this Part, which amounts shall be made available by executive order of the Director of Finance, with the written consent of the Governor".

**Amendment No. 2**

On page 24 of said bill, between lines 7 and 8, insert

"Sec. 362. Such amounts as are made available by executive order pursuant to Section 10452 of the Revenue and Taxation Code for the administration of the Motor Vehicle Transportation License Tax Law during the 1947-1948 Fiscal Year shall be deemed to be in abatement of any appropriation made by the Budget Act of 1947 from the General Fund that is available for the administration of said law."

Amendments read, and adopted.

**Further Amendments to Assembly Bill No. 46****Motion to Amend**

Senator Rich moved the adoption of the following amendments:

**Amendment No. 1**

In line 15 of the title of the printed bill, as amended in the Senate on June 18, 1947, after "188.4," insert "510,".

**Amendment No. 2**

On page 11 of said bill, after line 49, insert

"SEC. 2.2A. Section 510 is added to the Streets and Highways Code, to read :  
510. Route 210 is from Marysville to Sacramento via the most feasible and direct route."

Amendments read.

**Motion to Table**

Senator Mayo moved that the amendments by Senator Rich to Assembly Bill No. 46, be laid on the table.

**Roll Call Demanded**

Senators Rich, Donnelly, and Swing demanded a roll call.

The roll was called, and the motion carried by the following vote:

AYES—Senators Brown, Busch, Carter, Collier, Cunningham, Dillinger, Dilworth, Hatfield, Hulse, Jespersen, Mayo, Parkman, Powers, Salsman, Slater, Watson, Weybret, and Williams—18.

NOES—Senators Crittenden, Desmond, Donnelly, Gordon, McCormack, O'Gara, Quinn, Rich, Sutton, Swing, Tenney, and Ward—12.

Assembly Bill No. 46 ordered printed, and to third reading.

**Motion to Print with Rush Order**

Senator Carter moved that Assembly Bill No. 46 be sent to print with a rush order.

Motion carried.

**MOTION TO PRINT CRITICAL DEFICIENCY REPORT**

Senator Dilworth moved that the following critical deficiency report be printed in the Journal:

Motion carried.

# STATE HIGHWAY DEFICIENCY REPORT FOR THE 10-YEAR PERIOD 1946-1956

## SUMMARY

### STATE HIGHWAY DEFICIENCY PROGRAM

#### 10-Year Period—1946 to 1956

| County            | Length<br>(miles) | Right of way | Total construction cost |             |              | Total<br>construction<br>and<br>right of way |
|-------------------|-------------------|--------------|-------------------------|-------------|--------------|--|
|                   |                   |              | Rural                   | Cities      | Freeways     |  |
| Alameda.....      | 136.1             | \$56,210,000 | \$6,584,000             | \$4,824,000 | \$72,236,000 | \$139,854,000                                |
| Alpine.....       | 64.5              | 135,000      | 3,807,000               | -----       | -----        | 3,942,000                                    |
| Amador.....       | 94.2              | 191,000      | 6,625,000               | 318,000     | -----        | 7,134,000                                    |
| Butte.....        | 98.5              | 883,000      | 8,556,000               | 1,227,000   | -----        | 10,666,000                                   |
| Calaveras.....    | 98.1              | 293,000      | 5,786,000               | -----       | -----        | 6,079,000                                    |
| Colusa.....       | 69.5              | 446,000      | 4,994,000               | 110,000     | -----        | 5,550,000                                    |
| Contra Costa..... | 84.3              | 3,458,500    | 7,581,000               | 286,000     | 28,142,000   | 39,467,500                                   |
| Del Norte.....    | 26.2              | 111,000      | 4,777,000               | 127,000     | -----        | 5,015,000                                    |
| El Dorado.....    | 107.9             | 357,600      | 5,063,000               | 825,000     | -----        | 6,245,600                                    |
| Fresno.....       | 195.40            | 3,932,000    | 15,439,000              | 6,095,000   | -----        | 25,466,000                                   |
| Glenn.....        | 65.0              | 360,000      | 4,076,000               | 550,000     | -----        | 4,986,000                                    |
| Humboldt.....     | 139.8             | 1,716,000    | 23,717,000              | 1,854,000   | -----        | 27,287,000                                   |
| Imperial.....     | 241.6             | 845,000      | 8,260,000               | 1,220,000   | -----        | 10,325,000                                   |
| Inyo.....         | 72.9              | 15,000       | 2,247,000               | -----       | -----        | 2,262,000                                    |
| Kern.....         | 473.7             | 3,737,000    | 21,501,000              | 1,407,000   | 7,150,000    | 33,795,000                                   |
| Kings.....        | 91.0              | 328,000      | 4,627,000               | 139,000     | -----        | 5,094,000                                    |
| Lake.....         | 59.8              | 342,000      | 5,730,000               | -----       | -----        | 6,072,000                                    |
| Lassen.....       | 79.38             | 159,000      | 3,499,000               | 110,000     | -----        | 3,768,000                                    |
| Los Angeles.....  | 492.6             | 68,662,000   | 18,282,200              | 14,434,710  | 160,614,000  | 261,992,910                                  |
| Madera.....       | 57.9              | 820,000      | 7,874,000               | 454,000     | -----        | 9,148,000                                    |
| Marin.....        | 68.9              | 930,000      | 3,509,000               | -----       | 11,992,000   | 16,431,000                                   |
| Mariposa.....     | 67.3              | 602,500      | 7,810,000               | -----       | -----        | 8,412,500                                    |
| Mendocino.....    | 96.8              | 1,042,500    | 21,513,000              | 768,000     | -----        | 23,323,500                                   |
| Merced.....       | 156.8             | 2,640,000    | 13,421,000              | 2,045,000   | -----        | 18,106,000                                   |
| Modoc.....        | 95.3              | 268,000      | 4,745,000               | 275,000     | -----        | 5,288,000                                    |
| Mono.....         | 52.1              | 56,000       | 1,808,000               | -----       | -----        | 1,864,000                                    |
| Monterey.....     | 118.0             | 2,335,000    | 22,436,000              | 295,000     | -----        | 25,066,000                                   |
| Napa.....         | 44.1              | 980,000      | 4,330,000               | 1,613,000   | -----        | 6,923,000                                    |
| Nevada.....       | 76.7              | 538,800      | 7,135,000               | 405,000     | -----        | 8,078,800                                    |
| Orange.....       | 156.5             | 11,712,000   | 10,016,500              | 1,627,120   | 34,266,000   | 57,620,620                                   |

June 19, 1947]

SENATE JOURNAL

387

**SUMMARY—Continued**  
**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| County               | Length<br>(miles) | Right of way         | Total construction cost |                     |                      | Total<br>construction<br>and<br>right of way |
|----------------------|-------------------|----------------------|-------------------------|---------------------|----------------------|--|
|                      |                   |                      | Rural                   | Cities              | Freeways             |  |
| Placer.....          | 111.3             | \$1,233,000          | \$13,922,000            | \$193,000           | -----                | \$15,348,900                                 |
| Plumas.....          | 59 54             | 137,000              | 4,413,000               | -----               | -----                | 4,550,000                                    |
| Riverside.....       | 450 1             | 5,100,000            | 18,346,000              | 1,282,000           | \$9,248,000          | 33,976,000                                   |
| Sacramento.....      | 151.7             | 5,005,000            | 17,658,000              | 6,100,000           | -----                | 28,763,000                                   |
| San Benito.....      | 71.3              | 380,000              | 4,013,000               | 166,000             | -----                | 4,559,000                                    |
| San Bernardino.....  | 346 1             | 8,611,000            | 22,470,000              | 1,690,000           | 12,652,000           | 45,423,000                                   |
| San Diego.....       | 434.2             | 5,658,000            | 24,862,000              | 4,838,000           | 7,886,000            | 43,204,000                                   |
| San Francisco.....   | 20 2              | 61,140,000           | -----                   | 4,608,000           | 68,040,000           | 133,685,000                                  |
| San Joaquin.....     | 171 40            | 3,185,000            | 20,719,000              | 1,012,000           | 2,520,000            | 27,436,000                                   |
| San Luis Obispo..... | 234 6             | 3,232,000            | 21,555,000              | 3,609,000           | -----                | 28,306,000                                   |
| San Mateo.....       | 131.94            | 3,515,000            | 9,371,000               | 2,433,000           | 14,971,000           | 30,290,000                                   |
| Santa Barbara.....   | 134 3             | 4,175,000            | 25,519,000              | 888,000             | 8,650,000            | 39,232,000                                   |
| Santa Clara.....     | 161 3             | 3,485,000            | 14,069,000              | 4,513,000           | 7,339,000            | 29,406,000                                   |
| Santa Cruz.....      | 105 3             | 1,357,000            | 7,278,000               | 2,233,000           | 3,022,000            | 13,890,000                                   |
| Shasta.....          | 122 66            | 670,000              | 15,343,000              | 1,012,900           | -----                | 17,025,000                                   |
| Sierra.....          | 61 4              | 95,000               | 2,060,000               | -----               | -----                | 2,185,000                                    |
| Siskiyou.....        | 235 47            | 1,031,000            | 13,855,000              | 342,000             | -----                | 15,228,000                                   |
| Solano.....          | 62.0              | 849,000              | 5,996,000               | 805,000             | 9,020,000            | 16,670,000                                   |
| Sonoma.....          | 170 2             | 2,639,000            | 16,944,000              | 2,674,000           | 4,072,000            | 26,329,000                                   |
| Stanislaus.....      | 134 0             | 3,635,000            | 14,899,000              | 2,276,000           | -----                | 20,810,000                                   |
| Sutter.....          | 45 2              | 466,500              | 4,153,000               | 275,000             | -----                | 4,894,500                                    |
| Tehama.....          | 80 5              | 735,000              | 9,018,000               | 275,000             | -----                | 10,028,000                                   |
| Trinity.....         | 34 1              | 78,000               | 3,301,000               | -----               | -----                | 3,379,000                                    |
| Tulare.....          | 226 9             | 3,485,000            | 15,766,000              | 830,000             | -----                | 20,081,000                                   |
| Tuolumne.....        | 146.6             | 460,000              | 6,416,000               | 27,000              | -----                | 6,903,000                                    |
| Ventura.....         | 89 4              | 2,130,000            | 13,551,000              | 838,600             | 9,931,000            | 26,450,600                                   |
| Yolo.....            | 165 6             | 1,716,000            | 19,536,000              | -----               | 330,000              | 21,582,000                                   |
| Yuba.....            | 38 4              | 393,700              | 5,697,000               | 605,000             | -----                | 6,695,700                                    |
| <b>Totals.....</b>   | <b>7,897 09</b>   | <b>\$288,703,000</b> | <b>\$616,508,700</b>    | <b>\$34,450,430</b> | <b>\$472,080,000</b> | <b>\$1,461,742,130</b>                       |



**STATE HIGHWAY DEFICIENCY PROGRAM**  
**10-Year Period—1946 to 1956**

**ALAMEDA COUNTY**

June 19, 1947]

SENATE JOURNAL

389

| Co, Rte, Sec | Length | Description                               | Type of improvement    | Right of way | Total construction cost |             |              | Total construction and right of way |
|--------------|--------|---|------------------------|--------------|-------------------------|-------------|--------------|-------------------------------------|
|              |        |   |                        |              | Rural                   | Cities      | Freeways     |                                     |
| ALAMEDA      |        |   |                        |              |                         |             |              |                                     |
| 5-C          | 17.6   | Hayward to 0.6 Mi. N. of Ala-SCI Co Bdry. | 4-lane divided         | \$200,000    | \$1,837,000             |             |              | \$2,037,000                         |
| 5-Bay        | 1.0    | Through Hayward                           | 4-lane divided         | 200,000      |                         | \$319,000   |              | 519,000                             |
| 5-D          | 1.3    | Castro Valley Jet to Hayward              | 4-lane divided         | 100,000      | 215,000                 |             |              | 315,000                             |
| 5-D          | 3.8    | Jet Ala-5-B to San Leandro                | 4-lane divided freeway | 1,900,000    |                         |             | \$1,670,000  | 3,570,000                           |
| 5-SLn        | 1.1    | Through San Leandro                       | 6-lane freeway         | 2,750,000    |                         |             | 1,810,000    | 4,560,000                           |
| 5-Oak        | 10.1   | Through Oakland                           | 6-lane freeway         | 26,750,000   |                         |             | 19,300,000   | 46,050,000                          |
| 5-Emv        | 0.2    | Through Emeryville                        | 6-lane freeway         | 50,000       |                         |             | 385,000      | 435,000                             |
| 5-B          | 2.0    | Castro Valley to Jet Ala-5-D              | 4-lane divided freeway | 200,000      |                         |             | 792,000      | 992,000                             |
| 5-B          | 7.2    | Dublin to Castro Valley                   | 4-lane divided freeway | 150,000      |                         |             | 1,287,000    | 1,437,000                           |
| 5-B          | 7.8    | 1 1/2 Mi W of Livermore to Dublin         | 4-lane divided freeway | 185,000      |                         |             | 1,529,000    | 1,714,000                           |
| 5-A,B        | 5.1    | Greenville to 1 1/2 Mi W of Livermore     | 4-lane divided freeway | 135,000      |                         |             | 1,119,000    | 1,254,000                           |
| 5-E          | 1.7    | San Joaquin Co Bdry to exist 4-lane div   | 4-lane divided         | 25,000       | 450,000                 |             |              | 475,000                             |
| 69-E         | 0.6    | 0.6 Mi N SCI Co Bdry to SCI Co Bdry       | 4-lane divided freeway | 30,000       |                         |             | 132,000      | 162,000                             |
| 69-E         | 7.6    | Jet Rt 107 to 0.6 Mi N SCI Co Bdry        | 4-lane divided freeway | 310,000      |                         |             | 3,487,000    | 3,797,000                           |
| 69-D         | 7.7    | Jet Rt 105 to Jet Rt 107                  | 4-lane divided freeway | 300,000      |                         |             | 3,344,000    | 3,644,000                           |
| 69-C         | 3.5    | Lewelling Blvd to Jet Rt 105              | 4-lane divided freeway | 200,000      |                         |             | 1,650,000    | 1,850,000                           |
| 69-C         | 4.3    | S C L Oakland to Lewelling Blvd           | 6-lane freeway         | 300,000      |                         |             | 2,321,000    | 2,621,000                           |
| 69-Oak       | 7.4    | 8th & Oak to S C L Oakland                | 6-lane freeway         |              |                         |             | 6,800,000    | 6,800,000                           |
| 69-Oak       | 1.9    | 7th & Cypress to 6th & Oak                | 6-lane freeway         | 5,700,000    |                         |             | 6,680,000    | 12,380,000                          |
| 69-Oak       | 1.3    | 7th & Cypress to Distribution Structure   | 8-lane freeway         | 1,950,000    |                         |             | 4,560,000    | 6,510,000                           |
| 69-Emv       | 1.3    | S C L Emeryville to Jet Rt. 206           | 8-lane freeway         | 50,000       |                         |             | 2,530,000    | 2,580,000                           |
| 69-Ber       | 2.4    | Through Berkeley                          | 6 & 8 lane freeway     | 500,000      |                         |             | 4,950,000    | 5,450,000                           |
| 69-Alb       | 1.1    | Through Albany                            | 6-lane freeway         |              |                         |             | 1,080,000    | 1,080,000                           |
| 75-Oak       | 3.8    | MacArthur Blvd to W. Portal of Tunnel     | 6-lane freeway         | 7,400,000    |                         |             | 6,460,000    | 13,860,000                          |
| 107-A        | 3.5    | Niles to Sunol                            | Gr & Surf For 4-lane   | 50,000       | 550,000                 |             |              | 600,000                             |
| 107-B        | 9.6    | Sunol to Jet Rt 5 (Dublin)                | Grade and surface      | 50,000       |                         | 990,000     |              | 1,040,000                           |
| 107-B        | 1.4    | Dublin to Contra Costa Co Bdry            | 4-lane divided         | 50,000       |                         | 402,000     |              | 452,000                             |
| 108-A        | 5.0    | Mission San Jose to Sunol                 | 4-lane divided         | 25,000       |                         | 990,000     |              | 1,015,000                           |
| 108-A        | 9.0    | Sunol to Livermore                        | 4-lane divided         | 20,000       | 1,100,000               |             |              | 1,120,000                           |
| 108-Lvm      | 1.6    | Through Livermore                         | 4-lane divided         |              |                         | 215,000     |              | 215,000                             |
| 206-Ber      | 0.5    | S C L to 9th St., Berkeley                | 6-lane divided         | 500,000      |                         | 660,000     |              | 1,160,000                           |
| 206-Ber      | 3.3    | 9th St to E C L Berkeley                  | 6-lane divided         | 6,050,000    |                         | 3,630,000   |              | 9,680,000                           |
| 206-Oak      | 0.4    | Berkeley C L to Jet Rt 75                 | 6-lane freeway         | 80,000       |                         |             | 350,000      | 430,000                             |
| Totals       | 136.1  |   |                        | \$56,210,000 | \$6,584,000             | \$4,824,000 | \$72,236,000 | \$139,854,000                       |

## ALPINE COUNTY

## STATE HIGHWAY DEFICIENCY PROGRAM

10-Year Period—1946 to 1956

| Co , Rte., Sec. | Length | Description                            | Type of improvement         | Right of way | Total construction cost |        |          | Total construction and right of way |
|-----------------|--------|--|-----------------------------|--------------|-------------------------|--------|----------|-------------------------------------|
|                 |        |  |                             |              | Rural                   | Cities | Freeways |                                     |
| ALPINE          |        |  |                             |              |                         |        |          |                                     |
| 23-C.....       | ---    | E Carson River (approaches) 31-01..... | Bridge.....                 | ---          | \$39,000                | -----  | -----    | \$39,000                            |
| 23-D,E,F.....   | 14.0   | Markleeville to County Line.....       | Grade, surface, bridge..... | \$25,000     | 880,000                 | -----  | -----    | 905,000                             |
| 24-A,B,C.....   | 30.0   | W. Co. Bdry. to Rt. 23.....            | Grade and surface.....      | 50,000       | 1,508,000               | -----  | -----    | 1,618,000                           |
| 24-D.....       | 6.5    | Woodfords to State Line.....           | Grade and surface.....      | 50,000       | 275,000                 | -----  | -----    | 325,000                             |
| 34-A,B.....     | 14.0   | W. Co Bdry. to Jct. Rt. 23.....        | Grade and surface.....      | 10,000       | 1,045,000               | -----  | -----    | 1,055,000                           |
| Totals.....     | 64.5   | -----                                  | -----                       | \$135,000    | \$3,807,000             | -----  | -----    | \$3,942,000                         |

## AMADOR COUNTY

|                      |      |  |                             |           |             |           |       |             |
|----------------------|------|--|-----------------------------|-----------|-------------|-----------|-------|-------------|
| <b>AMADOR</b>        |      |  |                             |           |             |           |       |             |
| 34-A.....            | 5.9  | W Co Bdry. to Ione.....                | Grade and surface.....      | ---       | \$320,000   | ---       | ---   | \$320,000   |
| 34-B.....            | 9.5  | Ione to Martell.....                   | Grade and surface.....      | ---       | 385,000     | ---       | ---   | 385,000     |
| 65-34-C, Jkn C.....  | 1.8  | South of Jackson to E. of Jackson..... | Grade and surface.....      | ---       | 135,000     | \$135,000 | ---   | 270,000     |
| 34-C.....            | 7.5  | Jackson to West of Pine Grove.....     | Grade and surface.....      | \$30,000  | 457,000     | ---       | ---   | 487,000     |
| 34-Jkn.....          | 0.5  | In Jackson.....                        | Grade and surface.....      | ---       | ---         | 183,000   | ---   | 183,000     |
| 34-F,G.....          | 31.0 | Cooks Station to E. Co. Bdry.....      | Grade, surface, bridge..... | 50,000    | 2,420,000   | ---       | ---   | 2,470,000   |
| 54-A.....            | 9.3  | W. Co. Bdry. to Central House.....     | Grade and surface.....      | 10,000    | 340,000     | ---       | ---   | 350,000     |
| 65-A-Cal-65-C,A..... | 5.0  | Jackson to Mokelumne Hill.....         | Grade and surface.....      | 25,000    | 880,000     | ---       | ---   | 905,000     |
| 65-A,B.....          | 12.0 | N. Co. Bdry. to Jct. Rt. 34.....       | Grade and surface.....      | 50,000    | 990,000     | ---       | ---   | 1,040,000   |
| 65-B.....            | ---  | Rancheria Creek Br. 26-17.....         | Bridge.....                 | ---       | 72,000      | ---       | ---   | 72,000      |
| 97-A.....            | 4.0  | County Line to E. of Ione.....         | Grade and surface.....      | 20,000    | 330,000     | ---       | ---   | 350,000     |
| 97-B.....            | 7.7  | Ione to Waites Station.....            | Grade and surface.....      | 6,000     | 390,000     | ---       | ---   | 396,000     |
| Totals.....          | 94.2 | -----                                  | -----                       | \$191,000 | \$6,625,000 | \$318,000 | ----- | \$7,134,000 |

# BUTTE COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec. | Length | Description                        | Type of improvement       | Right of way | Total construction cost |             |          | Total construction and right of way |
|-----------------|--------|------------------------------------|---------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                 |        |                                    |                           |              | Rural                   | Cities      | Freeways |                                     |
| BUTTE           |        |                                    |                           |              |                         |             |          |                                     |
| 3-B,C,D         | ---    | 20 conc. bridges                   | Bridges                   | ---          | \$660,000               | ---         | ---      | \$660,000                           |
| 3-B,C           | 18.2   | Oroville Wye to Chico              | Grade & sur. Por. 4 lanes | ---          | 1,680,000               | ---         | ---      | 1,680,000                           |
| 3-Chc           | 1.0    | In Chico                           | 4-lane                    | \$300,000    | ---                     | \$849,000   | ---      | 949,000                             |
| 3-A,B           | 12.5   | S. Co. Bdry. to Oroville Wye       | Grade & sur. Por. 4 lanes | 120,000      | 1,139,000               | ---         | ---      | 1,259,000                           |
| 3-D             | 2.0    | Chico to 2 Mi. N                   | 4-lanes                   | 63,000       | 430,000                 | ---         | ---      | 493,000                             |
| 3-D             | 9.3    | 2 Mi. N of Chico to N. Co. Bdry.   | Gr., sur. Br. Por. 4 lane | 150,000      | 1,232,000               | ---         | ---      | 1,382,000                           |
| 21-A            | ---    | Feather R. (W. Oroville) Br. 12-34 | Bridge                    | ---          | 385,000                 | ---         | ---      | 385,000                             |
| 21-OvL          | 2.0    | In Oroville                        | ---                       | 100,000      | ---                     | 578,000     | ---      | 678,000                             |
| 21-B            | 20.5   | Oroville to Jarbo Pass             | Grade and surface         | 20,000       | 550,000                 | ---         | ---      | 570,000                             |
| 21-CII          | 0.1    | Tunnel #1                          | Line and pave             | ---          | 88,000                  | ---         | ---      | 88,000                              |
| 45-A            | ---    | Cherokee Canal Br 12-42            | Bridge                    | ---          | 105,000                 | ---         | ---      | 105,000                             |
| 47-A            | ---    | Sacramento R Br. 12-54             | Bridge                    | ---          | 330,000                 | ---         | ---      | 330,000                             |
| 87-A            | 14.4   | S. Bdry. to Oroville               | Grade, surface, bridge    | 60,000       | 715,000                 | ---         | ---      | 775,000                             |
| 87-B            | 18.0   | Oroville to Chico                  | Grade, surface, bridge    | 70,000       | 1,242,000               | ---         | ---      | 1,312,000                           |
| Totals          | 98.50  |                                    |                           | \$883,000    | \$8,556,000             | \$1,227,000 |          | \$10,666,000                        |

# CALAVERAS COUNTY

|                  |      |                                     |                        |           |             |       |       |             |
|------------------|------|-------------------------------------|------------------------|-----------|-------------|-------|-------|-------------|
| <b>CALAVERAS</b> |      |                                     |                        |           |             |       |       |             |
| 5-A,B.....       | 17.8 | W. Co. Bdry. to Mokelumne Hill..... | Grade and surface..... | \$25,000  | \$770,000   | ---   | ---   | \$795,000   |
| 24-A,B.....      | 10.0 | W. Co. Bdry. to San Andreas.....    | Grade and surface..... | 100,000   | 374,000     | ---   | ---   | 474,000     |
| 24-D,E,F,G.....  | 44.8 | Angeles Camp, E. Bdry.....          | Grade and surface..... | 60,000    | 2,081,000   | ---   | ---   | 2,121,000   |
| 65-A.....        | 9.0  | San Andreas to Mokelumne Hill.....  | Grade and surface..... | 75,000    | 880,000     | ---   | ---   | 955,000     |
| 65-C.....        | 6.0  | S. Co. Bdry. to Angels Camp.....    | Grade and surface..... | 25,000    | 715,000     | ---   | ---   | 740,000     |
| 75-A,B.....      | 10.5 | W. Co. Bdry to Altaville.....       | Grade and surface..... | 8,000     | 986,000     | ---   | ---   | 994,000     |
| Totals.....      | 98.1 | -----                               | -----                  | \$293,000 | \$5,786,000 | ----- | ----- | \$6,079,000 |

June 19, 1947]

SENATE JOURNAL.

391

# STATE HIGHWAY DEFICIENCY REPORT

COLUSA COUNTY

10-Year Period—1946 to 1956

392

| Co., Rte, Sec. | Length | Description                  | Type of improvement    | Right of way | Total construction cost |           |          | Total construction and right of way |
|----------------|--------|------------------------------|------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                |        |                              |                        |              | Rural                   | Cities    | Freeways |                                     |
| COLUSA         |        |                              |                        |              |                         |           |          |                                     |
| 7-A,B,C.....   | 33.0   | S. Co. Bdry. to N. Co. Bdry. | 4 lanes.....           | \$320,000    | \$3,685,000             |           |          | \$4,005,000                         |
| 15-D,E.....    | 8.7    | W Co Bdry. to Williams       | Grade, surface, bridge | 65,000       | 577,000                 |           |          | 642,000                             |
| 15-CJu.....    | ---    | In Colusa.....               | Grade, surface, bridge | 15,000       |                         | \$110,000 |          | 125,000                             |
| 50-A.....      | 7.0    | S Co. Bdry. to Jct. Rt. 15.  | Grade, surface, bridge | 16,000       | 347,000                 |           |          | 363,000                             |
| 88-A,B.....    | 20.8   | S Co. Bdry. to Jct. Rt. 15.  | Grade and surface      | 30,000       | 355,000                 |           |          | 415,000                             |
| Totals.....    | 69.5   |                              |                        | \$446,000    | \$4,994,000             | \$110,000 |          | \$5,550,000                         |

# CONTRA COSTA COUNTY

|                 |      |                                      |                       |             |             |           |              |              |
|-----------------|------|--------------------------------------|-----------------------|-------------|-------------|-----------|--------------|--------------|
| CONTRA COSTA    |      |                                      |                       |             |             |           |              |              |
| CC,Sol-7-A..... | 0.5  | Carquinez Strait Bridge              | Bridge                | \$60,000    |             |           | \$7,700,000  | \$7,760,000  |
| 11-B.....       | 1.1  | Jct. Exist. Rt. 75 to Jct. CC-75-F,G | Grade and surface     | 7,500       | \$110,000   |           |              | 117,500      |
| 14-Rch.....     | 1.0  | San Pablo to N C L. Richmond         | 4-lane freeway        | 446,000     |             | 730,000   |              | 1,176,000    |
| 14-C.....       | 5.1  | Richmond to Hercules                 | Multiple lane freeway | 495,000     |             | 3,700,000 |              | 4,195,000    |
| 14-Her.....     | 1.2  | Through Hercules                     | Multiple lane freeway | 30,000      |             | 935,000   |              | 965,000      |
| 14-D.....       | 3.5  | Hercules to Carquinez Bridge         | Multiple lane freeway | 250,000     |             | 5,610,000 |              | 5,860,000    |
| 69-Rch.....     | 1.5  | Albany N. C. L. to Madison Ave.      | 6-lane freeway        |             |             | 1,210,000 |              | 1,210,000    |
| 69-Rch,ECr..... | 1.5  | Madison Ave. to San Pablo Ave.       | 4-lane freeway        |             |             | 1,411,000 |              | 1,411,000    |
| 75-A.....       | 9.3  | Tunnel to Walnut Creek               | 6-lane freeway        | 1,000,000   |             | 4,857,000 |              | 5,857,000    |
| 75-WIC.....     | 1.3  | Through Walnut Creek                 | 4-lane freeway        | 200,000     |             | 482,000   |              | 682,000      |
| 75-B,E.....     | 5.0  | Walnut Creek to Concord              | 4-lane freeway        | 200,000     |             | 1,507,000 |              | 1,707,000    |
| 75-E.....       | 2.3  | Concord to 0.4 Mi. W. of Ohmer       | 4-lane divided        |             | 319,000     |           |              | 319,000      |
| 75-F.....       | 12.0 | 0.4 Mi. W. of Ohmer to Jct. Rt. 11   | 4 lanes               | 150,000     | 2,200,000   |           |              | 2,350,000    |
| 75-G.....       | 13.0 | Jct. Rt. 11 to San Joaquin Co. Line  | Grade and surface     | 150,000     | 1,452,000   |           |              | 1,602,000    |
| 106-A.....      | 9.2  | Luzon to Murr                        | 4-lane divided        | 30,000      | 1,245,000   |           |              | 1,275,000    |
| 106-C.....      | 2.0  | 0.4 Mi. W. of Ohmer to Jct. Rt. 75   | 4-lane divided        |             | 495,000     |           |              | 495,000      |
| 107-A.....      | 14.3 | Alameda Co. Bdry. to Walnut Creek    | 4-lane divided        | 300,000     | 1,760,000   |           |              | 2,060,000    |
| 107-WIC.....    | 1.0  | In Walnut Creek                      | 4-lane divided        | 150,000     |             | \$286,000 |              | 436,000      |
| Totals.....     | 84.8 |                                      |                       | \$3,458,500 | \$7,581,000 | \$286,000 | \$28,142,000 | \$39,467,500 |

SENATE JOURNAL

[June 19, 1947]

**STATE HIGHWAY DEFICIENCY REPORT**  
10-Year Period—1946 to 1956

**DEL NORTE COUNTY**

June 19, 1947]

SENATE JOURNAL

| Co, Rte, Sec. | Length | Description                              | Type of improvement | Right of way | Total construction cost |           |          | Total construction and right of way |
|---------------|--------|--|---------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|               |        |  |                     |              | Rural                   | Cities    | Freeways |                                     |
| DEL NORTE     |        |  |                     |              |                         |           |          |                                     |
| 1-A           | 5.5    | Humboldt Co. Bdry. to Klamath            | Grade and surface   | \$12,000     | \$1,060,000             |           |          | \$1,072,000                         |
| 1-A           | ---    | Mynot Cr. Br. 1-02                       | Bridge              |              | 9,000                   |           |          | 9,000                               |
| 1-A           | ---    | Panther Cr. Br. 1-25                     | Bridge              |              | 25,000                  |           |          | 25,000                              |
| 1-A           | ---    | Hunter Cr. Br. 1-03                      | Bridge              |              | 25,000                  |           |          | 25,000                              |
| 1-A           | ---    | High Prairie Cr. Br. 1-04                | Bridge              |              | 19,000                  |           |          | 19,000                              |
| 1-A,B         | 1 2    | De Martin's Ranch to 1 Mi. N. Wilson Cr. | Grade and surface   | 4,000        | 262,000                 |           |          | 266,000                             |
| 1-CrC         | 0 5    | Crescent City                            | 64' street          | 40,000       |                         | \$127,000 |          | 167,000                             |
| 1-D           | 8.4    | Gasquet to Patricks Cr. Br. 1-14         | Grade and surface   | 45,000       | 1,386,000               |           |          | 1,431,000                           |
| 46-A          | ---    | Turwar Creek Br. 1-27                    | Bridge              |              | 220,000                 |           |          | 220,000                             |
| 71-A,B        | 5 0    | Smith R. Br. to ¼ Mi. N. Winton Corners  | Grade and surface   | 10,000       | 858,000                 |           |          | 868,000                             |
| 71-A          | 5.6    | Rt. 1 to Smith River Br.                 | Grade and surface   |              | 913,000                 |           |          | 913,000                             |
| Totals        | 26 2   |  |                     | \$111,000    | \$4,777,000             | \$127,000 |          | \$5,015,000                         |

**EL DORADO COUNTY**

|                  |       |  |                           |           |             |           |  |             |
|------------------|-------|--|---------------------------|-----------|-------------|-----------|--|-------------|
| <b>EL DORADO</b> |       |  |                           |           |             |           |  |             |
| 11-Pla           | 2 5   | In Placerville                           | Grade and surface         | \$135,000 |             | \$825,000 |  | \$960,000   |
| 11-A             | 4 8   | 2½ Mi. E. Clarksville to Shingle Springs | Grade and surface         |           | \$427,000   |           |  | 427,000     |
| 11-E             | 5.0   | R. R. Xing to E. of Camino               | Grade & sur. Por. 4-lane  | 22,000    | 530,000     |           |  | 552,000     |
| 11-F             | 6 0   | Fresh Pond-Riverton                      | Grade & surf. Por. 4-lane | 40,000    | 550,000     |           |  | 590,000     |
| 11-J             | 5.0   | Foot of Myers Cr. to Mays Sta            | Grade and surface         | 17,600    | 425,000     |           |  | 442,600     |
| 11-K             | ---   | Upper Truckee R. Br. 25-10               | Bridge                    |           | 17,000      |           |  | 17,000      |
| 11-K             | ---   | Trout Cr. Br. 25-13                      | Bridge                    |           | 8,000       |           |  | 8,000       |
| 23-A             | 9.3   | C. L. to Meyers Jct                      | Grade and surface         | 15,000    | 676,000     |           |  | 691,000     |
| 38-B             | 7 8   | Mays Sta. to Bay View Rest               | Grade and surface         | 27,000    | 775,000     |           |  | 802,000     |
| 65-B             | 1.5   | S. Frk. American R. Br.                  | Bridge                    | 1,000     | 290,000     |           |  | 291,000     |
| 65-A             | ---   | Greenwood Cr. Br. 25-22                  | Bridge                    |           | 28,000      |           |  | 28,000      |
| 65-A,B,C         | 38 0  | American River to Cosumnes River         | Grade, surface, bridge    | 70,000    | 880,000     |           |  | 950,000     |
| 93-A,B           | 28 0  | Placerville to Cool                      | Grade, surface, bridge    | 30,000    | 457,000     |           |  | 487,000     |
| Totals           | 107.9 |  |                           | \$357,600 | \$5,063,000 | \$825,000 |  | \$6,245,600 |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**FRESNO COUNTY**

| Co., Rte, Sec. | Length | Description                   | Type of improvement    | Right of way | Total construction cost |             |          | Total construction and right of way |
|----------------|--------|-------------------------------|------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                |        |                               |                        |              | Rural                   | Cities      | Freeways |                                     |
| FRESNO         |        |                               |                        |              |                         |             |          |                                     |
| 4-D, Kingb, A. | 4.7    | So County Lane to Selma       | 4-lane divided         |              | \$400,000               | \$150,000   |          | \$550,000                           |
| 4-B            | 0.7    | Calwa Overpass and approaches | Overpass               |              | 812,000                 |             |          | 812,000                             |
| 4-Fre          | 3.9    | In Fresno                     | 6-lane divided         | \$1,455,000  |                         | 4,189,000   |          | 5,624,000                           |
| 4-C            | 1.3    | Olive Ave. to Clinton Ave.    | 6-lane divided         |              | 103,000                 |             |          | 103,000                             |
| 4-C            | 2.9    | Clinton Ave. to Tehama Ave.   | 6-lane divided         | 650,000      | 1,239,000               |             |          | 1,889,000                           |
| 4-C            | 7.2    | Clinton Ave. to S J. River    | 4-lane divided         |              | 670,000                 |             |          | 670,000                             |
| 10-A, B, C     | 22.0   | W. Co Bdry. to Coalinga       | Grade and surface      | 100,000      | 1,650,000               |             |          | 1,750,000                           |
| 10-D, E, F     | 28.0   | Coalinga to E. Co Bdry.       | Grade, surface, bridge | 100,000      | 550,000                 |             |          | 650,000                             |
| 41-M, N, P, Q  | 55.0   | W. Co Bdry. to Fresno         | Grade and surface      | 150,000      | 2,365,000               |             |          | 2,515,000                           |
| 41-Fre         | 1.3    | In Fresno                     | Grade and surface      | 150,000      |                         | 886,000     |          | 1,016,000                           |
| 41-R           | 3.5    | Orange Ave. to Clovis Ave.    | 4-lane divided         | 365,000      | 578,000                 |             |          | 943,000                             |
| 41-S, T        | 17.5   | Byrd Slough to White Deer Rd. | Grade and surface      | 100,000      | 1,650,000               |             |          | 1,750,000                           |
| 76-A           | 5.0    | Rte 125 to Clovis             | Bridges                | 40,000       | 275,000                 |             |          | 315,000                             |
| 125-A, B       | 15.0   | S Co Lane to Manning Ave.     | Grade and surface      | 100,000      | 891,000                 |             |          | 991,000                             |
| 125-B          | 7.8    | Manning Ave. to Fresno        | 4-lane divided         | 170,000      | 1,472,000               |             |          | 1,642,000                           |
| 125-Fre        | 2.0    | In Fresno                     | 4-lane divided         | 360,000      |                         | 910,000     |          | 1,270,000                           |
| 125-C          | 1.5    | Olive Ave. to Shields Ave.    | 4-lane divided         |              | 788,000                 |             |          | 788,000                             |
| Fre-Mad-125-A  | 1.1    | Skaggs Bridge and approaches  | Bridge                 | 42,000       | 238,000                 |             |          | 280,000                             |
| 133-A          | 15.0   | S. Co. Bdry. to Coalinga      | Grade and surface      | 150,000      | 1,760,000               |             |          | 1,910,000                           |
| Total          | 195.40 |                               |                        | \$3,932,000  | \$15,439,000            | \$6,095,000 |          | \$25,466,000                        |

## GLENN COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec. | Length | Description                                     | Type of improvement          | Right of way | Total construction cost |           |          | Total construction and right of way |
|-----------------|--------|---|------------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                 |        |   |                              |              | Rural                   | Cities    | Freeways |                                     |
| GLENN           |        |   |                              |              |                         |           |          |                                     |
| 7-Will.         | ---    | Through Willows.....                            | Grade and surface.....       | \$41,000     | -----                   | \$275,000 | -----    | \$316,000                           |
| 7-Orl.          | ---    | Through Orland.....                             | Grade and surface.....       | 38,000       | -----                   | 275,000   | -----    | 313,000                             |
| 7-A,B,C         | 28.7   | S Co Bdry to N Co. Bdry.....                    | Grade & sur Por 4 lanes..... | 189,000      | \$2,200,000             | -----     | -----    | 2,389,000                           |
| 45-B,C          | 1.0    | 1/4 Mi W Sac Riv to Butte Co. L. (Bridges)..... | Bridges.....                 | -----        | 922,000                 | -----     | -----    | 922,000                             |
| 45-A,B,C        | 21.1   | Willows to Butte Co. Line.....                  | Grade and surface.....       | 60,000       | 550,000                 | -----     | -----    | 610,000                             |
| 47-A            | ---    | Glenn-Colusa Canal Br 11-28.....                | Bridge.....                  | -----        | 28,000                  | -----     | -----    | 28,000                              |
| 88-B,C          | 16.2   | Glenn to Hamilton City.....                     | Grade and surface.....       | 32,000       | 376,000                 | -----     | -----    | 408,000                             |
| Total           | 65.0   | -----   | -----                        | \$360,000    | \$4,076,000             | \$550,000 | -----    | \$4,986,000                         |

## HUMBOLDT COUNTY

Page 1 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte, Sec. | Length | Description                                | Type of improvement  | Right of way | Total construction cost |           |          | Total construction and right of way |
|----------------|--------|--|----------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                |        |  |                      |              | Rural                   | Cities    | Freeways |                                     |
| HUMBOLDT       |        |  |                      |              |                         |           |          |                                     |
| 1-A            | 2 3    | Co Bdry to Smith Point                     | Grade and Surface    | \$8,000      | \$386,000               |           |          | \$392,000                           |
| 1-A            | 2 4    | Old Twin Tree Br to Benbow                 | Grade and surface    | 64,000       | 924,000                 |           |          | 978,000                             |
| 1-B            | 2 9    | Near Tuttle Ranch Rd to S Stegemyer Bluff  | Grade and surface    | 15,000       | 479,000                 |           |          | 494,000                             |
| 1-B            | 0 7    | Franklin K Lane Grove to Fish Creek        | Grade and surface    | 4,000        | 116,000                 |           |          | 120,000                             |
| 1-C            | 4 0    | Miranda to ¼ Mi N. Elk Cr. 4-201           | Grade and surface    |              | 814,000                 |           |          | 814,000                             |
| 1-C            | 6 1    | 0 4 Mi S of Meyers to Weott                | Grade and surface    | 38,000       | 956,000                 |           |          | 994,000                             |
| 1-C            | 1 9    | 0 4 Mi N Weott to Dyerville Br 4-10        | Grade and surface    |              | 255,000                 |           |          | 255,000                             |
| 1-D            | 6 4    | ½ Mi. N Dyerville to Bear Cr.              | Grade and surface    | 150,000      | 1,056,000               |           |          | 1,206,000                           |
| 1-D            | 3 1    | Bear Cr to Jordan Cr                       | Grade and surface    | 35,000       | 672,000                 |           |          | 607,000                             |
| 1-E            | 1 2    | S Scotia Br. 4-14                          | Grade and surface    | 30,000       | 825,000                 |           |          | 855,000                             |
| 1-E            | 1 3    | Through town of Scotia                     | 4 lanes              | 40,000       | 305,000                 |           |          | 345,000                             |
| 1-E,F,Gta      | 8 0    | N Scotia Br. to 16th St in Fortuna         | 2 and 4 lane divided |              | 1,360,000               | \$96,000  |          | 1,465,000                           |
| 1-Fta          | 1 0    | Fortuna, 16th St to N.C.L                  | 64' street           | 90,000       |                         | 248,000   |          | 338,000                             |
| 1-G            | 1 8    | Fortuna to Fernbridge                      | 4-lane divided       | 48,000       | 322,000                 |           |          | 370,000                             |
| 1-G            | 2 7    | Fernbridge to Loleta                       | 4-lane divided       | 45,000       | 937,000                 |           |          | 982,000                             |
| 1-G            | 4 5    | Loleta to Beatrice O H                     | 4-lane divided       | 40,000       | 1,018,000               |           |          | 1,058,000                           |
| 1-G            | 5 7    | Beatrice O H to Eureka                     | 4-lane divided       | 55,000       | 1,196,000               |           |          | 1,251,000                           |
| 1-Eur          | 4 1    | S C L Eureka to Eureka SI Br.              | Multiple lanes       | 450,000      |                         | 1,196,000 |          | 1,646,000                           |
| 1-H            | 5 5    | Eureka to Arcata                           | 4-lane divided       | 90,000       | 1,650,000               |           |          | 1,740,000                           |
| 1-Arc          | 1 2    | Arcata                                     | 4-lane divided       | 75,000       |                         | 304,000   |          | 379,000                             |
| 1-I            | 1 8    | Arcata to Proposed New Jct. with Rt 20     | 4-lane divided       | 75,000       | 583,000                 |           |          | 658,000                             |
| 1-I            | 0 7    | 0 3 Mi S to 0 4 Mi N. Clam Beach           | Grade and surface    | 4,000        | 101,000                 |           |          | 105,000                             |
| 1-I            | 4 4    | Cranell UP to Trinidad                     | Grade and surface    | 48,000       | 823,000                 |           |          | 871,000                             |
| 1-J            | 7 2    | McNeill's Ranch to Big Lagoon Crossing     | Grade and surface    | 50,000       | 2,046,000               |           |          | 2,096,000                           |
| 1-J            | 7 2    | Big Lagoon Crossing to Stone Lagoon Summit | Grade and surface    | 55,000       | 1,228,000               |           |          | 1,283,000                           |



# **HUMBOLDT COUNTY**

## **Page 2 of Two Pages**

### **STATE HIGHWAY DEFICIENCY REPORT**

#### **10-Year Period—1946 to 1956**

| Co., Rte., Sec       | Length | Description                                | Type of improvement              | Right of way | Total construction cost |             |          | Total construction and right of way |
|----------------------|--------|--|----------------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                      |        |  |                                  |              | Rural                   | Cities      | Freeways |                                     |
| 1-J,K.....           | 4 3    | Stone Lagoon Summit to Redwood Cr.....     | Grade and surface.....           | \$55,000     | \$1,210,000             | -----       | -----    | \$1,265,000                         |
| 1-K.....             | 2 6    | East Branch Prairie Cr to DN Co Bdry.....  | Grade and surface.....           | 5,000        | 501,000                 | -----       | -----    | 506,000                             |
| 20-A.....            | 6 6    | Proposed new Jct Rt. 1 to Blue Lake.....   | Grade and surface.....           | 82,000       | 1,126,000               | -----       | -----    | 1,208,000                           |
| 20-A.....            | ---    | Powers Cr Br 4-35.....                     | Bridge.....                      | -----        | 11,000                  | -----       | -----    | 11,000                              |
| 20-B.....            | ---    | N. Fork Mad River Br 4-043.....            | Bridge.....                      | -----        | 110,000                 | -----       | -----    | 110,000                             |
| 20-C,D.....          | 6.4    | Horse Mountain to Jct Rt 84.....           | Grade and surface.....           | 12,000       | 845,000                 | -----       | -----    | 857,000                             |
| 20-D.....            | 4.4    | Jct Rt 84 to Hum-Tri Co. Bdry.....         | Grade and surface.....           | 30,000       | 508,000                 | -----       | -----    | 538,000                             |
| Hum,Tri-35-CD,A..... | 15.0   | Bridgeville to Mad River.....              | Grade and surface.....           | 15,000       | 400,000                 | -----       | -----    | 415,000                             |
| 46-D.....            | ---    | Aiken Cr Br 4-59.....                      | Bridge.....                      | -----        | 28,000                  | -----       | -----    | 28,000                              |
| 46-D.....            | ---    | Bluff Cr Br 4-60.....                      | Bridge.....                      | -----        | 55,000                  | -----       | -----    | 55,000                              |
| 46-D.....            | ---    | Slate Cr Br 4-61.....                      | Bridge.....                      | -----        | 31,000                  | -----       | -----    | 31,000                              |
| 46-E.....            | ---    | Camp Cr Br 4-66.....                       | Bridge.....                      | -----        | 46,000                  | -----       | -----    | 46,000                              |
| 46-F.....            | 7.1    | Klamath R Br 4-69 to Hum-Sis Co. Bdry..... | Grade and surface.....           | 5,000        | 500,000                 | -----       | -----    | 505,000                             |
| 56-A.....            | ---    | Salt R (Ballou) Br 4-131.....              | Bridge.....                      | -----        | 110,000                 | -----       | -----    | 110,000                             |
| 56-A, Fer.....       | 5 3    | Ferndale to Fernbridge.....                | Grade, surface, and bridges..... | 15,000       | 275,000                 | 10,000      | -----    | 300,000                             |
| Totals.....          | 139 8  | -----                                      | -----                            | \$1,716,000  | \$23,717,000            | \$1,854,000 | -----    | \$27,287,000                        |

**IMPERIAL COUNTY**

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co., Rte., Sec.                   | Length       | Description                                      | Type of improvement          | Right of way     | Total construction cost |                    |          | Total construction and right of way |
|-----------------------------------|--------------|--|------------------------------|------------------|-------------------------|--------------------|----------|-------------------------------------|
|                                   |              |  |                              |                  | Rural                   | Cities             | Freeways |                                     |
| <b>IMPERIAL</b>                   |              |  |                              |                  |                         |                    |          |                                     |
| 12-A,B,C.....                     | ---          | Bridges.....                                     | Bridges.....                 |                  | \$110,000               |                    |          | \$110,000                           |
| 12-C.....                         | 8.5          | Seeley to El Centro.....                         | 4-lane divided.....          | \$200,000        | 990,000                 |                    |          | 1,190,000                           |
| 26-A,B,C.....                     | ---          | Bridges.....                                     | Bridges.....                 |                  | 110,000                 |                    |          | 110,000                             |
| 28-B,C,A.....                     | 15 0         | Trifolium Canal to 2 Mi. N. of Sandy Bch Rd..... | Grade and surface.....       |                  | 695,000                 |                    |          | 695,000                             |
| 28-J.....                         | 10.0         | Calexico to El Centro.....                       | Grade and surface.....       | 10,000           | 550,000                 |                    |          | 560,000                             |
| 27-ECa.....                       | 1.0          | In El Centro.....                                | 4-lane divided.....          | 150,000          |                         | \$950,000          |          | 1,100,000                           |
| 27-Holt.....                      | 1 0          | Alamo River Bridge.....                          | Bridge.....                  | 85,000           |                         | 270,000            |          | 355,000                             |
| 27-C,D,A,B.....                   | 58.0         | El Centro to State Line.....                     | Grade, surface, bridge.....  | 100,000          | 1,020,000               |                    |          | 1,120,000                           |
| 187-A,Holt-BC,<br>Brw,D,Cip,EFG.. | 74 0         | Rt. 202 to North Co. Bdry.....                   | Grade, surface, bridges..... | 200,000          | 3,135,000               |                    |          | 3,335,000                           |
| 198-A.....                        | 13.0         | W. Co Bdry to Jct. Rt. 26.....                   | Grade, surface, bridges..... |                  | 660,000                 |                    |          | 660,000                             |
| 201-A,B.....                      | 17.5         | State Line to Brawley.....                       | Grade, surface, bridge.....  | 50,000           | 385,000                 |                    |          | 435,000                             |
| 202-A,B,C,D.....                  | 43.6         | Route 12 to Route 27.....                        | Grade, surface, bridges..... | 50,000           | 605,000                 |                    |          | 655,000                             |
| <b>Totals.....</b>                | <b>241.6</b> |  |                              | <b>\$845,000</b> | <b>\$8,260,000</b>      | <b>\$1,220,000</b> |          | <b>\$10,325,000</b>                 |

## INYO COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec.    | Length      | Description                                  | Type of improvement    | Right of way    | Total construction cost |        |          | Total construction and right of way |
|--------------------|-------------|--|------------------------|-----------------|-------------------------|--------|----------|-------------------------------------|
|                    |             |  |                        |                 | Rural                   | Cities | Freeways |                                     |
| <b>INYO</b>        |             |  |                        |                 |                         |        |          |                                     |
| 23-G.....          | 1.7         | Five Mile Canyon.....                        | Grade and surface..... | \$1,000         | \$143,000               | -----  | -----    | \$144,000                           |
| 23-H.....          | 0.4         | Dunsmuir Hill.....                           | Grade and surface..... | -----           | 54,000                  | -----  | -----    | 54,000                              |
| 23-J.....          | -----       | Cottonwood Cr. Br. 48-12.....                | Bridge.....            | -----           | 25,000                  | -----  | -----    | 25,000                              |
| 23-K.....          | 7.4         | Bartlet to Dias Lake.....                    | Grade and surface..... | 1,000           | 400,000                 | -----  | -----    | 401,000                             |
| 23-L,M.....        | 4.3         | Alabama Gates Spillway to Manzanar.....      | Grade and surface..... | 2,000           | 175,000                 | -----  | -----    | 177,000                             |
| 23-A.....          | 9.7         | Independence to Division Creek.....          | Grade and surface..... | -----           | 390,000                 | -----  | -----    | 390,000                             |
| 23-B,C.....        | 10.2        | Division Cr. to 1 1/2 Mi S. of Big Pine..... | Grade and surface..... | 4,000           | 440,000                 | -----  | -----    | 444,000                             |
| 23-F.....          | 3.7         | Pine Cr. Rd. to Iny-Mno Co. Line.....        | Grade and surface..... | -----           | 31,000                  | -----  | -----    | 31,000                              |
| 63-C.....          | 6.5         | Gilbert Summit.....                          | Grade and surface..... | 2,000           | 50,000                  | -----  | -----    | 52,000                              |
| 76-B.....          | 14.6        | Otey's to Camp Sabrina.....                  | Grade and surface..... | -----           | 63,000                  | -----  | -----    | 63,000                              |
| 76-B.....          | -----       | Bridges.....                                 | Bridges.....           | -----           | 41,000                  | -----  | -----    | 41,000                              |
| 127-C,D.....       | 4.6         | Soda Plant to S P R R Xing W. of Keeler..... | Grade and surface..... | 2,000           | 200,000                 | -----  | -----    | 202,000                             |
| 127-D.....         | 8.0         | Soda Plant to 8 Mi S.....                    | Grade and surface..... | 1,000           | 183,000                 | -----  | -----    | 184,000                             |
| 127-E.....         | 0.8         | Darwin Jct. to 1/4 Mi West.....              | Grade and surface..... | 1,000           | 18,000                  | -----  | -----    | 19,000                              |
| 127-N.....         | 1.0         | Shoshone.....                                | Grade and surface..... | 1,000           | 34,000                  | -----  | -----    | 35,000                              |
| <b>Totals.....</b> | <b>72.9</b> | -----  | -----                  | <b>\$15,000</b> | <b>\$2,247,000</b>      | -----  | -----    | <b>\$2,262,000</b>                  |

**KERN COUNTY**  
Page 1 of Two Pages

**STATE HIGHWAY DEFICIENCY REPORT**  
10-Year Period—1946 to 1956

| Co, Rte, Sec.   | Length | Description                                   | Type of improvement             | Right of way | Total construction cost |           |             | Total construction and right of way |
|-----------------|--------|---|---------------------------------|--------------|-------------------------|-----------|-------------|-------------------------------------|
|                 |        |   |                                 |              | Rural                   | Cities    | Freeways    |                                     |
| <b>KERN</b>     |        |   |                                 |              |                         |           |             |                                     |
| 4-A.....        | 4.5    | L A. Co Bdry to Ft. Tejon.....                | 4-lane divided freeway.....     | \$50,000     | -----                   | -----     | \$1,100,000 | \$1,150,000                         |
| 4-A,B,C.....    | ---    | Ft. Tejon to McKittrick Road.....             | Structures (freeway).....       | 100,000      | -----                   | -----     | 1,100,000   | 1,200,000                           |
| 4-C.....        | 9.8    | McKittrick Rd to Brundage Lane.....           | 4-lane freeway.....             | 75,000       | -----                   | -----     | 1,540,000   | 1,615,000                           |
| 4-Bkd.....      | 0.9    | Bakersfield.....                              | 6-lane freeway.....             | -----        | -----                   | -----     | 1,980,000   | 1,980,000                           |
| 4-G.....        | 0.7    | N C L Bakersfield to N end Kern River Br..... | 6-lane freeway.....             | 14,000       | -----                   | -----     | 1,430,000   | 1,444,000                           |
| 4-E,F.....      | 10.5   | N end Famoso U.P. to North Co. Bdry.....      | 4-lane divided.....             | 710,000      | \$1,925,000             | -----     | -----       | 2,635,000                           |
| 4-Dln.....      | 2.2    | In Delano.....                                | 4-lane divided.....             | 100,000      | -----                   | \$747,000 | -----       | 847,000                             |
| 23-B.....       | 4.8    | Mojave C L to 4.8 Mi North.....               | Grade and surface.....          | -----        | 340,000                 | -----     | -----       | 340,000                             |
| 23-C.....       | 5.3    | Sta 80 to Sta 345—Jawbone Canyon.....         | Grade and surface.....          | 5,000        | 255,000                 | -----     | -----       | 260,000                             |
| 23-C.....       | 2.5    | Sta 345 to Sta 472—Red Rock Canyon.....       | Grade and surface.....          | 1,000        | 460,000                 | -----     | -----       | 461,000                             |
| 23-D.....       | 1.6    | Sta 4 to Sta 90—Upper Red Rock Canyon.....    | Grade and surface.....          | 2,000        | 150,000                 | -----     | -----       | 152,000                             |
| 23-D.....       | 14.3   | Ricardo to Freeman Jct.....                   | Grade and surface.....          | -----        | 600,000                 | -----     | -----       | 600,000                             |
| 23-E.....       | 1.1    | Indian Wells Canyon.....                      | Grade and surface.....          | 2,000        | 89,000                  | -----     | -----       | 91,000                              |
| 33-A,B,C,D..... | 58.0   | W Bdry. to Route 4.....                       | Grade, surface, structures..... | 120,000      | 1,265,000               | -----     | -----       | 1,385,000                           |
| 57-B,C.....     | 6.0    | Maricopa to Rt. 4.....                        | Grade and surface.....          | 15,000       | 461,000                 | -----     | -----       | 476,000                             |
| 57-E.....       | 3.5    | Bakersfield C L to Rt 143.....                | 4-lane divided.....             | 200,000      | 347,000                 | -----     | -----       | 547,000                             |
| 57-E.....       | 6.3    | Rt 143 to Cottonwood Cr.....                  | Grade and surface.....          | 3,000        | 385,000                 | -----     | -----       | 388,000                             |
| 57-FGHJKL.....  | 77.6   | Cottonwood Cr to Rt 23.....                   | Grade, surface, structures..... | 400,000      | 5,533,000               | -----     | -----       | 5,933,000                           |
| 58-HIJKL.....   | 54.0   | W Bdry to Bakersfield.....                    | Grade, surface, bridges.....    | 400,000      | 2,860,000               | -----     | -----       | 3,260,000                           |
| 58-Bkd.....     | 5.7    | Bakersfield.....                              | 4-lane divided.....             | 200,000      | -----                   | 660,000   | -----       | 860,000                             |
| 58-C.....       | 7.0    | Bakersfield to Edison.....                    | 4-lane divided.....             | 574,000      | 1,100,000               | -----     | -----       | 1,674,000                           |
| 58-D.....       | ---    | Walker Basin Cr Br. 50-38.....                | Bridge.....                     | -----        | 20,000                  | -----     | -----       | 20,000                              |
| 58-D.....       | ---    | Walker Basin Cr Br. 50-39.....                | Bridge.....                     | -----        | 61,000                  | -----     | -----       | 61,000                              |
| 58-D.....       | ---    | Caliente Cr. Br. 50-40.....                   | Bridge.....                     | -----        | 53,000                  | -----     | -----       | 53,000                              |
| 58-F,G.....     | 5.5    | Tehachapi to 1½ Mi. E of Monolith.....        | Grade and surface.....          | 150,000      | 447,000                 | -----     | -----       | 597,000                             |
| 58-G.....       | 2.5    | 1½ Mi. E Monolith to Cache Creek.....         | Grade and surface.....          | 8,000        | 168,600                 | -----     | -----       | 176,600                             |
| 58-A.....       | 12.5   | 4.3 Mi E Mojave to Muroc.....                 | Grade and surface.....          | -----        | 272,000                 | -----     | -----       | 272,000                             |
| 58-B.....       | 14.2   | Muroc Jet to SBD Co Bdry.....                 | Grade and surface.....          | -----        | 578,000                 | -----     | -----       | 578,000                             |
| 138-ABCDE.....  | 62.0   | Maricopa to N. Co. Bdry.....                  | Grade, surface, bridges.....    | 200,000      | 1,100,000               | -----     | -----       | 1,300,000                           |

# **KERN COUNTY** **Page 2 of Two Pages**

## **STATE HIGHWAY DEFICIENCY REPORT** **10-Year Period—1946 to 1956**

| Co., Rte., Sec. | Length | Description                      | Type of improvement    | Right of way | Total construction cost |             |             | Total construction and right of way |
|-----------------|--------|----------------------------------|------------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|                 |        |                                  |                        |              | Rural                   | Cities      | Freeways    |                                     |
| 139-A-----      | ---    | Kern River Br 50-74-----         | Bridge-----            | -----        | \$58,000                | -----       | -----       | \$58,000                            |
| 139-A-----      | ---    | Goose Lake Slough Br. 50-77----- | Bridge-----            | -----        | 33,000                  | -----       | -----       | 33,000                              |
| 140-A-----      | 3.7    | Taft to 3 7 Mi N E-----          | Grade and surface----- | \$4,000      | 326,000                 | -----       | -----       | 330,000                             |
| 140-A-----      | ---    | Buena Vista Cr Br. 50-82-----    | Bridge-----            | -----        | 11,000                  | -----       | -----       | 11,000                              |
| 140-C,D-----    | 23 7   | Rt 4 to Rt 58-----               | Grade and surface----- | 250,000      | 550,000                 | -----       | -----       | 800,000                             |
| 141-A-----      | 5 0    | Jct Rt 4 S to Jct Rt. 4 N-----   | Grade and surface----- | 50,000       | 550,000                 | -----       | -----       | 600,000                             |
| 142-ABCDEF----- | 70 0   | Bakersfield to Rt 57-----        | Grade and surface----- | 100,000      | 1,240,000               | -----       | -----       | 1,340,000                           |
| 143-A-----      | 4 0    | Rt 140 to 4 Mi N-----            | Grade and surface----- | 4,000        | 264,000                 | -----       | -----       | 268,000                             |
| Totals-----     | 473.7  | -----                            | -----                  | \$3,737,000  | \$21,501,000            | \$1,407,000 | \$7,150,000 | \$33,795,000                        |

## **KINGS COUNTY**

|                              |      |                                |                        |           |             |           |       |             |
|------------------------------|------|--------------------------------|------------------------|-----------|-------------|-----------|-------|-------------|
| <b>Kings</b>                 |      |                                |                        |           |             |           |       |             |
| 10-C-----                    | 0 2  | Hanford at W C L-----          | Grade and surface----- | -----     | \$20,000    | -----     | ----- | \$20,000    |
| 10-Han-----                  | 1.0  | Through Hanford-----           | 4-lanes-----           | -----     | -----       | \$139,000 | ----- | 139,000     |
| 10-A-----                    | 3 0  | Hanford to 3 Mi E-----         | 4-lane divided-----    | \$100,000 | 850,000     | -----     | ----- | 950,000     |
| Kin-Ker-125-<br>ABCDE,A----- | 57.0 | S. Co Bdry. to N. Co Bdry----- | Grade and surface----- | 100,000   | 2,640,000   | -----     | ----- | 2,740,000   |
| 135-A-----                   | 9.8  | Guernsey to Corcoran-----      | Grade and surface----- | 28,000    | 567,000     | -----     | ----- | 595,000     |
| 138-A,B-----                 | 20.0 | S Co Bdry. to N. Co. Bdry----- | Grade and surface----- | 100,000   | 550,000     | -----     | ----- | 650,000     |
| Totals-----                  | 91.0 | -----                          | -----                  | \$328,000 | \$4,627,000 | \$139,000 | ----- | \$5,094,000 |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**LAKE COUNTY**

402

| Co., Rte., Sec. | Length | Description  | Type of improvement         | Right of way | Total construction cost |        |          | Total construction and right of way |
|-----------------|--------|--|-----------------------------|--------------|-------------------------|--------|----------|-------------------------------------|
|                 |        |  |                             |              | Rural                   | Cities | Freeways |                                     |
| LAKE            |        |  |                             |              |                         |        |          |                                     |
| 15-A-----       | 1.1    | Men-Lak. Co. Bdry. to Le Trianon-----                | Grade and surface-----      | \$3,000      | \$151,000               | -----  | -----    | \$154,000                           |
| 15-A-----       | 5.7    | Laurel Dell Lake to Upper Lake-----                  | Grade, surface, bridge----- | 50,000       | 825,000                 | -----  | -----    | 875,000                             |
| 15-B-----       | 0.7    | N. Lucerne to Lucerne-----                           | Grade and surface-----      | 10,000       | 105,000                 | -----  | -----    | 115,000                             |
| 49-A,B-----     | 4.3    | ¼ Mi. S. of Putah Cr. to ¼ Mi S. of Harris Cr-----   | Grade and surface-----      | 26,000       | 780,000                 | -----  | -----    | 806,000                             |
| 49-B-----       | 4.2    | ¼ Mi. S of Harris Cr. to Lower Lake-----             | Grade and surface-----      | 65,000       | 667,000                 | -----  | -----    | 732,000                             |
| 49-C-----       | 1.6    | Lower Lake to ¼ Mi N. of Cache Cr-----               | Grade and surface-----      | 18,000       | 341,000                 | -----  | -----    | 359,000                             |
| 49-C-----       | 1.7    | ¼ Mi N. of Cache Cr. to Clear Lake Highlands Rd----- | Grade and surface-----      | 21,000       | 221,000                 | -----  | -----    | 242,000                             |
| 49-C-----       | 4.7    | Clear Lake Highlands Rd. to Jct Rt. 15-----          | Grade and surface-----      | 29,000       | 694,000                 | -----  | -----    | 723,000                             |
| 89-B,C,D-----   | 30.6   | Middletown to Lakeport-----                          | Grade and surface-----      | -----        | 1,210,000               | -----  | -----    | 1,210,000                           |
| 89-E-----       | 5.2    | Lakeport to 1 2 Mi. N. of Rodman Narrows-----        | Grade and surface-----      | 120,000      | 736,000                 | -----  | -----    | 856,000                             |
| Totals-----     | 59.8   | -----  | -----                       | \$342,000    | \$5,730,000             | -----  | -----    | \$6,072,000                         |

**LASSEN COUNTY**

|                |       |   |                            |           |             |           |       |             |
|----------------|-------|---|----------------------------|-----------|-------------|-----------|-------|-------------|
| <b>LASSEN</b>  |       |   |                            |           |             |           |       |             |
| 21-A-----      | 4.2   | W. Co. Bdry. to Rt. 29.....   | Grade and surface.....     | -----     | \$350,500   | -----     | ----- | \$350,500   |
| 28-B-----      | 2.8   | 8 5 Mi. E. of Bieber to Modoc Co. Bdry.....   | Grade and surface.....     | -----     | 132,000     | -----     | ----- | 132,000     |
| 29-A-----      | 3.8   | Plumas Co. Line to Westwood.....  | Grade and surface.....     | \$10,000  | 275,000     | -----     | ----- | 285,000     |
| 29-C-----      | 1.1   | Baxter Cr. Line Change.....   | Grade and surface.....     | 3,000     | 93,500      | -----     | ----- | 96,500      |
| 29-E-----      | 0.08  | Bridge.....   | Reconstruct bridge.....    | -----     | 33,000      | -----     | ----- | 33,000      |
| 29-B,Susv----- | 5.0   | 1 Mi. W. of Susan R. to ECL Susanville.....   | Grade and surface.....     | 80,000    | 523,000     | \$110,000 | ----- | 713,000     |
| 29-E-----      | ---   | Long Valley & branches of Long Valley Cr. Bridges 7-16, 7-17, 7-18, 7-19, 7-20..... | Widen and reconstruct..... | -----     | 35,000      | -----     | ----- | 35,000      |
| 29-C,D-----    | 42.0  | Johnstonville to Doyle.....   | Grade and surface.....     | 50,000    | 825,000     | -----     | ----- | 875,000     |
| 73-D-----      | 16.7  | Secret Valley to Ravendale.....   | Grade and surface.....     | 16,000    | 1,045,000   | -----     | ----- | 1,061,000   |
| 73-G-----      | 3.7   | Madeline to N. Bdry.....  | Grade and surface.....     | -----     | 187,000     | -----     | ----- | 187,000     |
| Totals-----    | 79.38 | -----   | -----                      | \$159,000 | \$3,499,000 | \$110,000 | ----- | \$3,768,000 |

SENATE JOURNAL

[June 19, 1947]

**LOS ANGELES COUNTY**  
**Page 1 of Four Pages**

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

June 19, 1947]

SENATE JOURNAL

403

| Co., Rte., Sec. | Length | Description  | Type of improvement    | Right of way | Total construction cost |           |             | Total construction and right of way |
|-----------------|--------|--|------------------------|--------------|-------------------------|-----------|-------------|-------------------------------------|
|                 |        |  |                        |              | Rural                   | Cities    | Freeways    |                                     |
| LOS ANGELES     |        |  |                        |              |                         |           |             |                                     |
| 2,166-D,A       | 8.8    | Santa Ana Parkway-Eastman Ave. to Rosecrans Ave. and Route 174     | Freeway                | \$800,000    |                         |           | \$5,775,000 | \$6,575,000                         |
| 2-LA,D          | 4 0    | Santa Ana Parkway Also St Br to Eastman Avenue                     | Freeway                | 200,000      |                         |           | 1,003,000   | 1,203,000                           |
| 2-LA            | 2+     | Ventura Parkway Sepulveda Parkway to Rt. 2                         | Freeway                | 1,000,000    |                         |           | 1,540,000   | 2,540,000                           |
| 2-LA            | 5.0    | Ventura Parkway Hollywood Parkway at Vineland to Sepulveda Parkway | Freeway                | 4,100,000    |                         |           | 7,623,000   | 11,723,000                          |
| 2-LA            | 1 6    | Hollywood Parkway Barham to Vineland                               | Freeway                | 350,000      |                         |           | 503,000     | 853,000                             |
| 2-LA            | 4 1    | Hollywood Parkway. Also to Vermont                                 | Freeway                |              |                         |           | 11,858,000  | 11,858,000                          |
| 2-LA            | 3.5    | Hollywood Parkway Vermont to Highland                              | Freeway                | 8,000,000    |                         |           | 7,365,000   | 15,365,000                          |
| 2-D             | 3.6    | Mile 0 00 to Mile 3 64   | 4-lane divided freeway | 60,000       |                         |           | 259,000     | 319,000                             |
| 2-C             | 10 8   | Mile 0 00 to Mile 10 86  | 4-lane divided freeway | 110,000      |                         |           | 1,980,000   | 2,090,000                           |
| LA,Ven-2-C,A    | 4.7    | Calabasas to Newbury Park (por)                                    | Freeway                |              |                         |           | 605,000     | 605,000                             |
| 4-LA            | 19.0   | Through Los Angeles  | 4-lane divided freeway |              |                         |           | 9,103,000   | 9,103,000                           |
| 4-Brb           | 2.5    | San Fernando Parkway, Riverside Parkway to Turkey Crossing         | Freeway                | 300,000      |                         |           | 2,200,000   | 2,500,000                           |
| 4-Brb           | 2 0    | Through Burbank  | 6-lane divided freeway |              |                         |           | 821,000     | 821,000                             |
| 4-F             | 8 4    | Mile 0 00 to Mile 8 39   | 4-lane divided freeway | 34,000       |                         |           | 1,374,000   | 1,408,000                           |
| 4-A             | 5 2    | Mile 0 00 to Mile 5 20   | 4-lane divided freeway | 55,000       |                         |           | 722,000     | 777,000                             |
| 4-G             | 7.1    | Mile 0 00 to Mile 7 05   | 4-lane divided freeway | 22,000       |                         |           | 2,436,000   | 2,458,000                           |
| 4-H             | 5.2    | Mile 0 00 to Mile 5 16   | 4-lane divided freeway | 14,000       |                         |           | 1,588,000   | 1,602,000                           |
| 4-I             | 3.8    | Mile 0 00 to Mile 3 77   | 4-lane divided freeway | 14,000       |                         |           | 1,607,000   | 1,621,000                           |
| 4-J             | 10.8   | Mile 0 00 to Mile 10 81  | 4-lane divided freeway | 27,000       |                         |           | 2,641,000   | 2,668,000                           |
| 4-D             | 3.8    | Mile 0 00 to Mile 3 84   | 4-lane divided freeway | 34,000       |                         |           | 650,000     | 684,000                             |
| 9-N             | 2.3    | Mile 0 00 to 2 25  | Grade and surface      |              | \$55,000                |           |             | 55,000                              |
| 9-LA            | 10 3   | At N.C.L. and at Zelzah  | Grade and surface      |              |                         | \$131,000 |             | 131,000                             |
| 9-LA            | 10.6   | N C J. San Fernando to Sec. A                                      | 4 lanes                |              |                         | 274,000   |             | 274,000                             |
| 9-A             | 4 3    | Mile 0 00 to Mile 4 30   | 4-lane divided         | 35,000       | 299,200                 |           |             | 334,200                             |
| 9-B             | 2.1    | Mile 0 00 to Mile 2 07   | 4-lane divided         | 40,000       | 181,000                 |           |             | 221,000                             |
| 9-B,Pas         | 1.5    | La Canada Pkwy. Commonwealth to Atlanta St.                        | Freeway                | 100,000      |                         |           | 1,210,000   | 1,310,000                           |
| 9-Pas           | 5.9    | Cutoff from Montana St , to Lincoln Ave.                           | 64' pavement           |              |                         | 76,600    |             | 76,600                              |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co , Rte., Sec.          | Length | Description   | Type of improvement | Right of way | Total construction cost |           |             | Total construction and right of way |
|--------------------------|--------|---|---------------------|--------------|-------------------------|-----------|-------------|-------------------------------------|
|                          |        |   |                     |              | Rural                   | Cities    | Freeways    |                                     |
| LOS ANGELES<br>Continued |        |   |                     |              |                         |           |             |                                     |
| 9-E                      | 0.8    | Mile 0 00 to Mile 0 84  | 4-lane divided      | \$7,000      | \$72,000                |           |             | \$79,000                            |
| 9-Mro                    | 3 1    | Shamrock & Foothill Blvd to Huntington Dr.                                | 4 lanes             |              |                         | \$175,600 |             | 175,600                             |
| 19-B                     | 9 4    | Mile 0 00 to Mile 9 39  | 4-lane divided      | 60,000       | 1,023,000               |           |             | 1,083,000                           |
| 19-Pom                   | 1 3    | W C L. to Rt 77   | 4 lanes             |              |                         | 66,500    |             | 66,500                              |
| 19-Pom                   | 2.5    | Willow St. to N C L.  | 4 lanes             |              |                         | 282,000   |             | 282,000                             |
| 19-A                     | 0 6    | Mile 0 00 to Mile 0 60  | 4-lane divided      | 7,000        | 75,000                  |           |             | 82,000                              |
| 23-LA                    |        | Tunnel Station  | Traffic interchange |              | 374,000                 |           |             | 374,000                             |
| 23-C,D,E                 | 30 6   | Mile 0 00 to Mile 30 59   | Grade and surface   | 5,000        | 174,000                 |           |             | 179,000                             |
| 23-E,F                   | 0 3    | Mi 11 7 "E" to 0 2 "F". Palmdale R R Xing                                 | Grade and surface   |              | 89,000                  |           |             | 89,000                              |
| 23-G                     | 2.0    | Mile 4 0 to Mile 6 0  | Grade and surface   |              | 88,000                  |           |             | 88,000                              |
| 26-LA,D,Alh,AE           | 7 4    | Ramona Parkway. Indiana St. to Rosemead Blvd.                             | Freeway             | 310,000      |                         |           | \$4,290,000 | 4,600,000                           |
| 26-A,EMte,B              | 4 0    | Ramona Parkway. Rosemead Blvd. to San Gabriel River Bridge                | Freeway             | 1,000,000    |                         |           | 3,300,000   | 4,300,000                           |
| 26-EMte                  | 0.4    | Through El Monte  | 4 lanes             |              |                         | 35,000    |             | 35,000                              |
| 26-B                     |        | At Mile 3 60  | 4 lanes             |              | 165,000                 |           |             | 165,000                             |
| 26-C,Pom                 | 4 5    | Ramona Parkway. ½ Mi. W. Rt. 77 to San Bernardino Co. Bdry.               | Freeway             | 1,750,000    |                         |           | 2,750,000   | 4,500,000                           |
| 26-C                     | 1.3    | Mile 2 10 to Mile 3 4   | 4-lane divided      | 20,000       | 275,000                 |           |             | 295,000                             |
| 59-K,A,B,C,D             |        | Local relocation  | Grade and surface   | 20,000       | 110,000                 |           |             | 130,000                             |
| 59-J                     |        | Little Rock Creek Br. 53-303  | Bridge              |              | 55,000                  |           |             | 55,000                              |
| 59-J,I,H                 | 25.9   | Entire sections   | Grade and surface   | 180,000      | 880,000                 |           |             | 1,060,000                           |
| 59-H                     |        | Big Rock Wash Br. 53-313, Big Rock Wash Br. 53-314, Stony Wash Br. 53-441 | 3 bridges           |              | 64,000                  |           |             | 64,000                              |
| 60-ESeg                  | 2 0    | Through El Segundo  | 6 lanes             |              |                         | 186,000   |             | 186,000                             |
| 60-SMca                  | 3.5    | Through Santa Monica  | 4 lanes             |              |                         | 418,000   |             | 418,000                             |
| 60-A                     | 5.8    | Mi. 0 00 to Mi 2 44; Mi. 14 63 to Mi. 17.20; Mi. 17.98 to Mi. 18 79       | 4-lane divided      | 100,000      | 1,450,000               |           |             | 1,550,000                           |
| 61-E                     | 1.3    | Mi. 0 00 to Mi. 1 28  | 4-lane divided      | 68,000       | 187,000                 |           |             | 255,000                             |
| 61-Pas                   | 1 5    | Through Pasadena  | Grade and surface   |              |                         | 41,500    |             | 41,500                              |
| 61-A                     | 12.6   | Mi. 0.00 to Mi. 12 57   | Grade and surface   |              | 275,000                 |           |             | 275,000                             |



STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co, Rte, Sec                            | Length | Description  | Type of improvement    | Right of way | Total construction cost |           |              | Total construction and right of way |
|---|--------|--|------------------------|--------------|-------------------------|-----------|--------------|-------------------------------------|
|   |        |  |                        |              | Rural                   | Cities    | Freeways     |                                     |
| Los Angeles<br>—Continued               |        |  |                        |              |                         |           |              |                                     |
| 61-C,D                                  | 10 0   | Extend to Big Pine   | Grade and surface      |              | \$1,650,000             |           |              | \$1,650,000                         |
| 62-C                                    |        | San Jose Cr Br 53-716  | Bridge                 |              | 17,000                  |           |              | 17,000                              |
| 62-Azu                                  | 2 2    | Through Azusa  | 4 lanes                |              |                         | \$33,500  |              | 33,500                              |
| 62-A                                    | 11 2   | Mile 0 00 to Mile 11 17  | Grade and surface      |              | 83,000                  |           |              | 83,000                              |
| 62-B                                    | 5 0    | Extend Recreation Road   | Grade, surface, bridge |              | 3,300,000               |           |              | 3,300,000                           |
| 62-B                                    |        | W. Fork San Gabriel R. Br. 53-342; N. Fork San Gabriel R. Br. 53-343 | 2 Bridges              |              | 55,000                  |           |              | 55,000                              |
| 77-B                                    | 1.2    | South of Pomona  | 2 and 4 lanes          | \$50,000     | 187,000                 |           |              | 237,000                             |
| 77-Pom                                  | 1.6    | 1 6 Mi to connect 77-B & 77-B  | 2 and 4 lanes          |              |                         | 239,000   |              | 239,000                             |
| 77-A                                    | 0 8    | 0 31 Mi to 0 77 Mi & 1 70 Mi to 1 83 Mi                              | 4 lanes                | 30,000       |                         | 200,000   |              | 230,000                             |
| 157-LA                                  |        | At Tunnel Station  | Grade and surface      |              |                         | 220,000   |              | 220,000                             |
| 158-LA,A,CIG,<br>B,Ing,Tor,Gar,<br>LBch | 38 0   | Sepulveda Parkway. Orange Co Bdry. to Rt. 2                          | Freeway                | 8,570,000    |                         |           | \$35,530,000 | 44,100,000                          |
| 159-LA                                  | 4 5    | Rt 9 to Rt. 4  | 4-lane divided         |              |                         | 237,000   |              | 237,000                             |
| 161-LA                                  | 8 6    | Townsend Ave to Eagle Rock Blvd. and W. of Rt. 4                     | 6 and 4 lanes          |              |                         | 539,000   |              | 539,000                             |
| 161-Brb                                 | 2.0    | Through Burbank  | 6-lane divided         |              |                         | 820,500   |              | 820,500                             |
| 161-Pas                                 | 5.5    | Arroyo Seco to W C L   | 4 & 6 lane divided     |              |                         | 4,340,000 |              | 4,340,000                           |
| 161-Ada                                 | 2.1    | Thorough Arcadia   | Grade and surface      |              |                         | 253,160   |              | 253,160                             |
| 162-LA,BvHs,SMca                        | 11.0   | Santa Monica Parkway   | Freeway                | 12,630,000   |                         |           | 12,870,000   | 25,500,000                          |
| 162-BvHs                                |        | In Beverley Hills  | Storm Drain            |              |                         | 198,000   |              | 198,000                             |
| 162-LA                                  |        | At San Fernando Road   | Grade separation       |              |                         | 550,000   |              | 550,000                             |
| 164-Tor                                 | 4 8    | Through Torrance   | 4 lanes                |              |                         | 546,400   |              | 546,400                             |
| 164-RdoB                                | 0 6    | Through Redondo Beach  | 4 lanes                |              |                         | 31,500    |              | 31,500                              |
| 164-A                                   | 1 5    | Mile 12.95 to Mile 14 45   | 4-lane divided         | 45,000       | 286,000                 |           |              | 331,000                             |
| 164-Ing                                 | 0 2    | Hillcrest to Spruce  | 6 lanes                |              |                         | 8,600     |              | 8,600                               |
| 165-LA                                  | 0 8    | Rt. 161 south for ¾ Mi   | 4 lanes                |              |                         | 164,000   |              | 164,000                             |
| 165-LA                                  | 1 2    | Harbor Parkway Adobe to Fifth St                                     | Freeway                | 3,000,000    |                         |           | 3,935,000    | 6,935,000                           |
| 165-LA                                  | 17 8   | Harbor Parkway. Fifth St to San Pedro                                | Freeway                | 16,000,000   |                         |           | 22,184,000   | 38,184,000                          |
| 166-A                                   | 3 1    | Mi 0 00 to Mi 1 10, Mi. 2 34 to Mi. 4 37                             | 4 lanes                | 75,000       | 550,000                 |           |              | 625,000                             |
| 167-Lyn                                 | 1 3    | Through Lynwood  | 6 lanes                |              |                         | 121,200   |              | 121,200                             |
| 167-SGt                                 | 1 6    | Through South Gate   | 6 lanes                |              |                         | 140,000   |              | 140,000                             |
| 167-Bell                                | 0 7    | Through Bell   | 6 lanes                |              |                         | 74,600    |              | 74,600                              |

**LOS ANGELES COUNTY**  
**Page 4 of Four Pages**

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co, Rte., Sec.            | Length | Description  | Type of improvement | Right of way | Total construction cost |              |               | Total construction and right of way |
|---------------------------|--------|--|---------------------|--------------|-------------------------|--------------|---------------|-------------------------------------|
|                           |        |  |                     |              | Rural                   | Cities       | Freeways      |                                     |
| LOS ANGELES<br>—Continued |        |  |                     |              |                         |              |               |                                     |
| 167-MonP                  | 1.7    | Brooklyn Ave. to Garvey Ave                          | Grade and surface   |              |                         | \$453,000    |               | \$453,000                           |
| 168-LBch                  | 1.4    | Through Long Beach                                   | 6-lane divided      |              |                         | 146,200      |               | 146,200                             |
| 168-B                     | 7.6    | Mile 0 69 to Mile 8 27                               | 4-lane divided      |              |                         |              |               | 1,179,000                           |
| 168-C                     | 3.7    | Mi 0 00 to Mi 2 74, Mi 5 08 to Mi 6 05               | 4-lane divided      | \$200,000    | \$979,000               | 484,000      |               | 609,000                             |
| 170-A                     | 11.9   | Mile 1 10 to Mile 13 03                              | 4-lane divided      | 210,000      | 1,001,000               |              |               | 1,211,000                           |
| 170-Wit                   |        | South of Route 2                                     | 4 lanes             |              |                         | 46,000       |               | 46,000                              |
| 170-B                     | 8.4    | Route 2 to Valley Blvd. (Por)                        | Grade and surface   | 50,000       | 330,000                 |              |               | 380,000                             |
| 172-Mtbl                  | 1.3    | Through Montebello                                   | 4-lane divided      |              |                         | 128,000      |               | 128,000                             |
| 172-MonP                  | 2.1    | Through Monterey Park                                | 4-lane divided      |              |                         | 227,000      |               | 227,000                             |
| 173-SMca                  | 2.3    | Olympic Blvd. Bundy Dr. to Lincoln Blvd.             | 4 & 6 lane divided  |              |                         | 990,000      |               | 990,000                             |
| 173-LA                    | 3.6    | Olympic Parkway. Harbor Parkway to Santa Ana Parkway | Freeway             | 7,800,000    |                         |              | \$10,934,000  | 18,734,000                          |
| 174-SGt                   | 3.9    | Through South Gate                                   | Widen to 74'        |              |                         | 317,000      |               | 317,000                             |
| 174-SGt                   | 0.6    | Approaches to Los Angeles R. Br.                     | Grade and surface   |              |                         | 175,000      |               | 175,000                             |
| 174-B                     | 3.5    | Santa Ana Parkway                                    | Freeway             | 140,000      |                         |              | 1,958,000     | 2,098,000                           |
| 174-B                     | 3.3    | Mile 8 03 to Mile 11 31                              | 4-lane divided      | 130,000      | 550,000                 |              |               | 680,000                             |
| 175-RdoB                  | 2.2    | Through Redondo Beach                                | 4 lanes             |              |                         | 173,000      |               | 173,000                             |
| 175-Tor                   | 2.2    | Through Torrance                                     | 4 lanes             |              |                         | 248,000      |               | 248,000                             |
| 175-Gar                   | 0.4    | Through Gardena                                      | 4 lanes             |              |                         | 56,250       |               | 56,250                              |
| 175-LA                    | 0.5    | Through Los Angeles                                  | 4-lane divided      |              |                         | 120,500      |               | 120,500                             |
| 175-A                     | 4.5    | Normandy & Main Sts; Central Ave. & Alameda St.      | 4 lanes             | 400,000      | 875,000                 |              |               | 1,275,000                           |
| 175-LBch                  | 3.1    | Through Long Beach                                   | 4 lanes and bridge  |              |                         | 1,129,800    |               | 1,129,800                           |
| 175-B                     | 7.5    | Mile 2 95 to 10 40                                   | 4-lane divided      | 230,000      | 1,013,000               |              |               | 1,243,000                           |
| 175-C                     | 1.1    | Mile 0 00 to 1 13                                    | 4-lane divided      | 55,000       | 204,000                 |              |               | 259,000                             |
| 178-A                     | 4.6    | Mile 0 00 to Mile 4 58                               | 4-lane divided      | 100,000      | 627,000                 |              |               | 727,000                             |
| 179-LBch                  | 0.2    | Through Long Beach                                   | 4-lane divided      |              |                         | 22,300       |               | 22,300                              |
| Totals                    | 492.6  |  |                     | \$68,662,000 | \$18,282,200            | \$14,434,710 | \$160,614,000 | \$261,992,910                       |

## MADERA COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co., Rte., Sec.    | Length       | Description                             | Type of improvement         | Right of way     | Total construction cost |                  |          | Total construction and right of way |
|--------------------|--------------|---|-----------------------------|------------------|-------------------------|------------------|----------|-------------------------------------|
|                    |              |   |                             |                  | Rural                   | Cities           | Freeways |                                     |
| <b>MADERA</b>      |              |   |                             |                  |                         |                  |          |                                     |
| 4-A.....           | 7.0          | San Joaquin River to Arcola School..... | 4-lane divided.....         | \$140,000        | \$1,370,000             |                  |          | \$1,510,000                         |
| 4-A.....           | 0.3          | ½ Mi. S. of Madera to Madera.....       | 4-lane divided.....         | 11,000           | 58,000                  |                  |          | 69,000                              |
| 4-Mad.....         | 1.5          | Through Madera.....                     | 4-lane divided.....         | 392,000          |                         | \$289,000        |          | 681,000                             |
| 4-B.....           | 1.8          | Madera to 1.5 Mi. N.....                | 4-lane divided.....         | 17,000           | 520,000                 |                  |          | 537,000                             |
| 4-B.....           | 10.0         | 1.5 Mi. N. of Madera to Califa.....     | 4-lane divided.....         | 126,000          | 986,000                 |                  |          | 1,112,000                           |
| 4-C.....           | 4.7          | Califa to 0.5 Mi. N. of Ash Slough..... | 4-lane divided.....         | 18,000           | 1,307,000               |                  |          | 1,325,000                           |
| 4-Chw.....         |              | Ash Slough Br. 41-02.....               | Bridge.....                 |                  |                         | 165,000          |          | 165,000                             |
| 32-A.....          | 15.7         | W Co. Bdwy. to Rt. 4.....               | Grade, surface, bridge..... |                  | 2,200,000               |                  |          | 2,200,000                           |
| 125-A.....         | 7.8          | 1.5 Mi. N. Lanes Br. to Rt. 126.....    | Grade and surface.....      | 9,000            | 655,000                 |                  |          | 664,000                             |
| 126-A.....         | 6.6          | San Joaquin River to Madera.....        | Grade, surface, bridge..... | 77,000           | 510,000                 |                  |          | 587,000                             |
| 126-B.....         | 2.5          | Madera to 3 Mi. E.....                  | Grade and surface.....      | 30,000           | 265,000                 |                  |          | 295,000                             |
| <b>Totals.....</b> | <b>67.90</b> |   |                             | <b>\$820,000</b> | <b>\$7,874,000</b>      | <b>\$454,000</b> |          | <b>\$9,148,000</b>                  |

**MARIN COUNTY****STATE HIGHWAY DEFICIENCY REPORT****10-Year Period—1946 to 1956**

| Co., Rte., Sec. | Length | Description                    | Type of improvement    | Right of way | Total construction cost |        |              | Total construction and right of way |
|-----------------|--------|--------------------------------|------------------------|--------------|-------------------------|--------|--------------|-------------------------------------|
|                 |        |                                |                        |              | Rural                   | Cities | Freeways     |                                     |
| MARIN           |        |                                |                        |              |                         |        |              |                                     |
| 1-D             | 2.0    | Waldo to G G Bridge            | 6-lane divided freeway | \$300,000    |                         |        | \$3,410,000  | \$3,710,000                         |
| 1-C             | 7.0    | San Rafael to Waldo            | 6-lane divided freeway | 400,000      |                         |        | 7,040,000    | 7,440,000                           |
| 1-A             | 6.3    | Ignacio to San Rafael          | 4-lane divided freeway | 180,000      |                         |        | 1,542,000    | 1,722,000                           |
| 1-A             |        | Forbes Sta Overhead, Br. 27-02 | Bridge                 |              | \$55,000                |        |              | 55,000                              |
| 8-A             | 3.6    | Ignacio to Sonoma Co. Line     | 4-lane divided         | 50,000       | 2,340,000               |        |              | 2,390,000                           |
| 52-A            |        | Alto Overhead, Br. 27-14       | Bridge                 |              | 204,000                 |        |              | 204,000                             |
| 56-A,B,C,D      | 50.0   | Manzanita to Sonoma Co. Line   | Grade and surface      |              | 910,000                 |        |              | 910,000                             |
| Totals          | 68.9   |                                |                        | \$930,000    | \$3,509,000             |        | \$11,992,000 | \$16,431,000                        |

**MARIPOSA COUNTY**

|                 |      |                              |                             |           |             |       |       |             |
|-----------------|------|------------------------------|-----------------------------|-----------|-------------|-------|-------|-------------|
| <b>MARIPOSA</b> |      |                              |                             |           |             |       |       |             |
| 18-A to I.....  | 52.0 | W. Co Bdry. to Yosemite..... | Grade, surface, bridge..... | \$500,000 | \$5,730,000 | ----- | ----- | \$6,230,000 |
| 40-A.....       | 2.2  | At Bucks Meadows.....        | Grade and surface.....      | 2,500     | 66,000      | ----- | ----- | 68,500      |
| 65-A,B,C.....   | 33.1 | Mariposa to N Co. Bdry.....  | Grade and surface.....      | 100,000   | 2,024,000   | ----- | ----- | 2,124,000   |
| Totals.....     | 87.3 | -----                        | -----                       | \$602,500 | \$7,810,000 | ----- | ----- | \$8,412,500 |

# MENDOCINO COUNTY

Page 1 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec. | Length | Description   | Type of improvement               | Right of way | Total construction cost |           |          | Total construction and right of way |
|-----------------|--------|---|-----------------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                 |        |   |                                   |              | Rural                   | Cities    | Freeways |                                     |
| MENDOCINO       |        |   |                                   |              |                         |           |          |                                     |
| 1-B.....        | 0.7    | At Burke Hill, Sta. 420-457.....  | 4 lanes.....                      | \$1,000      | \$117,000               |           |          | \$118,000                           |
| 1-B.....        | 1.2    | Dutton's Ranch to SCL Ukiah, Sta. 630-694.....                          | 4 lanes.....                      |              | 160,000                 |           |          | 160,000                             |
| 1-Uk.....       | 1.5    | Through Ukiah.....  | 4 lanes and city street.....      | 160,000      |                         | \$363,000 |          | 523,000                             |
| 1-C.....        | 5.7    | Ukiah to 1½ Mi S of Forsythe Cr.....                                    | Grade and surface.....            | 130,000      |                         | 964,000   |          | 1,094,000                           |
| 1-C,D,E.....    | 9.8    | 1.5 Mi S Forsythe Cr. Br. to Ridgewood Sum.....                         | Grade and surface.....            |              | 2,619,000               |           |          | 2,619,000                           |
| 1-E.....        | 1.3    | Drinking Ftn. to NWPRR & OH at NWPRR.....                               | Grade and surface.....            | 5,000        | 292,000                 |           |          | 297,000                             |
| 1-E.....        | 2.8    | NWP Underpass to 0.5 Mi S. Willits.....                                 | Grade and surface.....            | 12,000       | 297,000                 |           |          | 309,000                             |
| 1-E.....        | 0.5    | 0.5 Mi S of Willits to Willits.....                                     | 4 lanes.....                      | 15,000       | 105,000                 |           |          | 120,000                             |
| 1-Willts.....   | 1.6    | Willits, Sta. 798 to 880.....   | 64' street.....                   | 125,000      |                         | 405,000   |          | 530,000                             |
| 1-F.....        | 4.0    | Willits to Outlet Cr., O-188.....                                       | Grade and surface.....            | 20,000       | 823,000                 |           |          | 843,000                             |
| 1-F,G.....      | 4.7    | Reeves Cr to 0.5 Mi. N Longvale Cr Br 10-19.....                        | Grade and surface.....            | 52,000       | 941,000                 |           |          | 993,000                             |
| 1-G,H.....      | 5.7    | 0.5 Mi N Longvale Cr. Br 10-19 to 0.25 Mi. N. Longvale Cr Br 10-23..... | Grade and surface.....            | 54,000       | 1,298,000               |           |          | 1,352,000                           |
| 1-H.....        | 5.4    | 0.25 Mi N Longvale Cr Br. 10-23 to Laytonville Maint. Sta.....          | Grade and surface.....            | 31,000       | 786,000                 |           |          | 817,000                             |
| 1-H.....        | 2.8    | Laytonville M. Sta. to near Sapp Cr., 298-430.....                      | Grade and surface.....            | 5,000        | 401,000                 |           |          | 406,000                             |
| 1-I.....        | 2.0    | ¼ Mi N Farmhouse Inn to ¼ Mi. N Tan Oak Park, 206-306.....              | Grade and surface.....            | 30,000       | 737,000                 |           |          | 767,000                             |
| 1-I.....        | 5.6    | Rattlesnake Xing 3 to ½ Mi S Big Dann Creek.....                        | Grade and surface.....            | 55,000       | 1,789,000               |           |          | 1,844,000                           |
| 1-J.....        | 4.6    | Underwoods (94) to Heagneys (336).....                                  | Grade and surface.....            | 48,000       | 759,000                 |           |          | 807,000                             |
| 1-J.....        | 0.6    | Rock Creek Bridge.....  | Bridge.....                       |              | 184,000                 |           |          | 184,000                             |
| 1-J,K.....      | 0.7    | 0.1 Mi N Lanes Flat to 0.4 Mi. N. Side Hill Viaduct 10-34.....          | Grade and surface.....            | 2,500        | 791,000                 |           |          | 793,500                             |
| 1-K.....        | 2.4    | Piercy to Co Bdry.....  | Grade and surface.....            | 36,000       | 403,000                 |           |          | 439,000                             |
| 15-A.....       | 2.6    | 1.1 Mi E of E. Br. Russian R. to Cold Cr. Xing 1.....                   | Grade and surface.....            | 8,000        | 275,000                 |           |          | 283,000                             |
| 15-A.....       | 3.5    | 5th Xing Cold Cr. to Men-Lak Co. Bdry.....                              | Grade and surface.....            | 12,000       | 532,000                 |           |          | 544,000                             |
| 48-A.....       | 5.0    | McDonald to Booneville.....   | Grade and surface, & bridges..... | 40,000       | 880,000                 |           |          | 920,000                             |
| 48-C.....       | .....  | N Fk Navarro River Br. 10-78.....                                       | Bridge.....                       |              | 44,000                  |           |          | 44,000                              |
| 56-A.....       | 1.0    | At Big Gulch.....   | Grade and surface.....            | 16,000       | 154,000                 |           |          | 170,000                             |
| 56-A.....       | 0.7    | Signal Port 10-106 & Bacon Gulch 10-105 Bridges & line change.....      | Bridges.....                      |              | 132,000                 |           |          | 132,000                             |

June 19, 1947]

SENATE JOURNAL

409

## MENDOCINO COUNTY

Page 2 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec.         | Length | Description   | Type of improvement          | Right of way | Total construction cost |           |          | Total construction and right of way |
|-------------------------|--------|---|------------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                         |        |   |                              |              | Rural                   | Cities    | Freeways |                                     |
| MENDOCINO<br>—Continued |        |   |                              |              |                         |           |          |                                     |
| 56-A-----               | 0.6    | St. Ores Cr. Br. 10-96 and line change-----                                     | Bridge-----                  |              | \$88,000                |           |          | \$88,000                            |
| 56-A-----               | ---    | Gualala River Br. 10-89-----  | Bridge-----                  |              | 165,000                 |           |          | 165,000                             |
| 56-B-----               | ---    | Brush Creek Br. 10-115-----   | Bridge-----                  |              | 23,000                  |           |          | 23,000                              |
| 56-B,C-----             | 1.0    | 0.5 Mi. S. to 0.5 Mi. N. of Mallo Pass Cr.-----                                 | Grade, Surface, bridge-----  | \$6,000      | 253,000                 |           |          | 259,000                             |
| 56-C-----               | 0.7    | Navarro R. Br. & line change—10-130-----  | Bridge-----                  |              | 360,000                 |           |          | 360,000                             |
| 56-C-----               | 0.8    | 0.6 Mi. S. Bonee Gulch to 0.1 Mi. N. of Greenwood Creek-----                    | Grade, surface, bridges----- | 8,000        | 495,000                 |           |          | 503,000                             |
| 56-D-----               | 4.8    | Albion to 1.5 Mi. S. of Big R.—Little R. Br.-----                               | Grade, surface, bridge-----  | 47,000       | 822,000                 |           |          | 869,000                             |
| 56-D-----               | 1.2    | Salmon Cr. Br. 10-134 & approaches-----   | Bridge-----                  |              | 690,000                 |           |          | 690,000                             |
| 56-D,E-----             | 3.0    | 1.5 Mi. S. of Big River to Jack Peters Creek, Big River Bridge & R.R. Xing----- | Grade, surface, bridge-----  | 46,000       | 1,018,000               |           |          | 1,064,000                           |
| 56-E-----               | 3.6    | 0.4 Mi. N. Russian Gulch to 0.1 Mi. S. of Jughandle Cr.-----                    | Grade, surface, bridge-----  | 68,000       | 834,000                 |           |          | 902,000                             |
| 56-F-----               | 1.5    | At Ten Mile River-----  | Grade, surface, bridge-----  | 9,000        | 660,000                 |           |          | 669,000                             |
| 56-F-----               | 0.5    | Virgin Creek Bridge 10-159-----   | Culvert and fill-----        | 1,000        | 39,000                  |           |          | 40,000                              |
| 56-F-----               | 0.7    | Kibbesallah Creek Bridge 10-165-----  | Bridge-----                  |              | 88,000                  |           |          | 88,000                              |
| 56-F-----               | ---    | Pudding Creek Bridge 10-158-----  | Bridge-----                  |              | 220,000                 |           |          | 220,000                             |
| 70-A-----               | 2.0    | Route 1 to Talmage-----   | Grade, surface, bridge-----  |              | 275,000                 |           |          | 275,000                             |
| Totals-----             | 96.8   |   |                              | \$1,042,500  | \$21,513,000            | \$768,000 |          | \$23,323,500                        |

## MERCED COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co , Rte , Sec. | Length | Description                          | Type of improvement | Right of way | Total construction cost |             |          | Total construction and right of way |
|-----------------|--------|--------------------------------------|---------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                 |        |                                      |                     |              | Rural                   | Cities      | Freeways |                                     |
| MERCED          |        |                                      |                     |              |                         |             |          |                                     |
| 4-A             | 6.5    | Dutchman's Creek to Langard          | 4-lane divided      | \$50,000     | \$935,000               |             |          | \$985,000                           |
| 4-Mer           | 2.0    | In Merced                            | 4-lane divided      | 920,000      |                         | \$1,210,000 |          | 2,130,000                           |
| 4-A             | 0.8    | N.C.L of Merced to N. of Jct Rte 123 | 4-lane divided      | 20,000       | 990,000                 |             |          | 1,010,000                           |
| 4-Atw           | 1.8    | In Atwater                           | 4-lane divided      | 500,000      |                         | 330,000     |          | 830,000                             |
| 4-C             | 4.2    | Buhack to Arena                      | 4-lane divided      | 100,000      | 471,000                 |             |          | 571,000                             |
| 4-D             | 8.6    | Arena to Northerly Bdry              | 4-lane divided      | 200,000      | 1,870,000               |             |          | 2,070,000                           |
| 4-Lytn          | 0.5    | In Livingston                        | 4-lane divided      | 20,000       |                         | 55,000      |          | 75,000                              |
| 18-Mer          | 1.0    | In Merced                            | Grade and surface   |              |                         | 110,000     |          | 110,000                             |
| 18-A            | 10.0   | Merced to Easterly Bdry              | Grade and surface   | 50,000       | 1,100,000               |             |          | 1,150,000                           |
| 32-A,B          | 20.0   | Westerly Bdry. to Los Banos          | 4-lane divided      | 150,000      | 1,980,000               |             |          | 2,130,000                           |
| 32-L,Bns.       | 0.6    | In Los Banos                         | 4-lane divided      | 75,000       |                         | 275,000     |          | 350,000                             |
| 32-C            | 11.2   | Los Banos to Rte 41                  | 4-lane divided      | 115,000      | 1,265,000               |             |          | 1,380,000                           |
| 32-C            | 8.0    | Jct Rte 41 to S. Co. Bdry            | 4-lane divided      | 150,000      | 1,705,000               |             |          | 1,855,000                           |
| 41-DPL          | 0.8    | In Dos Palos                         | Grade and surface   | 5,000        |                         | 43,000      |          | 48,000                              |
| 41-A            | 3.0    | Gustine N. Co Bdry                   | Grade and surface   | 50,000       | 187,000                 |             |          | 237,000                             |
| 41-A,B          | 20.0   | Los Banos to Gustine                 | Grade and surface   | 150,000      | 1,235,000               |             |          | 1,385,000                           |
| 122-A           | 0.4    | Jct. Rte 41 to Gustine               | Grade and surface   | 10,000       | 22,000                  |             |          | 32,000                              |
| 122-Gus         | 0.4    | In Gustine                           | Grade and surface   | 5,000        |                         | 22,000      |          | 27,000                              |
| 122-A,B         | 26.0   | Gustine to Merced                    | Grade and surface   | 20,000       | 935,000                 |             |          | 955,000                             |
| 123-B           |        | Merced River (Cox Ferry) 39-71       | Bridge              |              | 165,000                 |             |          | 165,000                             |
| 123-A,B         | 31.0   | Rte. 32 to Snelling                  | Grade and surface   | 50,000       | 561,000                 |             |          | 611,000                             |
| Totals          | 156.80 |                                      |                     | \$2,640,000  | \$13,421,000            | \$2,045,000 |          | \$18,108,000                        |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**MODOC COUNTY**

| Co., Rte , Sec. | Length | Description                        | Type of improvement | Right of way | Total construction cost |           |          | Total construction and right of way |
|-----------------|--------|------------------------------------|---------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                 |        |                                    |                     |              | Rural                   | Cities    | Freeways |                                     |
| Modoc           |        |                                    |                     |              |                         |           |          |                                     |
| 28-A            | 7.1    | W Bdry. to Canby (Por.)            | Grade and surface   | \$15,000     | \$495,000               |           |          | \$510,000                           |
| 28-B            | 18.0   | Canby to Alturas                   | Grade and surface   |              | 1,193,000               |           |          | 1,193,000                           |
| 28,73-Alt       | 3.0    | In Alturas                         | Grade and surface   | 50,000       |                         | \$275,000 |          | 325,000                             |
| 28-C            | 11.0   | Alturas to 11 Mi E                 | Grade and surface   | 30,000       | 242,000                 |           |          | 272,000                             |
| 28-C            | 7.1    | Toms Creek to Cedarville           | Grade and surface   | 20,000       | 462,000                 |           |          | 482,000                             |
| 28-C            | ---    | N. Fk Pit R Br 3-09                | Bridge              |              | 33,000                  |           |          | 33,000                              |
| 28-C            | ---    | Parker Cr. Br 3-10                 | Bridge              |              | 20,000                  |           |          | 20,000                              |
| 73-C            | 12.3   | S Bdry to Fitzhugh Cr.             | Grade and surface   | 30,000       | 660,000                 |           |          | 690,000                             |
| 73-C            | ---    | S Fk Pit R. Br 3-19                | Bridge              |              | 55,000                  |           |          | 55,000                              |
| 73-D            | 3.0    | Fitzhugh Cr. to 3 Mi. N.           | Grade and surface   | 8,000        | 165,000                 |           |          | 173,000                             |
| 73-A            | 17.5   | Jet Rt 28 to N Davis Cr. School    | Grade and surface   | 50,000       | 840,000                 |           |          | 890,000                             |
| 73-B            | 16.3   | N. Davis Cr. School to Oregon Bdry | Grade and surface   | 65,000       | 580,000                 |           |          | 645,000                             |
| Totals          | 95.3   |                                    |                     | \$268,000    | \$4,745,000             | \$275,000 |          | \$5,288,000                         |

**MONO COUNTY**

|             |       |   |                   |          |             |  |  |             |
|-------------|-------|---|-------------------|----------|-------------|--|--|-------------|
| <b>Mono</b> |       |   |                   |          |             |  |  |             |
| 13-A        | 10.0  | Sonora Pass to Rte. 23                    | Grade and surface | \$20,000 | \$495,000   |  |  | \$515,000   |
| 23-A,B      | 6.3   | Sherwin Hill                              | Grade and surface | 3,000    | 400,000     |  |  | 403,000     |
| 23-H        | 8.7   | Tioga Lodge to Conway Summit              | Grade and surface | 26,000   | 355,000     |  |  | 381,000     |
| 40-A        | ---   | Dodge Point Sidehill Viaduct Bridge 47-07 | Bridge            |          | 30,000      |  |  | 30,000      |
| 40-A,B      | 6.7   | Gardiskys to Poole Plant Rd.              | Grade and surface |          | 71,000      |  |  | 71,000      |
| 76-B        | 8.6   | 2.0 Mi. N of Hammil to Benton             | Grade and surface | 4,500    | 247,000     |  |  | 251,500     |
| 95-A        | 2.8   | Coleville to Nevada State Line            | Grade and surface | 2,500    | 110,000     |  |  | 112,500     |
| 112-A       | 9.0   | Mammoth Lakes to Rte 23                   | Grade and surface |          | 100,000     |  |  | 100,000     |
| Totals      | 52.10 |   |                   | \$56,000 | \$1,808,000 |  |  | \$1,864,000 |



## MONTEREY COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec. | Length | Description                              | Type of improvement    | Right of way | Total construction cost |           |          | Total construction and right of way |
|-----------------|--------|--|------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                 |        |  |                        |              | Rural                   | Cities    | Freeways |                                     |
| MONTEREY        |        |  |                        |              |                         |           |          |                                     |
| 2-H,I           | 21.0   | San Ardo to South Co Bdry.....           | 4-lane divided.....    | \$500,000    | \$4,400,000             |           |          | \$4,900,000                         |
| 2-G             | 10 2   | San Ardo to San Lucas.....               | 4-lane divided.....    | 50,000       | 895,000                 |           |          | 945,000                             |
| 2-F             | 9.1    | San Lucas to King City.....              | 4-lane divided.....    | 140,000      | 830,000                 |           |          | 970,000                             |
| 2-E             | 3.9    | King City to 4 Mi. N.....                | 4-lane divided.....    | 65,000       | 1,995,000               |           |          | 2,060,000                           |
| 2-E             | 5 1    | 4 Mi. N King City to Greenfield.....     | 4-lane divided.....    | 75,000       | 698,000                 |           |          | 773,000                             |
| 2-E,D           | 2 3    | Greenfield.....                          | 4-lane divided.....    | 75,000       | 392,000                 |           |          | 467,000                             |
| 2-D             | 6 8    | Greenfield to Soledad.....               | 4-lane divided.....    | 55,000       | 2,035,000               |           |          | 2,090,000                           |
| 2-D             | 1 3    | Soledad.....                             | 4-lane divided.....    | 30,000       | 848,000                 |           |          | 878,000                             |
| 2-D             | 2 2    | Soledad to Camphora.....                 | 4-lane divided.....    | 45,000       | 302,000                 |           |          | 347,000                             |
| 2-C             | 4 2    | Camphora to 1 Mi S of Gonzales.....      | 4-lane divided.....    | 45,000       | 577,000                 |           |          | 622,000                             |
| 2-C             | 4 0    | Gonzales.....                            | 4-lane divided.....    | 85,000       | 765,000                 |           |          | 850,000                             |
| 2-C             | 3.0    | 2 Mi N of Gonzales to Chualar.....       | 4-lane divided.....    | 30,000       | 412,000                 |           |          | 442,000                             |
| 2-B             | 3 0    | Chualar to 3 Mi N.....                   | 4-lane divided.....    | 95,000       | 462,000                 |           |          | 557,000                             |
| 2-B,A,J         | 11 6   | 3 Mi N Chualar to 1 Mi N Santa Rita..... | 4-lane divided.....    | 310,000      | 1,510,000               |           |          | 1,820,000                           |
| 10-C            | 3.0    | Mustang Ridge to E Co Bdry.....          | Grade and surface..... | 2,000        | 501,000                 |           |          | 503,000                             |
| 56-A            | 2.3    | County Line to Salmon Creek.....         | Grade and surface..... | 3,000        | 350,000                 |           |          | 353,000                             |
| 56-ABCDEFGH     |        | Bridges.....                             | Bridges.....           |              | 820,000                 |           |          | 820,000                             |
| 56-H,I          | 3 1    | Carmel River to Monterey.....            | 4-lane divided.....    | 160,000      | 770,000                 |           |          | 930,000                             |
| 56-Mon          | 1 0    | In Monterey.....                         | 4-lane.....            | 160,000      |                         | \$155,000 |          | 315,000                             |
| 56-I            | 2 0    | Seaside Jct to N Reservation Bdry.....   | Grade and surface..... |              | 165,000                 |           |          | 165,000                             |
| 56-J            | 1.2    | Through Castroville.....                 | 4-lane divided.....    | 100,000      | 237,000                 |           |          | 337,000                             |
| 56-J            | 7.6    | Castroville to Watsonville Airport.....  | 4-lane divided.....    | 55,000       | 1,360,000               |           |          | 1,415,000                           |
| 56-J            | 1 2    | Watsonville Airport to Pajaro River..... | 4-lane divided.....    | 25,000       | 514,000                 |           |          | 539,000                             |
| 117-Mon         | 0 7    | In Monterey.....                         | 4-lane.....            | 40,000       |                         | 140,000   |          | 180,000                             |
| 117-A           | 0.5    | Monterey to Del Monte Jct.....           | 4-lane divided.....    | 40,000       | 825,000                 |           |          | 865,000                             |
| 118-A           | 7 3    | Salinas to Castroville.....              | 4-lane divided.....    | 150,000      | 913,000                 |           |          | 1,063,000                           |
| Totals          | 118.0  |  |                        | \$2,335,000  | \$22,436,000            | \$295,000 |          | \$25,066,000                        |

## NAPA COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte, Sec. | Length | Description                                | Type of improvement              | Right of way | Total construction cost |             |          | Total construction and right of way |
|----------------|--------|--|----------------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                |        |  |                                  |              | Rural                   | Cities      | Freeways |                                     |
| NAPA           |        |  |                                  |              |                         |             |          |                                     |
| 8-A.....       | 6.7    | Napa to Sonoma Co. Bdry.....               | Grade, surf, br Por. 4-lane..... | \$150,000    | \$935,000               |             |          | \$1,085,000                         |
| 8-Nap.....     | 1.5    | Through Napa.....                          | 6 lanes.....                     | 100,000      |                         | \$858,000   |          | 958,000                             |
| 8-B.....       | 4.1    | Napa to Solano Co Bdry.....                | 4-lane divided.....              |              | 198,000                 |             |          | 198,000                             |
| 8-B.....       | 0.5    | Old Napa Wye to Rt 74.....                 | Grade, surface, bridge.....      | 15,000       | 77,000                  |             |          | 92,000                              |
| 49-Nap.....    | 1.4    | Through Napa.....                          | 4-lane divided.....              | 150,000      |                         | 154,000     |          | 304,000                             |
| 49-B,C.....    | 16 1   | Napa to St Helena.....                     | 4-lane divided.....              | 300,000      | 1,855,000               |             |          | 2,155,000                           |
| 49-SH1a.....   | 2.4    | Through St. Helena.....                    | 4-lane divided.....              | 100,000      |                         | 314,000     |          | 414,000                             |
| 49-C.....      | 6 5    | St Helena to Calistoga.....                | 4-lane divided.....              | 100,000      | 745,000                 |             |          | 845,000                             |
| 49-Catg.....   | 1.7    | Through Calistoga.....                     | 4-lane divided.....              | 50,000       |                         | 215,000     |          | 265,000                             |
| 74-A.....      | 2.1    | Solano Co. Bdry. to opposite Napa Wye..... | 4-lane divided.....              |              | 253,000                 |             |          | 253,000                             |
| 74-B.....      | 0.7    | Opp. Napa Wye to Glass House Curve.....    | 4-lane divided.....              |              | 85,000                  |             |          | 85,000                              |
| 103-A.....     | 3 2    | Sonoma Co Bdry. to Calistoga.....          | Grade and surface.....           |              | 182,000                 |             |          | 182,000                             |
| 103-Catg.....  | 1.3    | Through Calistoga.....                     | Grade and surface.....           | 15,000       |                         | 72,000      |          | 87,000                              |
| Totals.....    | 44.1   |  |                                  | \$980,000    | \$4,330,000             | \$1,613,000 |          | \$6,923,000                         |

## NEVADA COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte., Sec.        | Length      | Description  | Type of improvement     | Right of way     | Total construction cost |                  |          | Total construction and right of way |
|------------------------|-------------|--|-------------------------|------------------|-------------------------|------------------|----------|-------------------------------------|
|                        |             |  |                         |                  | Rural                   | Cities           | Freeways |                                     |
| <b>NEVADA</b>          |             |  |                         |                  |                         |                  |          |                                     |
| Nev-15-A               |             | Squirrel Cr. Br. 17-03                               | Bridge                  |                  | \$44,000                |                  |          | \$44,000                            |
| Nev-15-A,B             | 12.3        | 3.1 Mi. E. of Yuba Co Bdry. to Rt. 17 near Town Talk | Grade and surface       | \$83,000         | 930,000                 |                  |          | 1,013,000                           |
| 15-D                   | 3.2         | Steep Hollow to Bear River                           | Grade and surface       | 5,500            | 335,000                 |                  |          | 340,500                             |
| 17-A                   | 7.3         | Bear R. to 1 1/2 Mi. S. Rattlesnake Cr.              | Grade and surface       | 14,300           | 750,000                 |                  |          | 764,300                             |
| 17,15-NevC             | 1.0         | In Nevada City                                       | Grade and surface       | 120,000          |                         | \$405,000        |          | 525,000                             |
| 17-B                   | 4.5         | 1/2 Mi S. Grass Valley to Nevada City                | 4-lane divided          | 130,000          | 940,000                 |                  |          | 1,070,000                           |
| 37-A                   |             | Yuba Pass O.H. (Por.) Br. 17-23                      | Bridge                  |                  | 88,000                  |                  |          | 88,000                              |
| Nev.Pla-37-ABC,<br>FCD | 21.0        | Jct. Rt. 15 to Jct Rt. 38                            | Gr. & surf. Por. 4-lane | 80,000           | 1,100,000               |                  |          | 1,180,000                           |
| 38-A,B                 | 17.4        | Jct Rt. 37 to N. Co Bdry.                            | Grade, surface, bridge  | 100,000          | 2,310,000               |                  |          | 2,410,000                           |
| 83-A                   | 10.0        | Truckee to N. Co Bdry.                               | Grade, surface, bridge  | 6,000            | 638,000                 |                  |          | 644,000                             |
| <b>Totals</b>          | <b>78.7</b> |  |                         | <b>\$538,800</b> | <b>\$7,135,000</b>      | <b>\$405,000</b> |          | <b>\$8,078,800</b>                  |

## ORANGE COUNTY

Page 1 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co , Rte., Sec. | Length | Description   | Type of improvement         | Right of way | Total construction cost |           |             | Total construction and right of way |
|-----------------|--------|---|-----------------------------|--------------|-------------------------|-----------|-------------|-------------------------------------|
|                 |        |   |                             |              | Rural                   | Cities    | Freeways    |                                     |
| ORANGE          |        |   |                             |              |                         |           |             |                                     |
| 2-SCle.....     | 4.5    | Through San Clemente.....                                     | 4-lanes.....                | .....        | .....                   | \$100,000 | .....       | \$100,000                           |
| 2-A,SCle.....   | 16.0   | Santa Ana Pkway, Sepulveda Pkway to SD Co. L.....             | 4-lane divided freeway..... | \$3,375,000  | .....                   | .....     | \$8,250,000 | 11,625,000                          |
| 2-A,B,C,SA..... | 1.5    | Santa Ana Pkway-1st St. to Rt 2 beyond SE C.L. of Tustin..... | 4-lane divided freeway..... | 800,000      | .....                   | .....     | 1,155,000   | 1,955,000                           |
| 2-B.....        | 9.6    | Mi 0 00 to Mi 9.62.....                                       | 4-lane divided.....         | 200,000      | \$1,261,000             | .....     | .....       | 1,461,000                           |
| 2-C.....        | 5.5    | Mi 0 00 to Mi 5.53.....                                       | 4-lane divided.....         | 120,000      | 517,000                 | .....     | .....       | 637,000                             |
| 2,174-SA.....   | 2.4    | Santa Ana Pkway, 0 1 Mi N. Santiago Cr. to First St.....      | Freeway.....                | 360,000      | .....                   | .....     | 2,640,000   | 3,000,000                           |
| 2,174-A,SA..... | 10.7   | Santa Ana Pkway, Ora Co. L to 0 1 Mi N. Santiago Cr.....      | Freeway.....                | 330,000      | .....                   | .....     | 7,370,000   | 7,700,000                           |
| 2-D.....        | 2.4    | Mi 1 7 to Mi 4 1.....   | Grade and surface.....      | .....        | 22,000                  | .....     | .....       | 22,000                              |
| 2-F.....        | 4.7    | Mi 0 00 to Mi 4 72.....                                       | 4-lane divided.....         | 65,000       | 341,000                 | .....     | .....       | 406,000                             |
| 2-LHbr.....     | 0.3    | Through La Habra.....   | 4-lanes.....                | .....        | .....                   | 55,000    | .....       | 55,000                              |
| 19-Ful.....     | 2.0    | Through Fullerton.....  | 4-lane divided.....         | .....        | .....                   | 195,000   | .....       | 195,000                             |
| 19-Bre.....     | 1.9    | Through Brea.....   | 4-lane divided.....         | .....        | .....                   | 69,720    | .....       | 69,720                              |
| 19-A.....       | 2.0    | Mi 0 00 to Mi 2 00.....                                       | 4-lane divided.....         | 30,000       | 249,000                 | .....     | .....       | 279,000                             |
| 43-A.....       | 2.4    | Mi 11 38 to Mi 13 80.....                                     | 4-lane divided.....         | 70,000       | 286,000                 | .....     | .....       | 356,000                             |
| 43-A.....       | 6.0    | Mi 0 16 to Mi 6.20.....                                       | 4-lane divided.....         | 150,000      | 599,000                 | .....     | .....       | 749,000                             |
| 43-A.....       | 0.2    | Brannigan Overhead.....                                       | Traffic Interchange.....    | 50,000       | 83,000                  | .....     | .....       | 133,000                             |
| 43-B.....       | 13.0   | Mi 0 00 to Mi 12.98.....                                      | 4-lane divided.....         | 200,000      | 2,365,000               | .....     | .....       | 2,565,000                           |
| 43-Ora.....     | 1.5    | Through Orange.....   | 4-lanes.....                | .....        | .....                   | 199,000   | .....       | 199,000                             |
| 60-C.....       | 4.9    | Mi 2.05 to Mi 6 93.....                                       | 4-lane divided.....         | .....        | 302,500                 | .....     | .....       | 302,500                             |
| 60-C.....       | 0.8    | Mi 1.1 to 1 9.....  | Lengthen Curves.....        | 50,000       | 209,000                 | .....     | .....       | 259,000                             |
| 60-LgnB.....    | 1.5    | NCL Laguna Beach to Mi. 1 47.....                             | 4-lanes.....                | .....        | .....                   | 106,000   | .....       | 106,000                             |
| 60-NptB.....    | .....  | Brannigan Overhead to Irvine Ave.....                         | 6-lanes.....                | .....        | .....                   | 77,000    | .....       | 77,000                              |

**ORANGE COUNTY**  
**Page 2 of Two Pages**

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co, Rte., Sec.       | Length | Description                                      | Type of improvement    | Right of way | Total construction cost |             |              | Total construction and right of way |
|----------------------|--------|--|------------------------|--------------|-------------------------|-------------|--------------|-------------------------------------|
|                      |        |  |                        |              | Rural                   | Cities      | Freeways     |                                     |
| ORANGE<br>—Continued |        |  |                        |              |                         |             |              |                                     |
| 62-D.....            |        | Coyote Creek Br 55-58.....                       | Bridge.....            |              | \$33,000                |             |              | \$33,000                            |
| 158-A,B.....         | 27.0   | Sepulveda Prkway, Ora Co. Lane to Rte 2.....     | Freeway.....           | \$5,475,000  |                         |             | \$14,850,000 | 20,325,000                          |
| 171-HntB.....        | 2.4    | Through Huntington Beach.....                    | 4-lane divided.....    |              |                         | \$132,000   |              | 132,000                             |
| 171-A.....           | 7.1    | Mi 0 00 to Mi. 8.47.....                         | 4-lane divided.....    | 100,000      | 638,000                 |             |              | 738,000                             |
| 171-B.....           | 4.2    | Mi 0 00 to Mi 4 17.....                          | 4-lane divided.....    | 60,000       | 341,000                 |             |              | 401,000                             |
| 174-Ana.....         | 1.1    | Through Anaheim.....                             | 4-lane divided.....    |              |                         | 153,200     |              | 153,200                             |
| 175-B.....           |        | At Mi 5 6 and 7 7.....                           | Drainage.....          |              | 33,000                  |             |              | 33,000                              |
| 175-B.....           |        | Santa Ana River Br 55-79.....                    | Bridge.....            |              | 440,000                 |             |              | 440,000                             |
| 176-A.....           |        | Br. Coyote Cr & Orange Cr. 55-80 and 55-120..... | Bridges.....           |              | 28,000                  |             |              | 28,000                              |
| 178-A.....           | 10.6   | Mi 0 00 to 7.61 & Mi 10 09 to Mi. 13 11.....     | 4-lane divided.....    | 200,000      | 1,386,000               |             |              | 1,586,000                           |
| 178-Ana.....         | 0 8    | E. St. to E.C.L. Anaheim.....                    | 4-lanes.....           |              |                         | 119,200     |              | 119,200                             |
| 179-A.....           |        | At Mi 12 0.....                                  | Grade and surface..... |              | 22,000                  |             |              | 22,000                              |
| 181-A.....           |        | Santa Ana River Br. 55-106.....                  | Bridge.....            |              | 231,000                 |             |              | 231,000                             |
| 183-A.....           |        | At Mi. 10 0.....                                 | Grade and surface..... |              | 17,000                  |             |              | 17,000                              |
| 183-SA.....          | 2 2    | Through Santa Ana.....                           | 4-lanes.....           |              |                         | 195,000     |              | 195,000                             |
| 184-A.....           | 4.2    | Mi 2 09 to Mi 6 32.....                          | 4-lane divided.....    | 45,000       | 393,000                 |             |              | 438,000                             |
| 184-A.....           | 1.6    | Mi 6 32 to Mi 7 92.....                          | 4-lane divided.....    | 32,000       | 220,000                 |             |              | 252,000                             |
| 184-SA.....          | 2.5    | Through Santa Ana.....                           | 4-lane.....            |              |                         | 226,000     |              | 226,000                             |
| Totals.....          | 156.5  |  |                        | \$11,712,000 | \$10,016,500            | \$1,627,120 | \$34,265,000 | \$57,620,620                        |

## PLACER COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte., Sec.  | Length | Description                                  | Type of improvement          | Right of way | Total construction cost |           |          | Total construction and right of way |
|-----------------|--------|--|------------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                 |        |  |                              |              | Rural                   | Cities    | Freeways |                                     |
| <b>PLACER</b>   |        |  |                              |              |                         |           |          |                                     |
| 3-A             | 1.0    | Sac. Co. L. to Roseville                     | 4-lane divided               | \$4,700      | \$190,000               |           |          | \$194,700                           |
| 3-Rsv., A       | 3.1    | Vernon & Church to 1 Mi. N. of Andora Subway | 4-lane divided               | 265,000      | 1,320,000               |           |          | 1,585,000                           |
| 3-A.B.          | 18.0   | 1 Mi. N. of Andora Sub to N. Co. Bdry.       | Grade, sur & Br. Por. 4 lane | 140,000      | 1,430,000               |           |          | 1,570,000                           |
| 15-A            | 0.7    | Bear River to ¼ Mi. E.                       | Grade and surface            | 3,700        | 97,000                  |           |          | 100,700                             |
| 17-A            | 4.0    | Rt. 3 in Roseville to ¼ Mi. E. of Roseville  | 4-lane divided               | 18,500       | 880,000                 |           |          | 898,500                             |
| 17-A.B.         | 14.1   | ¼ Mi. E. of Roseville to Auburn              | 4-lane divided               | 290,000      | 2,100,000               |           |          | 2,390,000                           |
| 17-C            | 4.7    | Rock Cr. to Bear R.                          | Grade and surface            | 22,000       | 425,000                 |           |          | 447,000                             |
| 37-A.B.         | 13.7   | 1 Mi. E. of Auburn to 0.4 Mi. S. of Colfax   | 4-lane divided               | 123,000      | 3,520,000               |           |          | 3,643,000                           |
| 37-C            | 8.7    | Colfax to Gold Run                           | Grade & surface Por. 4 lane  | 47,000       | 1,705,000               |           |          | 1,752,000                           |
| 37-D,E          | 17.7   | Gold Run to Jct. 15                          | Grade & surface Por. 4 lane  | 70,000       | 550,000                 |           |          | 620,000                             |
| Pla. Nev-38-BCA | 14.6   | Tahoe City to Jct. 37                        | Grade, surface, bridge       | 60,000       | 605,000                 |           |          | 665,000                             |
| 39-A            | 11.3   | Tahoe City to State Line                     | Grade and surface            | 120,000      | 825,000                 |           |          | 945,000                             |
| 65-A            | 1.7    | Auburn to E. Co. Bdry.                       | Grade and surface            | 60,000       | 275,000                 |           |          | 325,000                             |
| 65-Aub.         |        | In Auburn                                    | Grade, surface, bridge       | 20,000       |                         | \$193,000 |          | 213,000                             |
| Totals          | 111.3  |  |                              | \$1,233,900  | \$13,922,000            | \$193,000 |          | \$15,348,900                        |

## PLUMAS COUNTY

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co.; Rte., Sec. | Length | Description                           | Type of improvement    | Right of way | Total construction cost |        |          | Total construction and right of way |
|-----------------|--------|---------------------------------------|------------------------|--------------|-------------------------|--------|----------|-------------------------------------|
|                 |        |                                       |                        |              | Rural                   | Cities | Freeways |                                     |
| <b>PLUMAS</b>   |        |                                       |                        |              |                         |        |          |                                     |
| 21-A.....       | 0.3    | Grizzly and Elephant Tunnels.....     | Line and pave.....     |              | \$495,000               |        |          | \$495,000                           |
| 21-B.....       | 0.2    | At Indian Cr. Br. 9-14.....           | Bridge.....            |              | 132,000                 |        |          | 132,000                             |
| 21-B.....       | 0.4    | Howells to Spanish Cr.....            | Grade and surface..... |              | 77,000                  |        |          | 77,000                              |
| 21-D,E,F.....   | 31.4   | 7 Mi. E. of Quincy to Beckwourth..... | Grade and surface..... | \$98,000     | 1,958,000               |        |          | 2,056,000                           |
| 29-A.....       | 12.5   | Jet Rt. 83 to Lassen Co. Line.....    | Grade and surface..... | 17,000       | 633,000                 |        |          | 650,000                             |
| 83-A.....       | 0.54   | Sulphur Creek Br. 9-27.....           | Bridge.....            |              | 50,000                  |        |          | 50,000                              |
| 83-A.....       |        | Frazier Cr. Br. 9-28.....             | Bridge.....            |              | 39,000                  |        |          | 39,000                              |
| 83-A.....       |        | Graeagle Cr. Br. 9-29.....            | Bridge.....            |              | 39,000                  |        |          | 39,000                              |
| 83-A.....       |        | M. Fk. Feather R. Br. 9-30.....       | Bridge.....            |              | 66,000                  |        |          | 66,000                              |
| 83-C.....       | 0.7    | Westwood Rd. to Almanor Dam.....      | Grade and surface..... | 2,000        | 44,000                  |        |          | 46,000                              |
| 83-D.....       | 13.5   | Almanor Dam to Rt. 29.....            | Grade and surface..... | 20,000       | 880,000                 |        |          | 900,000                             |
| Totals.....     | 59.54  |                                       |                        | \$137,000    | \$4,413,000             |        |          | \$4,550,000                         |

## RIVERSIDE COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte., Sec | Length | Description                                   | Type of improvement    | Right of way | Total construction cost |             |             | Total construction and right of way |
|---------------|--------|---|------------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|               |        |   |                        |              | Rural                   | Cities      | Freeways    |                                     |
| RIVERSIDE     |        |   |                        |              |                         |             |             |                                     |
| 19-A          | 2.4    | 2.5 Mi. W. of Riverside to Riverside          | 4-lane divided         |              | \$220,000               |             |             | \$220,000                           |
| 26-A          | 11.6   | Co. Line to Beaumont                          | 4-lane divided freeway | \$65,000     |                         |             | \$3,300,000 | 3,865,000                           |
| 26-Ban        | 3.5    | In Banning                                    | 4-lane divided freeway | 560,000      |                         |             | 605,000     | 1,165,000                           |
| 26-C          | 11.0   | Banning to Rt. 187                            | 4-lane divided         |              | 718,000                 |             |             | 718,000                             |
| 26-C          | 1.4    | Jct. Rt. 187 to 1.4 Mi. E.                    | 4-lane divided         | 10,000       | 110,000                 |             |             | 120,000                             |
| 26-D          | 18.2   | 1.4 Mi. E. of Rt. 187 to Edom                 | 4-lane divided         | 125,000      | 1,914,000               |             |             | 2,039,000                           |
| 26-Ind        | 0.8    | In Indio                                      | 4-lane divided         |              |                         | \$55,000    |             | 55,000                              |
| 26-F          | 2.8    | Indio to Coachella Jct.                       | 4-lane divided         |              | 330,000                 |             |             | 330,000                             |
| 43-A          | 4.7    | Orange Co. Line to Corona                     | 4-lane divided freeway | 5,000        |                         |             | 550,000     | 555,000                             |
| 43-Cor        | 2.6    | In Corona                                     | 4-lane divided         |              |                         | 248,000     |             | 248,000                             |
| 43-B          | 5.7    | Corona to Riverside                           | 4-lane divided freeway | 340,000      |                         |             | 1,213,000   | 1,553,000                           |
| 43-Riv        | 9.0    | In Riverside                                  | 4-lane freeway         | 2,400,000    |                         |             | 3,080,000   | 5,480,000                           |
| 43-C          | 1.2    | Riverside to SBD-Riv Co. Line                 | 4-lane divided         | 185,000      | 202,000                 |             |             | 387,000                             |
| 64-K to Q     | 94.0   | Route 78 to Indio                             | Grade, surface, bridge | 100,000      | 2,420,000               |             |             | 2,520,000                           |
| 64-Il to F    | 104.0  | Indio to State Line                           | Bridges                | 30,000       | 940,000                 |             |             | 970,000                             |
| 64-Ind        | 0.8    | In Indio                                      | Grade and surface      | 100,000      |                         | 440,000     |             | 540,000                             |
| 77-A, B, C, D | 48.0   | S. Co. Line to Corona                         | Grade, surface, bridge | 600,000      | 3,190,000               |             |             | 3,790,000                           |
| 77-Cor        | 4.1    | Through Corona                                | 4-lane divided         |              |                         | 539,000     |             | 539,000                             |
| 77-E          | 2.9    | Corona to Jc. Rte. 43                         | Grade and surface      | 14,000       | 406,000                 |             |             | 420,000                             |
| 77-E          | 3.2    | Rt. 43 to N. Co Bdry                          | Grade and surface      | 19,000       | 781,000                 |             |             | 800,000                             |
| 78-A, B       | 19.0   | S. Co Bdry. to Rte. 77                        | Grade and surface      | 75,000       | 825,000                 |             |             | 900,000                             |
| 78-C, D       | 22.7   | Rt. 77 to March Field                         | Grade and surface      | 250,000      | 2,150,000               |             |             | 2,400,000                           |
| 146-A, B      |        | Bridges                                       | Bridges                | 2,000        | 560,000                 |             |             | 662,000                             |
| 187-C         | 8.9    | Rte. 64 to Palm Springs                       | Grade, surface, bridge | 115,000      | 897,000                 |             |             | 1,012,000                           |
| 187-D         | 4.6    | Palm Springs to 1-1/2 Mi. S. Whitewater Point | Grade, surface, bridge | 15,000       | 658,000                 |             |             | 673,000                             |
| 187-A, B, F   | 21.0   | S. Co Bdry. to Rt. 26                         | Grade, surface, bridge | 20,000       | 1,265,000               |             |             | 1,285,000                           |
| 194-ABC       | 42.0   | Rt. 78 to Rt. 19                              | Grade, surface, bridge | 70,000       | 660,000                 |             |             | 730,000                             |
| Totals        | 450.1  |   |                        | \$5,100,000  | \$18,346,000            | \$1,282,000 | \$9,248,000 | \$33,976,000                        |



**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**SACRAMENTO COUNTY**

| Co. Rte., Sec.    | Length        | Description                                  | Type of improvement         | Right of way       | Total construction cost |                    |          | Total construction and right of way |
|-------------------|---------------|--|-----------------------------|--------------------|-------------------------|--------------------|----------|-------------------------------------|
|                   |               |  |                             |                    | Rural                   | Cities             | Freeways |                                     |
| <b>SACRAMENTO</b> |               |  |                             |                    |                         |                    |          |                                     |
| 3-4 Sac.          | 5 0           | In Sacramento                                | 4- 6-lane divided           | \$1,000,000        |                         | \$3,300,000        |          | \$4,300,000                         |
| 3-B               | 0.2           | 12th & 16th St inter.                        | Grade separation            | 200,000            | \$167,000               |                    |          | 367,000                             |
| 3-B,A             | 10.8          | Ben Ali to Placer Co Line                    | 4-lane divided              | 248,000            | 2,393,000               |                    |          | 2,641,000                           |
| 4-A               | 8.7           | San Joaquin Co L. to McConnell Sub.          | 4-lane divided              | 163,000            | 2,100,000               |                    |          | 2,263,000                           |
| 4-B               | 13.6          | McConnell Subway to Sacramento               | 4-lane divided              | 470,000            | 2,290,000               |                    |          | 2,760,000                           |
| 11-C              | 1.5           | Antioch Br to 1 1/2 Mi Northerly             | Grade, surface, bridge      | 50,000             | 505,000                 |                    |          | 555,000                             |
| 11-C              | 5.7           | 1 1/2 Mi N. Antioch Br to 3 Mi. Slough       | Grade, surface, bridge      | 150,000            | 890,000                 |                    |          | 1,040,000                           |
| 11-D              |               | Sacramento R Br 24-51                        | Bridge                      |                    | 413,000                 |                    |          | 413,000                             |
| 11-E              |               | Steamboat Slough Br 24-52                    | Bridge                      |                    | 248,000                 |                    |          | 248,000                             |
| 11-E              |               | Sacramento R (Painter) Br. 24-53             | Bridge                      |                    | 385,000                 |                    |          | 385,000                             |
| 11-D,E,F          | 33 5          | S Bdry to Sacramento                         | Por 4-lane divided          | 200,000            | 1,650,000               |                    |          | 1,850,000                           |
| 11-Sac            | 5 5           | In Sacramento                                | 4-lane divided              | 500,000            |                         | 1,100,000          |          | 1,600,000                           |
| 11-B              | 7.8           | Sacramento to Mills                          | 4-lane divided              | 215,000            | 935,000                 |                    |          | 1,150,000                           |
| 11-B,A            | 5.0           | 1 Mi. W. Nimbus to R R Cross near White Rock | Grade and surface           | 9,000              | 660,000                 |                    |          | 669,000                             |
| 34-B,A            | 17.0          | Rte 4 to E Co. Bdry                          | Grade, surface, bridge      | 100,000            | 1,210,000               |                    |          | 1,310,000                           |
| 50-Sac            | 3.7           | In Sacramento                                | 4-lane divided              | 1,000,000          |                         | 1,700,000          |          | 2,700,000                           |
| 53-C              | 5.5           | Rio Vista Br to Mokelumne River              | Grade and surface           | 180,000            | 550,000                 |                    |          | 730,000                             |
| 54-A,B,C          | 21.6          | Perkins to E Co Bdry                         | Grade, surface and bridge   | 120,000            | 957,000                 |                    |          | 1,077,000                           |
| 54-C              |               | Cosumnes River Br 24-80                      | Bridge                      |                    | 105,000                 |                    |          | 105,000                             |
| 98-A              | 6.8           | Jct. Rt 4 to Rte 3                           | Grade & surface Por. 4 lane | 400,000            | 2,260,000               |                    |          | 2,660,000                           |
| <b>Totals</b>     | <b>151.70</b> |  |                             | <b>\$5,005,000</b> | <b>\$17,658,000</b>     | <b>\$8,100,000</b> |          | <b>\$28,763,000</b>                 |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**SAN BENITO COUNTY**

| Co., Rt., Sec.       | Length      | Description                                  | Type of improvement          | Right of way     | Total construction cost |                  |          | Total construction and right of way |
|----------------------|-------------|--|------------------------------|------------------|-------------------------|------------------|----------|-------------------------------------|
|                      |             |  |                              |                  | Rural                   | Cities           | Freeways |                                     |
| <b>SAN BENITO</b>    |             |  |                              |                  |                         |                  |          |                                     |
| 2-B, A.....          | 2.0         | Chittenden Rd. to 1 Mi. N. San Benito R..... | 4-lane divided.....          | \$10,000         | \$528,000               |                  |          | \$538,000                           |
| 22-SJB.....          | 0.9         | Through San Juan Bautista.....               | Grade and surface.....       | 85,000           |                         | \$166,000        |          | 251,000                             |
| 22-A.....            | 3.0         | 3 Mi. W. of Hollister to Hollister.....      | Grade and surface.....       | 100,000          | 560,000                 |                  |          | 660,000                             |
| 22-B.....            | 2.7         | ½ Mi. N. to ¾ Mi. N. of Hollister.....       | Grade and surface.....       | 60,000           | 240,000                 |                  |          | 300,000                             |
| 67-A.....            | 2.7         | Rt. 2 to Pajaro River.....                   | Grade, surface, bridges..... | 10,000           | 402,000                 |                  |          | 412,000                             |
| 119-ABCD.....        | 43.3        | S. Co. Bdry. to Tres Pinos.....              | Grade, surface, bridges..... | 100,000          | 1,045,000               |                  |          | 1,145,000                           |
| 119-E.....           | ---         | Tres Pinos Cr. Br. 43 17.....                | Bridge.....                  |                  | 115,000                 |                  |          | 115,000                             |
| 119-E.....           | 7.2         | Tres Pinos to Hollister.....                 | Grade and surface.....       | 15,000           | 546,000                 |                  |          | 561,000                             |
| 119,22 F,B, Hst..... | 9.4         | Hollister to Santa Clara Co. Bdry.....       | Grade and surface.....       |                  | 577,000                 |                  |          | 577,000                             |
| <b>Totals.....</b>   | <b>71.3</b> |  |                              | <b>\$380,000</b> | <b>\$4,013,000</b>      | <b>\$166,000</b> |          | <b>\$4,559,000</b>                  |

**SAN BERNARDINO COUNTY**  
**Page 1 of Two Pages**

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co., Rte., Sec.       | Length | Description                                   | Type of improvement         | Right of way | Total construction cost |           |           | Total construction and right of way |
|-----------------------|--------|---|-----------------------------|--------------|-------------------------|-----------|-----------|-------------------------------------|
|                       |        |   |                             |              | Rural                   | Cities    | Freeways  |                                     |
| <b>SAN BERNARDINO</b> |        |   |                             |              |                         |           |           |                                     |
| 9-D, A.....           | 9.3    | Co. Line to Cherry Ave.....                   | 4-lane divided.....         | -----        | \$660,000               | -----     | -----     | \$660,000                           |
| 9-Upl.....            | 3.0    | In Upland.....                                | 4-lane divided.....         | -----        | -----                   | \$190,000 | -----     | 190,000                             |
| 9-A, B, C.....        | 5.1    | Cherry Avenue to San Bernardino.....          | 4-lane divided.....         | -----        | 220,000                 | -----     | -----     | 220,000                             |
| 9-Ria.....            | 2.5    | In Rialto.....                                | 4-lane divided.....         | -----        | -----                   | 116,000   | -----     | 116,000                             |
| 9-SBd.....            | 1.0    | In San Bernardino.....                        | 4-lane divided.....         | -----        | -----                   | 330,000   | -----     | 330,000                             |
| 19-A.....             | 2.3    | L. A. Co Bdry. to Ontario.....                | 4-lane divided.....         | -----        | 352,000                 | -----     | -----     | 352,000                             |
| 19-Ont.....           | 2.7    | In Ontario.....                               | 4-lane divided.....         | -----        | -----                   | 440,000   | -----     | 440,000                             |
| 26-C.....             | 2.1    | L. A. Co Bdry. to Ontario.....                | 4-lane divided freeway..... | \$140,000    | -----                   | -----     | \$650,000 | 790,000                             |
| 26-Ont.....           | 2.7    | In Ontario.....                               | 4-lane divided freeway..... | 1,350,000    | -----                   | -----     | 890,000   | 2,240,000                           |
| 26-D.....             | 2.3    | Ontario to Archibald Ave.....                 | 4-lane divided freeway..... | 80,000       | -----                   | -----     | 556,000   | 636,000                             |
| 26-Col.....           | 1.3    | In Colton.....                                | 4-lane divided freeway..... | 680,000      | -----                   | -----     | 1,110,000 | 1,790,000                           |
| 26-E.....             | 1.2    | Colton to Jct. of Rte. 26 A.....              | 4-lane divided freeway..... | 10,000       | -----                   | -----     | 1,020,000 | 1,030,000                           |
| 26-A.....             | 2.1    | S. CL of San Bernardino to Jct. SBd 26-E..... | 4-lane divided.....         | -----        | 596,000                 | -----     | -----     | 596,000                             |
| 26-A.....             | 5.5    | Jct. SBd 26 AE to Redlands.....               | 4-lane divided.....         | -----        | 716,000                 | -----     | -----     | 716,000                             |
| 26-A.....             | 8.7    | Santa Ana River to Co. Line.....              | Freeway.....                | 1,525,000    | -----                   | -----     | 3,080,000 | 4,605,000                           |
| 26-Rld.....           | 1.4    | In Redlands.....                              | 4-lane divided.....         | -----        | -----                   | 165,000   | -----     | 165,000                             |
| 31-SBd.....           | 0.6    | In San Bernardino.....                        | 4-lane divided.....         | 50,000       | -----                   | 62,000    | -----     | 112,000                             |
| 31-A, B.....          | 22.0   | San Bernardino to Summit.....                 | 4-lane divided.....         | 400,000      | 2,200,000               | -----     | -----     | 2,600,000                           |
| 31-D, E, F.....       | 36.0   | Victorville to Rte. 58.....                   | 4-lane divided.....         | 250,000      | 3,300,000               | -----     | -----     | 3,550,000                           |
| 31-G to N.....        | ---    | Bridges.....                                  | Bridges.....                | -----        | 495,000                 | -----     | -----     | 495,000                             |
| 43-F.....             | 2.6    | Riv. Co. Line to Colton.....                  | Freeway.....                | 285,000      | -----                   | -----     | 176,000   | 461,000                             |
| 43-Col.....           | 3.4    | In Colton.....                                | Freeway.....                | 1,070,000    | -----                   | -----     | 1,980,000 | 3,050,000                           |
| 43-SBd.....           | 5.6    | In San Bernardino.....                        | Freeway.....                | 1,330,000    | -----                   | -----     | 3,190,000 | 4,520,000                           |
| 43-L.....             | 1.2    | Victorville to 1 Mi E.....                    | Grade, surface, bridge..... | 5,000        | 275,000                 | -----     | -----     | 280,000                             |
| 43-C.....             | 13.0   | Rte. 207 to Big Bear Dam.....                 | Grade, surface, bridge..... | 70,000       | 825,000                 | -----     | -----     | 895,000                             |

## SAN BERNARDINO COUNTY

Page 2 of Two Pages

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co., Rte., Sec.             | Length | Description                       | Type of improvement    | Right of way | Total construction cost |             |              | Total construction and right of way |
|-----------------------------|--------|-----------------------------------|------------------------|--------------|-------------------------|-------------|--------------|-------------------------------------|
|                             |        |                                   |                        |              | Rural                   | Cities      | Freeways     |                                     |
| SAN BERNARDINO<br>Continued |        |                                   |                        |              |                         |             |              |                                     |
| 58 E                        | 8.4    | Jct Rte. 31 to Daggett            | Grade, surface, bridge | \$30,000     | \$781,000               |             |              | \$811,000                           |
| 58-F                        | ---    | Bridges                           | Bridges                |              | 33,000                  |             |              | 33,000                              |
| 58-G to N                   | ---    | Bridges                           | Bridges                |              | 880,000                 |             |              | 880,000                             |
| 58-N                        | 5.6    | ½ Mi. E of Java to Needles        | Grade, surface, bridge | 6,000        | 561,000                 |             |              | 567,000                             |
| 58-Ned                      | 1.8    | In Needles                        | Grade and surface      | 325,000      |                         | \$277,000   |              | 602,000                             |
| 59-C                        | ---    | West Fork Mojave River Br. 54-325 | Bridge                 |              | 39,000                  |             |              | 39,000                              |
| 58-A,B,C,D                  | 37.0   | W. Co. Bdwy. to Barstow           | Grade and surface      | 100,000      | 1,320,000               |             |              | 1,420,000                           |
| 77-A                        | 7.5    | S Co. Lane to W Co. Lane          | Grade, surface, bridge | 140,000      | 577,000                 |             |              | 717,000                             |
| Sbd Rvy-146-ABCD,CDE        | 90.0   | Rte 53 to Rte 64                  | Grade, surface, bridge | 100,000      | 1,182,000               |             |              | 1,282,000                           |
| 188-A                       | ---    | W. Fork Mojave River Br. 54-328   | Bridge                 |              | 50,000                  |             |              | 50,000                              |
| 190-Sbd                     | 3.0    | In San Bernardino                 | 4-lanes                |              |                         | 110,000     |              | 110,000                             |
| 190-C                       | 1.6    | San Bernardino to Redlands        | Grade, surface, bridge | 100,000      | 385,000                 |             |              | 485,000                             |
| 190-D,E,F,G                 | 40.0   | Redlands to Rte 43                | Grade, surface, bridge | 300,000      | 3,465,000               |             |              | 3,765,000                           |
| 192-A                       | 1.8    | Rte 77 to Pine Avenue             | Grade and surface      | 5,000        | 258,000                 |             |              | 263,000                             |
| 207-A                       | 11.8   | City Creek to Rte. 43             | Grade, surface, bridge | 260,000      | 3,300,000               |             |              | 3,560,000                           |
| Totals                      | 346.1  |                                   |                        | \$8,611,000  | \$22,470,000            | \$1,690,000 | \$12,652,000 | \$45,423,000                        |

## SAN DIEGO COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rt, Sec. | Length | Description                    | Type of improvement     | Right of way | Total construction cost |             |             | Total construction and right of way |
|---------------|--------|--------------------------------|-------------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|               |        |                                |                         |              | Rural                   | Cities      | Freeways    |                                     |
| SAN DIEGO     |        |                                |                         |              |                         |             |             |                                     |
| 2-G           | 7.4    | National City to State Bdry    | 4-lane divided          | \$330,000    | \$2,000,000             |             |             | \$2,330,000                         |
| 2-Chv         | 2.1    | Chula Vista                    | 4-lane divided          | 140,000      |                         | \$345,000   |             | 485,000                             |
| 2-NatC        | 2.0    | National City                  | 4-lane divided          | 145,000      |                         | 1,397,000   |             | 1,542,000                           |
| 2-SD          | 13.4   | In San Diego                   | 4- and 6-lane divided   | 3,000        |                         | 630,000     |             | 633,000                             |
| 2-SD          | 2.6    | San Diego to National City     | 2 12' lanes added       |              | 660,000                 |             |             | 660,000                             |
| 2-A           | 7.9    | Sorrento Overhead to Encinitas | 4-lane divided          | 830,000      | 2,925,000               |             |             | 3,755,000                           |
| 2-B           | 9.4    | Encinitas to Oceanside         | 4-lane divided          | 315,000      | 1,750,000               |             |             | 2,065,000                           |
| 2-Ocn         | 2.9    | Oceanside                      | 4-lane divided          | 650,000      |                         | 1,050,000   |             | 1,700,000                           |
| 12-A to G     | 85.0   | San Diego to E Bdry            | 4-lane divided          | 1,000,000    | 11,660,000              |             |             | 12,660,000                          |
| 77-SD         | 2.1    | In San Diego                   | 4-lane freeway          | 900,000      |                         |             | \$3,410,000 | 4,310,000                           |
| 77-A,B        | 22.0   | San Diego to Escondido         | 4-lane divided freeway  | 50,000       |                         |             | 4,476,000   | 4,526,000                           |
| 77-Esd        | 1.7    | Through Escondido              | 4-lane divided          | 70,000       |                         | 330,000     |             | 400,000                             |
| 77-F,G        | 23.5   | Escondido to Riverade Co Bdry  | Surfacing               |              | 605,000                 |             |             | 605,000                             |
| 78-A to E     | 62.0   | Rt 12 to N Co Bdry             | Grade, surface, bridges | 200,000      | 1,485,000               |             |             | 1,685,000                           |
| 195-Ocn       | 1.1    | Oceanside                      | Grade and surface       |              |                         | 110,000     |             | 110,000                             |
| 195-A-E       | 54.0   | Rt 2 to Rt 78                  | Grade, surface, bridges | 100,000      | 770,000                 |             |             | 870,000                             |
| 195-A         | 4.0    | Oceanside to Vista             | Grade and surface       | 50,000       | 340,000                 |             |             | 390,000                             |
| 198-A         | 0.3    | Jct. Rt 200 to La Mesa         | 4-lane divided          | 60,000       | 82,000                  |             |             | 142,000                             |
| 198-F         | 0.3    | San Felipe Cr. Br              | Bridge                  |              | 220,000                 |             |             | 220,000                             |
| 198-LMsa      | 1.1    | In La Mesa                     | Grade and surface       | 115,000      |                         | 165,000     |             | 280,000                             |
| 198-B-G       | 78.0   | Rt. 12 to E Co Bdry            | Grade, surface, bridges | 50,000       | 275,000                 |             |             | 325,000                             |
| 199-A         | 1.7    | Palm City to Coronado Heights  | 4-lane divided          | 100,000      | 440,000                 |             |             | 540,000                             |
| 199-Cord      | 1.2    | In Coronado                    | 4-lane divided          |              |                         | 94,000      |             | 94,000                              |
| 200-ABCDE     | 45.0   | Jct Rt 12 to San Diego         | Grade, surface, bridges | 300,000      | 1,650,000               |             |             | 1,950,000                           |
| 200-SD        | 3.5    | San Diego                      | 4-lane divided          | 250,000      |                         | 737,000     |             | 987,000                             |
| Totals        | 434.2  |                                |                         | \$5,658,000  | \$24,862,000            | \$4,858,000 | \$7,868,000 | \$43,264,000                        |

## SAN FRANCISCO COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co, Rte, Sec. | Length | Description           | Type of improvement     | Right of way      | Total construction cost |                  |                   | Total construction and right of way |
|---------------|--------|-----------------------|-------------------------|-------------------|-------------------------|------------------|-------------------|-------------------------------------|
|               |        |                       |                         |                   | Rural                   | Cities           | Freeways          |                                     |
| SAN FRANCISCO |        |                       |                         |                   |                         |                  |                   |                                     |
| 2-SF-----     | 9.7    | In San Francisco----- | 6-lane freeway-----     | \$40,000,000----- | -----                   | -----            | \$38,000,000----- | \$78,000,000-----                   |
| 55-SF-----    | 3.2    | In San Francisco----- | 4 lanes-----            | 40,000-----       | -----                   | \$165,000-----   | -----             | 205,000-----                        |
| 56-SF-----    | 1.8    | In San Francisco----- | 8 lanes-----            | 200,000-----      | -----                   | 4,340,000-----   | -----             | 4,540,000-----                      |
| 68-SF-----    | 5.5    | In San Francisco----- | 6 & 8-lane freeway----- | 20,900,000-----   | -----                   | -----            | 30,040,000-----   | 50,940,000-----                     |
| Totals-----   | 20.2   | -----                 | -----                   | \$61,140,000----- | -----                   | \$4,505,000----- | \$68,040,000----- | \$133,685,000-----                  |

## SAN JOAQUIN COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co., Rte, Sec.  | Length | Description                                   | Type of improvement | Right of way | Total construction cost |             |             | Total construction and right of way |
|-----------------|--------|---|---------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|                 |        |   |                     |              | Rural                   | Cities      | Freeways    |                                     |
| SAN JOAQUIN     |        |   |                     |              |                         |             |             |                                     |
| 4-A             | 5.5    | 1 Mi N. of Ripon to Manteca                   | 4-lane divided      | \$250,000    | \$1,540,000             |             |             | \$1,790,000                         |
| 4-Mtca          | 0.3    | In Manteca                                    | 4-lane divided      | 50,000       |                         | \$110,000   |             | 160,000                             |
| 4-B,E           | 9.4    | Manteca to Mariposa Road                      | 4-lane divided      | 200,000      | 1,705,000               |             |             | 1,905,000                           |
| 4-C,D           | 7.5    | N C L of Lodi to Northerly Bdry               | 4-lane divided      | 200,000      | 1,540,000               |             |             | 1,740,000                           |
| 4-5-E,Stkn.,C   | 7.2    | Jct. Mariposa Rd. S. of Stockton to Cal. Riv. | 4-lane freeway      |              |                         |             | \$2,520,000 | 2,520,000                           |
| 5-A             | 12.3   | W. Co. Line to Grant Line Road                | 4-lane divided      | 325,000      | 4,400,000               |             |             | 4,725,000                           |
| 5-B             | 10.3   | Mossdale to Stockton                          | 4-lane divided      | 450,000      | 1,540,000               |             |             | 1,990,000                           |
| 5-Stkn          | 1.2    | In Stockton                                   | Grade and surface   | 600,000      |                         | 660,000     |             | 1,260,000                           |
| 5-D             |        | Calaveras River Bridge 28-41                  | Bridge              |              | 55,000                  |             |             | 55,000                              |
| 5-C,D           | 20.0   | Stockton to E. Co. Bdry                       | Grade and surface   | 100,000      | 1,100,000               |             |             | 1,200,000                           |
| 24-A            | 4.0    | Jct Rte 97 to E Co Bdry                       | Grade and surface   | 50,000       | 250,000                 |             |             | 300,000                             |
| 24-B            | 12.0   | Rte. 4 to Rte. 97                             | Grade and surface   | 50,000       | 825,000                 |             |             | 875,000                             |
| 41-A            | 9.0    | S. Co Bdry. to Rte. 5                         | 4-lane divided      | 150,000      | 1,200,000               |             |             | 1,350,000                           |
| 53-C            | 9.7    | Mokelumne River to Rte 4                      | Grade and surface   | 70,000       | 908,000                 |             |             | 978,000                             |
| 66-A            | 4.3    | Mossdale to Manteca                           | 4-lane divided      | 100,000      | 473,000                 |             |             | 573,000                             |
| 66-Mntca        | 1.2    | In Manteca                                    | Grade and surface   | 150,000      |                         | 110,000     |             | 260,000                             |
| 66-B            | 13.0   | Manteca to E Co Bdry                          | Grade and surface   | 115,000      | 1,105,000               |             |             | 1,220,000                           |
| 75-A            | 7.0    | W Co Bdry. to Rte 5                           | Grade and surface   | 175,000      | 1,950,000               |             |             | 2,125,000                           |
| 75-Stkn         | 0.6    | In Stockton                                   | Grade and surface   |              |                         | 132,000     |             | 132,000                             |
| SJ, Sta-75-BC,A | 29.0   | Rte 4 to Cal. Co. Lane                        | Grade and surface   | 100,000      | 1,182,000               |             |             | 1,282,000                           |
| 97-B            | 1.5    | Jct. Rte. 24 to E of Mokelumne River          | Grade and surface   | 20,000       | 407,000                 |             |             | 427,000                             |
| 97-B            | 5.1    | E of Mokelumne River to Co. Line              | Grade and surface   | 20,000       | 396,000                 |             |             | 416,000                             |
| 110-A           | 1.3    | Jct. Rte. 41 to S Co. Line                    | 4-lane divided      | 10,000       | 143,000                 |             |             | 153,000                             |
| Totals          | 171.40 |   |                     | \$3,185,000  | \$20,719,000            | \$1,012,000 | \$2,520,000 | \$27,436,000                        |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**SAN LUIS OBISPO COUNTY**

428

SENATE JOURNAL

[June 19, 1947]

| Co., Rt., Sec.         | Length       | Description                                    | Type of improvement    | Right of way       | Total construction cost |                    |          | Total construction and right of way |
|------------------------|--------------|--|------------------------|--------------------|-------------------------|--------------------|----------|-------------------------------------|
|                        |              |  |                        |                    | Rural                   | Cities             | Freeways |                                     |
| <b>SAN LUIS OBISPO</b> |              |  |                        |                    |                         |                    |          |                                     |
| 2-P                    | 11.6         | South Co Bdry to Arroyo Grande                 | 4-lane divided         | \$120,000          | \$2,090,000             |                    |          | \$2,210,000                         |
| 2-ArGd                 | 1.7          | Through Arroyo Grande                          | 4-lane divided         | 145,000            |                         | \$510,000          |          | 655,000                             |
| 2-E                    | 2.7          | Arroyo Grande to Pismo Beach                   | 4-lane divided         | 20,000             | 643,000                 |                    |          | 663,000                             |
| 2-PBch                 | 1.0          | Through Pismo Beach                            | 4-lane divided         | 835,000            |                         | 386,000            |          | 1,221,000                           |
| 2-E                    | 4.9          | Pismo to Miles Station                         | 4-lane divided         | 150,000            | 990,000                 |                    |          | 1,140,000                           |
| 2-F.SLO                | 6.3          | Miles Sta. to San Luis Obispo                  | 4-lane divided         |                    | 1,364,000               |                    |          | 1,364,000                           |
| 2-SLO                  | 2.1          | Through San Luis Obispo                        | 4-lane divided         | 300,000            |                         | 1,114,000          |          | 1,414,000                           |
| 2-D                    | 3.2          | Cuesta Grade                                   | 4-lane paving          |                    | 370,000                 |                    |          | 370,000                             |
| 2-D                    | 2.0          | Cuesta to 1 Mi S Santa Margarita               | 4-lane divided         | 20,000             | 370,000                 |                    |          | 390,000                             |
| 2-D,C                  | 1.5          | Santa Margarita                                | 4-lane divided         | 70,000             | 315,000                 |                    |          | 385,000                             |
| 2-C                    | 7.0          | Santa Margarita to Atascadero                  | 4-lane divided         | 100,000            | 1,100,000               |                    |          | 1,200,000                           |
| 2-C,B                  | 1.7          | Atascadero                                     | 4-lane divided         | 90,000             | 414,000                 |                    |          | 504,000                             |
| 2-B                    | 3.4          | Atascadero to Templeton                        | 4-lane divided         | 80,000             | 658,000                 |                    |          | 738,000                             |
| 2-B                    | 1.7          | Templeton                                      | 4-lane divided         | 50,000             | 318,000                 |                    |          | 368,000                             |
| 2-B                    | 3.4          | Templeton to Paso Robles                       | 4-lane divided         | 30,000             | 638,000                 |                    |          | 668,000                             |
| 2-PaRs                 | 2.7          | Through Paso Robles                            | 4-lane divided         | 450,000            |                         | 1,185,000          |          | 1,635,000                           |
| 2-A                    | 8.0          | Paso Robles to North Co. Bdry.                 | 4-lane divided         | 80,000             | 1,029,000               |                    |          | 1,109,000                           |
| 2-A                    | 2.0          | San Miguel                                     | 4-lane divided         | 160,000            | 390,000                 |                    |          | 550,000                             |
| 33-D,E                 | 28.1         | Cambria to Rt 2                                | Grade, surface, bridge | 60,000             | 616,000                 |                    |          | 676,000                             |
| 33-PaRs                | 0.7          | Through Paso Robles                            | Grade and surface      | 40,000             |                         | 414,000            |          | 454,000                             |
| 33-A,B                 | 10.6         | Paso Robles to 1 Mi E of Estrella River        | Grade and surface      | 24,000             | 1,540,000               |                    |          | 1,564,000                           |
| 33-B,C                 | 3.0          | 1 Mi E Estrella R to F Co. Bdry.               | Grade and surface      | 5,000              | 407,000                 |                    |          | 412,000                             |
| 56-E                   |              | Santa Maria River Bridge                       | Bridge                 |                    | 358,000                 |                    |          | 358,000                             |
| 56-E                   | 16.1         | South Co Bdry to Rt 2                          | Grade and surface      | 150,000            | 1,980,000               |                    |          | 2,130,000                           |
| 56-D                   | 10.7         | 0.7 Mi. W Pennington Cr. to 1 Mi. S of Cayucos | Grade and surface      | 70,000             | 1,215,000               |                    |          | 1,285,000                           |
| 56-C                   | 15.2         | 1 Mi S of Cayucos to Cambria                   | Grade and surface      | 100,000            | 2,095,000               |                    |          | 2,195,000                           |
| 56-A                   | 5.0          | 1 Mi to 6 Mi N of San Simeon                   | Grade and surface      | 25,000             | 530,000                 |                    |          | 555,000                             |
| 56-A                   |              | Arroyo de la Cruz Bridge                       | Bridge                 |                    | 110,000                 |                    |          | 110,000                             |
| 56-A                   | 3.2          | San Carpojo Cr to Co. Bdry.                    | Grade and surface      | 3,000              | 488,000                 |                    |          | 491,000                             |
| 56-A                   |              | San Carpojo Cr Bridge                          | Bridge                 |                    | 88,000                  |                    |          | 88,000                              |
| 57-B                   |              | Eight Cattlepasses                             | Bridges                |                    | 77,000                  |                    |          | 77,000                              |
| 58-ABCDE               | 59.0         | Rt 2 to E Co Bdry                              | Grade, surface, bridge |                    | 698,000                 |                    |          | 698,000                             |
| 125-A                  | 18.0         | Jet Rt. 56 to Rt 2                             | Grade and surface      | 55,000             | 643,000                 |                    |          | 698,000                             |
| 125-B                  |              | Salinas River bridge                           | Bridge                 |                    | 28,000                  |                    |          | 28,000                              |
| 125-C                  |              | Huer Huero Cr. Bridge                          | Bridge                 |                    | 33,000                  |                    |          | 33,000                              |
| <b>Totals</b>          | <b>234.6</b> |  |                        | <b>\$3,232,000</b> | <b>\$21,555,000</b>     | <b>\$3,609,000</b> |          | <b>\$28,396,000</b>                 |



## SAN MATEO COUNTY

Page 1 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rte, Sec | Length | Description  | Type of improvement         | Right of way | Total construction cost |           |           | Total construction and right of way |
|---------------|--------|--|-----------------------------|--------------|-------------------------|-----------|-----------|-------------------------------------|
|               |        |  |                             |              | Rural                   | Cities    | Freeways  |                                     |
| SAN MATEO     |        |  |                             |              |                         |           |           |                                     |
| 2-SCar.....   | 1.8    | Through San Carlos.....                            | 6-lane divided.....         |              |                         | \$130,000 |           | \$130,000                           |
| 2-B.....      | 0.24   | Belmont to San Carlos.....                         | 6-lane divided.....         |              | \$54,000                |           |           | 54,000                              |
| 2-Bmt.....    | 1.4    | Through Belmont.....                               | 6-lane divided.....         |              |                         | 210,000   |           | 210,000                             |
| 2-SM.....     | 4.2    | Through San Mateo.....                             | 6-lane divided.....         | \$400,000    |                         | 640,000   |           | 1,040,000                           |
| 2-Burl.....   | 2.2    | Through Burlingame.....                            | 6-lane divided.....         | 350,000      |                         | 272,000   |           | 622,000                             |
| 2-A.....      | 2.5    | San Bruno to Burlingame.....                       | 6-lane divided.....         | 250,000      | 484,000                 |           |           | 734,000                             |
| 2-SBr.....    | 1.8    | Through San Bruno.....                             | 6-lane divided.....         | 175,000      |                         | 266,000   |           | 441,000                             |
| 2-SSF.....    | 1.3    | Through South San Francisco.....                   | 6-lane divided.....         | 50,000       |                         | 200,000   |           | 250,000                             |
| 2-A.....      | 1.1    | Inter Junipero Serra Blvd to S. San Francisco..... | 6-lane divided freeway..... | 20,000       |                         |           | \$251,000 | 274,000                             |
| 2-A.....      | 0.4    | Colma to Inter. Junipero Blvd. Extension.....      | 6-lane divided freeway..... | 10,000       |                         |           | 92,000    | 102,000                             |
| 2-Clm.....    | 2.0    | Jun Serra Blvd to S C L San Francisco.....         | 6-lane freeway.....         | 60,000       |                         |           | 561,000   | 621,000                             |
| 2-DIC.....    | 1.6    | Daly City.....                                     | 6-lane freeway.....         | 140,000      |                         |           | 363,000   | 503,000                             |
| 55-B.....     | 6.6    | N Bdry Ranch San Mateo to Half Moon Bay Rd.....    | 4-lane divided.....         | 25,000       | 990,000                 |           |           | 1,015,000                           |
| 55-A.....     | 9.7    | S F to N Bdry Ranch San Mateo.....                 | 4-lane divided.....         | 50,000       | 1,130,000               |           |           | 1,180,000                           |
| 55-A.....     | 2.5    | S C L San Francisco to 2.5 Mi South.....           | 4-lane divided.....         | 15,000       | 385,000                 |           |           | 400,000                             |
| 55-C,D,E..... | 23.0   | Half Moon Bay Road to South County Bdry.....       | Grade and surface.....      | 100,000      | 1,210,000               |           |           | 1,310,000                           |
| 56-A.....     | 0.3    | Santa Cruz Co Line to Finney Creek.....            | Grade and surface.....      | 4,000        | 30,000                  |           |           | 34,000                              |
| 56-A.....     | 10.9   | Finney Cr to Lake Lucerne.....                     | Grade and surface.....      | 75,000       | 975,000                 |           |           | 1,050,000                           |
| 56-A.....     | ---    | Cypress Creek Br 35-21.....                        | Bridge.....                 |              | 28,000                  |           |           | 28,000                              |
| 56-A.....     | ---    | Whitehouse Cr. Br 35-23.....                       | Bridge.....                 |              | 17,000                  |           |           | 17,000                              |
| 56-A.....     | ---    | Gasos Cr Br 35-24.....                             | Bridge.....                 |              | 33,000                  |           |           | 33,000                              |
| 56-B.....     | ---    | Tunitas Cr Br. 35-31.....                          | Bridge.....                 |              | 94,000                  |           |           | 94,000                              |
| 56-D,C.....   | 14.6   | 1 Mi S. Lobitos to Montara.....                    | 2 and 4 lane.....           | 128,000      | 1,310,000               |           |           | 1,438,000                           |
| 56-D.....     | 6.2    | Montara to Rockaway.....                           | 4-lane divided.....         |              | 1,000,000               |           |           | 1,000,000                           |
| 56-E.....     | 5.7    | Rockaway to Rt. 55.....                            | 4-lane divided.....         | 25,000       | 638,000                 |           |           | 663,000                             |

**SAN MATEO COUNTY**  
**Page 2 of Two Pages**

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

| Co , Rte., Sec. | Length | Description                                 | Type of improvement    | Right of way | Total construction cost |             |              | Total construction and right of way |
|-----------------|--------|---|------------------------|--------------|-------------------------|-------------|--------------|-------------------------------------|
|                 |        |   |                        |              | Rural                   | Cities      | Freeways     |                                     |
| 56-DIC.....     | 0.3    | Through Daly City.....                      | 6-lane divided.....    | \$150,000    |                         | \$550,000   |              | \$700,000                           |
| 68-D.....       | 4.6    | Santa Clara Co Bdry. to Redwood City.....   | 4-lane freeway.....    | 400,000      |                         |             | \$1,290,000  | 1,690,000                           |
| 68-RdwC.....    | 2.4    | Through Redwood City.....                   | 6-lane freeway.....    | 250,000      |                         |             | 1,596,000    | 1,846,000                           |
| 68-C.....       | 5.1    | Redwood City to San Mateo.....              | 6-lane freeway.....    | 105,000      |                         |             | 2,029,000    | 2,134,000                           |
| 68-Bmt.....     | 0.5    | Through Belmont.....                        | 6-lane freeway.....    | 100,000      |                         |             | 217,000      | 317,000                             |
| 68-SM.....      | 2.2    | In San Mateo.....                           | 6-lane freeway.....    | 473,000      |                         |             | 1,010,000    | 1,483,000                           |
| 68-SSF.....     | 1.8    | N.C.L. S. San Francisco to Colma Creek..... | 6-lane freeway.....    |              |                         |             | 759,000      | 759,000                             |
| 68-E.....       | 2.6    | San Francisco to S San Francisco.....       | 6-lane freeway.....    | 50,000       |                         |             | 6,800,000    | 6,850,000                           |
| 105-A.....      | 2.7    | Jet Rt 56 to 27 Mi East.....                | Grade and surface..... | 25,000       | \$278,000               |             |              | 303,000                             |
| 106-A.....      | 1.4    | Skyline Blvd. to Hillsborough.....          | 4-lane divided.....    | 10,000       | 165,000                 |             |              | 175,000                             |
| 105-Hil.....    | 1.1    | Through Hillsborough.....                   | 4 lanes.....           | 25,000       |                         | 165,000     |              | 190,000                             |
| 107-A.....      | 7.2    | Redwood City to Rt. 55.....                 | Grade and surface..... | 50,000       | 550,000                 |             |              | 600,000                             |
| Totals.....     | 131.94 |   |                        | \$3,516,000  | \$9,371,000             | \$2,433,000 | \$14,971,000 | \$30,290,000                        |

**STATE HIGHWAY DEFICIENCY REPORT**  
10-Year Period—1946 to 1956

**SANTA BARBARA COUNTY**

June 19, 1947]

SENATE JOURNAL

431

| Co., Rt., Sec.       | Length       | Description                                      | Type of improvement         | Right of way       | Total construction cost |                  |                    | Total construction and right of way |
|----------------------|--------------|--|-----------------------------|--------------------|-------------------------|------------------|--------------------|-------------------------------------|
|                      |              |  |                             |                    | Rural                   | Cities           | Freeways           |                                     |
| <b>SANTA BARBARA</b> |              |  |                             |                    |                         |                  |                    |                                     |
| 2-H.....             | 2.9          | Ventura Co. Line to Carpinteria.....             | 4-lane divided.....         | \$85,000           | \$808,000               | -----            | -----              | \$893,000                           |
| 2-H.....             | 0.9          | In Carpinteria.....                              | 4-lane divided.....         | 235,000            | 224,000                 | -----            | -----              | 459,000                             |
| 2-H.....             | 1.3          | Carpinteria to ¼ Mi. E. Arroyo Pardo.....        | 4-lane divided.....         | 105,000            | 220,000                 | -----            | -----              | 325,000                             |
| 2-J.....             | 2.0          | ¼ Mi. E. Arroyo Pardo to Summerland.....         | 4-lane divided.....         | 170,000            | 330,000                 | -----            | -----              | 500,000                             |
| 2-J.....             | 1.1          | Through Summerland.....                          | 4-lane divided.....         | 350,000            | 203,000                 | -----            | -----              | 553,000                             |
| 2-J.....             | 0.6          | Summerland to Sheffield Drive.....               | 4-lane divided.....         | 10,000             | 83,000                  | -----            | -----              | 93,000                              |
| 2-J.....             | ---          | Sheffield Drive to Olive Mill Road.....          | Grade separation.....       | 200,000            | 1,320,000               | -----            | -----              | 1,520,000                           |
| 2-J.....             | 0.8          | Olive Mill Rd. to Santa Barbara City Limits..... | 4-lane divided.....         | 800,000            | 550,000                 | -----            | -----              | 1,350,000                           |
| 2-SB.....            | 0.7          | E C L. Santa Barbara to Park Place.....          | 4-lane freeway.....         | 75,000             | -----                   | -----            | \$2,030,000        | 2,105,000                           |
| 2-SB.....            | 2.3          | Park Place to Bath St.....                       | 4-lane freeway.....         | -----              | -----                   | -----            | 2,750,000          | 2,750,000                           |
| 2-SB.....            | 2.8          | Bath St. to W.C.L. Santa Barbara.....            | 4-lane freeway.....         | 750,000            | -----                   | -----            | 3,870,000          | 4,620,000                           |
| 2-P.....             | 1.5          | Santa Barbara C.L. to Hollister Ave.....         | 4-lane divided.....         | 60,000             | 347,000                 | -----            | -----              | 407,000                             |
| 2-P.Q.....           | 9.0          | Hollister Ave. to Elwood Overhead.....           | 4-lane divided.....         | -----              | 1,650,000               | -----            | -----              | 1,650,000                           |
| 2-G.F.....           | 10.4         | Elwood O.H. to ¼ Mi. W. of Refugio.....          | 4-lane divided.....         | 250,000            | 2,310,000               | -----            | -----              | 2,560,000                           |
| 2-D.....             | 19.5         | ¼ Mi. W. of Refugio to Santa Ynez River.....     | 4-lane divided.....         | 150,000            | 5,330,000               | -----            | -----              | 5,480,000                           |
| 2-D.....             | 3.9          | Santa Ynez River to Jonata Park.....             | 4-lane divided.....         | 150,000            | 2,420,000               | -----            | -----              | 2,570,000                           |
| 2-D.....             | 2.6          | Jonata Park to Zaca.....                         | 4-lane divided.....         | 75,000             | 550,000                 | -----            | -----              | 625,000                             |
| 2-C.....             | 4.5          | Zaca to Wignmore.....                            | 4-lane divided.....         | 10,000             | 615,000                 | -----            | -----              | 625,000                             |
| 2-C.....             | 4.2          | Wignmore to Los Alamos.....                      | 4-lane divided.....         | 10,000             | 880,000                 | -----            | -----              | 890,000                             |
| 2-C.M.....           | 1.2          | Los Alamos.....                                  | 4-lane divided.....         | 20,000             | 330,000                 | -----            | -----              | 350,000                             |
| 2-M.L.A.....         | 18.0         | Los Alamos to North Co. Bdry.....                | 4-lane divided.....         | 200,000            | 2,420,000               | -----            | -----              | 2,620,000                           |
| 2-S.Mr.....          | 2.5          | Santa Maria.....                                 | 4-lane divided.....         | 155,000            | -----                   | \$388,000        | -----              | 1,043,000                           |
| 2-A.....             | ---          | Santa Maria River Overflow Br. 51-01.....        | Bridge.....                 | -----              | 330,000                 | -----            | -----              | 330,000                             |
| 56-A.B.....          | 10.0         | Las Cruces to 10 Mi. W.....                      | Grade, surface, bridge..... | 40,000             | 880,000                 | -----            | -----              | 920,000                             |
| 56-E.....            | 8.1          | North Co. Bdry. to Schuman.....                  | Grade and surface.....      | 40,000             | 880,000                 | -----            | -----              | 920,000                             |
| 56-E.....            | ---          | Waldorf Overhead.....                            | Bridge.....                 | -----              | 110,000                 | -----            | -----              | 110,000                             |
| 80-B.C.....          | 8.3          | Painted Caves to 6 Mi. N. of Summit.....         | Grade and surface.....      | 50,000             | 1,081,000               | -----            | -----              | 1,131,000                           |
| 138-A.....           | ---          | Quatal Canyon Bridge.....                        | Bridge.....                 | -----              | 33,000                  | -----            | -----              | 33,000                              |
| 138-A.....           | ---          | Ballinger Creek Bridge.....                      | Bridge.....                 | -----              | 17,000                  | -----            | -----              | 17,000                              |
| 148-A.....           | 1.0          | Guadalupe R.R. Separation.....                   | Grade and surface.....      | 25,000             | 240,000                 | -----            | -----              | 265,000                             |
| 148-A.....           | 3.0          | Santa Maria to 3 Mi. West.....                   | Grade and surface.....      | 40,000             | 295,000                 | -----            | -----              | 335,000                             |
| 149-D.....           | 9.0          | Buellton to Rt. 80.....                          | Grade and surface.....      | 65,000             | 810,000                 | -----            | -----              | 875,000                             |
| 151-A.....           | 2.2          | Rt. 2 to Ventura Co. Line.....                   | Grade and surface.....      | 55,000             | 253,000                 | -----            | -----              | 308,000                             |
| <b>Totals.....</b>   | <b>134.3</b> |  |                             | <b>\$4,175,000</b> | <b>\$25,519,000</b>     | <b>\$988,000</b> | <b>\$8,650,000</b> | <b>\$39,232,000</b>                 |

## SANTA CLARA COUNTY

Page 1 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co.; Rte, Sec. | Length | Description                               | Type of improvement        | Right of way | Total construction cost |           |          | Total construction and right of way |
|----------------|--------|---|----------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                |        |   |                            |              | Rural                   | Cities    | Freeways |                                     |
| SANTA CLARA    |        |   |                            |              |                         |           |          |                                     |
| 2-C            | 5.2    | Sargent to Gilroy                         | 4-lane divided             | \$150,000    | \$872,000               |           |          | \$1,022,000                         |
| 2-Gil          | 1.5    | Through Gilroy                            | 6-lane divided             | 500,000      |                         | \$330,000 |          | 830,000                             |
| 2-C            | 2.1    | Llagas Cr. to Morgan Hill                 | 4-lane divided             |              | 208,000                 |           |          | 208,000                             |
| 2-MgH          | 1.5    | Through Morgan Hill                       | 6-lane divided             |              |                         | 176,000   |          | 176,000                             |
| 2-B            | 11.1   | Morgan Hill to Ford Road                  | 4-lane divided             | 150,000      | 1,099,000               |           |          | 1,249,000                           |
| 2-SJs          | 4.5    | Through San Jose                          | 6-lane divided             |              |                         | 270,000   |          | 270,000                             |
| 2-SCL          | 2.5    | Through Santa Clara                       | 6-lane divided             |              |                         | 275,000   |          | 275,000                             |
| 2-A            | 4.0    | Santa Clara to Sunnyvale                  | 4-lane divided             |              | 396,000                 |           |          | 396,000                             |
| 2-A            | 6.8    | Sunnyvale to Palo Alto                    | 6-lane divided             |              | 1,122,000               |           |          | 1,122,000                           |
| 2-PA           | 0.9    | Through Palo Alto                         | 6-lane divided             |              |                         | 139,000   |          | 139,000                             |
| 2-A            | 1.9    | Palo Alto to SM Co. Line                  | 8-lane divided             |              | 157,000                 |           |          | 157,000                             |
| 5-B            | 0.5    | 0.5 Mi. S. to Los Gatos SCL               | 4-lane divided             | 40,000       | 303,000                 |           |          | 343,000                             |
| 5-LGts         | 1.7    | Through Los Gatos                         | 6-lanes                    | 150,000      |                         | 946,000   |          | 1,096,000                           |
| 5-B            | 7.5    | Los Gatos to San Jose                     | 4-lane divided             | 500,000      | 1,705,000               |           |          | 2,205,000                           |
| 5-SJs          | 3.1    | Through San Jose                          | 4-lane divided             | 300,000      |                         | 1,840,000 |          | 2,140,000                           |
| 32-D           | 9.0    | Santa Cruz Co. Line to Gilroy             | Grade and surface          |              | 440,000                 |           |          | 440,000                             |
| 32-A           | 4.0    | Gilroy to 2 Mi. E. of Old Gilroy          | Grade & surface Por 4-lane | 40,000       | 396,000                 |           |          | 436,000                             |
| 32-A           | 4.5    | 2 Mi. E. of Old Gilroy to San Felipe      | Grade & surface Por 4-lane | 20,000       | 286,000                 |           |          | 306,000                             |
| 32-A           | 2.3    | San Felipe to Jct. Rte. 22                | Grade & surface Por 4-lane |              | 253,000                 |           |          | 253,000                             |
| 32-B           | 7.0    | Jct. Rte. 22 to Bell's Station            | 4-lane divided             | 5,000        | 781,000                 |           |          | 786,000                             |
| 32-C           | 3.5    | Bell Sta. to 2-1/2 Mi. E.                 | 4-lane divided             | 5,000        | 473,000                 |           |          | 478,000                             |
| 32-C           | 2.5    | 2-1/2 Mi. E. Bell Sta. to Merced Co. Line | 4-lane divided             | 5,000        | 413,000                 |           |          | 418,000                             |
| 42-A           | 6.0    | Saratoga Gap to Saratoga                  | Grade and surface          |              | 451,000                 |           |          | 451,000                             |
| 42-A           | 1.8    | Saratoga to Los Gatos                     | 4-lane divided             | 30,000       | 292,000                 |           |          | 322,000                             |
| 42-LGts        | 0.7    | Through Los Gatos                         | 4-lane divided             | 50,000       |                         | 108,000   |          | 158,000                             |

## SANTA CLARA COUNTY

Page 2 of Two Pages

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte., Sec.            | Length | Description                           | Type of improvement                | Right of way | Total construction cost |             |             | Total construction and right of way |
|---------------------------|--------|---------------------------------------|------------------------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|                           |        |                                       |                                    |              | Rural                   | Cities      | Freeways    |                                     |
| SANTA CLARA<br>—Continued |        |                                       |                                    |              |                         |             |             |                                     |
| 55-A,B.....               | 17.0   | W Co Bdry to Jct. Rte. 5.....         | Grade and surface.....             | \$100,000    | \$1,760,000             |             |             | \$1,860,000                         |
| 68-SJs.....               | 1.0    | NCL San Jose to Jct. Rte 115.....     | 4-lane freeway.....                | 100,000      |                         |             | \$440,000   | 540,000                             |
| 68-B.....                 | 9.3    | Rte 113 to NCL San Jose.....          | 4-lane freeway.....                | 150,000      |                         |             | 2,403,000   | 2,553,000                           |
| 68-A.....                 | 4 4    | San Antonio Cr. to Rte 113.....       | 4-lane freeway.....                | 80,000       |                         |             | 1,250,000   | 1,330,000                           |
| 68-A.....                 | 2.0    | S.M. Co. Line to San Antonio Cr.....  | 4-lane freeway.....                | 20,000       |                         |             | 496,000     | 516,000                             |
| 69-E.....                 | 6.0    | Jct. Rte 68 to Ala Co Line.....       | 4-lane freeway.....                | 475,000      |                         |             | 2,750,000   | 3,225,000                           |
| 113-A.....                | 8.0    | Jct Rte 2 to Jct Rte 69.....          | Grade & surface... Por 4-lane..... | 100,000      | 880,000                 |             |             | 980,000                             |
| 114-A.....                | 7.6    | Saratoga to Sunnyvale.....            | 4-lane divided.....                | 300,000      | 836,000                 |             |             | 1,136,000                           |
| 114-Sunv.....             | 1.4    | Through Sunnyvale.....                | 4-lane divided.....                | 100,000      |                         | \$319,000   |             | 419,000                             |
| 114-A.....                | 0.7    | Sunnyvale to Rte 68.....              | 4-lane divided.....                | 15,000       | 77,000                  |             |             | 92,000                              |
| 115-SJs.....              | 1 4    | Through San Jose.....                 | 4-lane divided.....                |              |                         | 110,000     |             | 110,000                             |
| 115-A.....                | 3.0    | San Jose to 3 Mi E.....               | 4-lane divided.....                |              | 330,000                 |             |             | 330,000                             |
| 119-A.....                | 3.4    | San Benito Co Line to Jct. Rte 2..... | Grade and surface.....             | 100,000      | 539,000                 |             |             | 639,000                             |
| Totals.....               | 161.30 |                                       |                                    | \$3,485,000  | \$14,069,000            | \$4,513,000 | \$7,339,000 | \$29,406,000                        |

## SANTA CRUZ COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rt., Sec. | Length | Description                                  | Type of improvement | Right of way | Total construction cost |             |             | Total construction and right of way |
|----------------|--------|--|---------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|                |        |  |                     |              | Rural                   | Cities      | Freeways    |                                     |
| SANTA CRUZ     |        |  |                     |              |                         |             |             |                                     |
| 5-A            | 5.0    | Scott Valley to Santa Cruz                   | 4-lane divided      |              | \$495,000               |             |             | \$495,000                           |
| 32-Wat.        | 0.9    | In Watsonville                               | 4-lane              | \$100,000    |                         | \$88,000    |             | 188,000                             |
| 32-A           | 7.6    | Watsonville to Santa Clara Co. Line          | Grade and surface   |              | 450,000                 |             |             | 450,000                             |
| 42-A           | 19.0   | Calif. Redwood Park to E Co Bdry             | Grade and surface   |              | 880,000                 |             |             | 880,000                             |
| 42-A           |        | Sempervirens Cr Br 36-58                     | Bridge              |              | 11,000                  |             |             | 11,000                              |
| 44-A           | 8.1    | Boulder Cr. to E Bdry, Cal. Rwd. Pk.         | Grade and surface   | 100,000      | 616,000                 |             |             | 716,000                             |
| 56-D           | 3.0    | Jct. Rte. 32 W. of Watsonville to S. Bdry    | 4-lane divided      | 50,000       | 770,000                 |             |             | 820,000                             |
| 56-A,SCr       | 7.7    | Rob Roy to Morrissey Ave. in Santa Cruz      | 4-lane freeway      |              |                         |             | \$2,428,000 | 2,428,000                           |
| 56-SCr         | 1.0    | In Santa Cruz, Morrissey Ave. to Jct. Rte. 5 | 4-lane freeway      | 300,000      |                         |             | 594,000     | 894,000                             |
| 56-SCr         | 3.0    | Jct. Rte 5 to SCL Santa Cruz                 | 4-lane divided      | 300,000      |                         | 1,980,000   |             | 2,280,000                           |
| 56-B           | 3.7    | Santa Cruz to Davenport                      | Grade and surface   | 100,000      | 330,000                 |             |             | 430,000                             |
| 56-C           | 0.9    | Waddell Cr. to San Mateo Co. Line            | Grade and surface   | 2,000        | 662,000                 |             |             | 664,000                             |
| 67-B           | 1.0    | Jct. SCr-56-E to WCL of Watsonville          | 4-lanes divided     | 20,000       | 165,000                 |             |             | 185,000                             |
| 67-Wat.        | 1.0    | In Watsonville                               | 4-lane divided      | 100,000      |                         | 165,000     |             | 265,000                             |
| 67-A           | 10.0   | Watsonville to W Bdry                        | Grade and surface   | 75,000       | 825,000                 |             |             | 900,000                             |
| 116-A          | 12.6   | Jct. Rte 5 to Boulder Creek                  | Grade and surface   | 200,000      | 1,606,000               |             |             | 1,806,000                           |
| 116-B          | 7.8    | Boulder Creek to Jct. Rte. 42                | Grade and surface   | 10,000       | 468,000                 |             |             | 478,000                             |
| Totals         | 105.3  |  |                     | \$1,357,000  | \$7,278,000             | \$2,233,000 | \$3,022,000 | \$13,890,000                        |

# SHASTA COUNTY

## STATE HIGHWAY DEFICIENCY REPORT 10-Year Period—1946 to 1956

| Co., Rte., Sec. | Length | Description                            | Type of improvement           | Right of way | Total construction cost |             |          | Total construction and right of way |
|-----------------|--------|--|-------------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                 |        |  |                               |              | Rural                   | Cities      | Freeways |                                     |
| SHASTA          |        |  |                               |              |                         |             |          |                                     |
| 3-A.....        | 12.0   | S Co Bdry. to 0.2 Mi. N. Clear Cr..... | 4-lane divided (Por).....     |              | \$1,665,000             |             |          | \$1,665,000                         |
| 3-Rdg.....      | 1.6    | In Redding.....                        | 4-lane divided.....           | \$100,000    |                         | \$935,000   |          | 1,035,000                           |
| 3-B.....        | 12.5   | Redding to Pitt R. Br.....             | Por 4-lane divided.....       | 150,000      | 1,367,000               |             |          | 1,517,000                           |
| 3-C.....        | 5.3    | Crespo to La Moune.....                | Grade & surf Por. 4-lane..... | 30,000       | 2,178,000               |             |          | 2,208,000                           |
| 3-D.....        | 18.7   | La Moune to N. Bdry.....               | Grade & surf Por 4-lane.....  | 120,000      | 4,070,000               |             |          | 4,190,000                           |
| 20-A.....       | 8.5    | Tri. Co Lane to Tower House.....       | Grade and surface.....        | 50,000       | 935,000                 |             |          | 985,000                             |
| 20-A.....       | 6.3    | Tower House to Schilling.....          | Grade and surface.....        | 30,000       | 748,000                 |             |          | 778,000                             |
| 20-Rdg.....     | 0.86   | W C.L. to S.P.O H.....                 | Grade and surface.....        | 35,000       |                         | 77,000      |          | 112,000                             |
| 20-C,D,E.....   | 40.7   | 0.7 Mi E Redding to Viola.....         | Grade and surface.....        | 120,000      | 2,601,000               |             |          | 2,721,000                           |
| 20-C.....       |        | Sacramento River Br 6-41.....          | Superstructure.....           |              | 360,000                 |             |          | 360,000                             |
| 28-C.....       | 16.0   | Montgomery Cr. to Burney Valley.....   | Grade and surface.....        | 35,000       | 1,265,000               |             |          | 1,300,000                           |
| 28-D.....       | 0.2    | Burney Cr & Branches.....              | Bridges.....                  |              | 110,000                 |             |          | 110,000                             |
| 29-A.....       |        | Beegum Cr Br. 6-83.....                | Bridge.....                   |              | 33,000                  |             |          | 33,000                              |
| 209-A.....      |        | Churn Cr. Br 6-95.....                 | Bridge.....                   |              | 11,000                  |             |          | 11,000                              |
| Totals.....     | 122.66 |  |                               | \$870,000    | \$15,343,000            | \$1,012,000 |          | \$17,025,000                        |

# SIERRA COUNTY

|               |       |  |                        |          |             |  |  |             |
|---------------|-------|--|------------------------|----------|-------------|--|--|-------------|
| <b>SIERRA</b> |       |  |                        |          |             |  |  |             |
| 25-A.....     |       | N. Fk. Yuba R. Br 13-02.....                 | Bridge.....            |          | \$88,000    |  |  | \$88,000    |
| 25-A.....     |       | Fiddle Cr. Br 13-03.....                     | Bridge.....            |          | 22,000      |  |  | 22,000      |
| 25-A.....     |       | Goodyear Cr. Br. 13-04.....                  | Bridge.....            |          | 55,000      |  |  | 55,000      |
| 25-A.....     |       | N. Fk. of N. Fk. Yuba R. (Downie) 13-05..... | Bridge.....            |          | 110,000     |  |  | 110,000     |
| 38-A.....     | 1.6   | S Co. Bdry to State Line.....                | Grade and surface..... | \$15,000 | 275,000     |  |  | 290,000     |
| 83-A,B.....   | 29.5  | S Co. Bdry. to N Co. Bdry.....               | Grade and surface..... | 40,000   | 550,000     |  |  | 590,000     |
| 25-B,C.....   | 30.3  | Downieville-Sattley.....                     | Grade and surface..... | 40,000   | 990,000     |  |  | 1,030,000   |
| Totals.....   | 61.40 |  |                        | \$85,000 | \$2,090,000 |  |  | \$2,185,000 |

June 19, 1947]

SENATE JOURNAL

435

## SISKIYOU COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte, Sec   | Length | Description                 | Type of improvement                        | Right of way | Total construction cost |           |          | Total construction and right of way |
|----------------|--------|-----------------------------|--|--------------|-------------------------|-----------|----------|-------------------------------------|
|                |        |                             |  |              | Rural                   | Cities    | Freeways |                                     |
| SISKIYOU       |        |                             |  |              |                         |           |          |                                     |
| 2-A, Dmr, MSha | 9.5    | S Co. Bdry to Spring Hill   | Grade, surface, bridges Por 4-lane divided | \$300,000    | \$2,585,000             | \$165,000 |          | \$3,050,000                         |
| 3-A            | 8.0    | Spring Hill to Weed         | 4 lanes                                    | 105,000      | 1,155,000               |           |          | 1,260,000                           |
| 3-B            | 11.1   | Weed to Gazelle             | Gr & surf Por 4 lanes                      | 150,000      | 1,650,000               |           |          | 1,800,000                           |
| 3-Yre          | 1.3    | In Yreka                    | 4 lanes                                    | 25,000       |                         | 110,000   |          | 135,000                             |
| 3-B            | 17.0   | Gazelle to Yreka            | Gr & Surf. Por 4 lanes                     | 80,000       | 858,000                 |           |          | 938,000                             |
| 3-C            | 13.0   | Yreka to Oregon Bdry        | Gr & Surf Por 4 lanes                      | 60,000       | 1,595,000               |           |          | 1,655,000                           |
| 46-A, B, C, D  | 167.1  | Hum-Sis Co. Bdry to Rt 3    | Grade and surface                          | 100,000      | 1,925,000               |           |          | 2,025,000                           |
| 46-A           | 0.5    | Dillon Cr Br 2-35           | Bridge                                     |              | 140,000                 |           |          | 140,000                             |
| 46-A           | 0.1    | Clear Creek Bridge 2-51     | Bridge                                     |              | 140,000                 |           |          | 140,000                             |
| 46-A           |        | Oak Flat Cr Br 2-53         | Bridge                                     |              | 28,000                  |           |          | 28,000                              |
| 46-B           |        | Indian Cr Br 2-64           | Bridge                                     |              | 61,000                  |           |          | 61,000                              |
| 46-B           |        | Thompson Cr Br 2-68         | Bridge                                     |              | 33,000                  |           |          | 33,000                              |
| 46-C           |        | Klamath R (Seiad) Br 2-74   | Bridge                                     |              | 110,000                 |           |          | 110,000                             |
| 46-C           |        | Scott R. Br. 2-79           | Bridge                                     |              | 66,000                  |           |          | 66,000                              |
| 46-D           |        | Klamath R (Walker) Br. 2-80 | Bridge                                     |              | 138,000                 |           |          | 138,000                             |
| 46-D           | 0.5    | Jct. Rt 3 and Rt 46         | Grade and surface                          | 2,000        | 242,000                 |           |          | 244,000                             |
| 72-A           | 11.7   | 4.6 Mi. N of Weed to Cougar | Grade and surface                          | 20,000       | 539,000                 |           |          | 559,000                             |
| 72-C           | 11.0   | Macdoel to Dorris           | Grade and surface                          | 60,000       | 632,000                 |           |          | 692,000                             |
| 82-Yre         | 0.27   | Main St to E C L            | Grade and surface                          | 4,000        |                         | 47,000    |          | 51,000                              |
| 82-Yre         |        | Yreka Cr Br 2-43            | Bridge                                     |              |                         | 20,000    |          | 20,000                              |
| 82-E           | 5.4    | Yreka to Montague           | Grade and surface                          | 10,000       | 220,000                 |           |          | 230,000                             |
| 82-C, D        | 28.8   | Yreka to Etna               | Grade and surface                          | 100,000      | 1,155,000               |           |          | 1,255,000                           |
| 83-B           |        | Three Elk Cr Bridges        | Bridges                                    |              | 33,000                  |           |          | 33,000                              |
| 83-C           | 10.2   | McCloud to Rt 3             | Grade and surface                          | 15,000       | 550,000                 |           |          | 565,000                             |
| Totals         | 235.47 |                             |  | \$1,031,000  | \$13,855,000            | \$342,000 |          | \$15,228,000                        |



## SOLANO COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rt., Sec                 | Length | Description                       | Type of improvement            | Right of way | Total construction cost |           |             | Total construction and right of way |
|------------------------------|--------|-----------------------------------|--------------------------------|--------------|-------------------------|-----------|-------------|-------------------------------------|
|                              |        |                                   |                                |              | Rural                   | Cities    | Freeways    |                                     |
| SOLANO                       |        |                                   |                                |              |                         |           |             |                                     |
| 7-F,G                        | 5.3    | Vallejo Wye to N. of Jct. Rte 208 | 4-lane divided freeway         | \$100,000    |                         |           | \$2,420,000 | \$2,520,000                         |
| Sol-Nap-7-II,A,<br>B,C,D,Vac | 19.6   | N. of Rte. 208 to Ulatus Creek    | 4-lane freeway                 | 400,000      |                         |           | 5,500,000   | 5,900,000                           |
| 7-6-D,E,I,A,Vac              |        | Vacaville to Yolo Co. Line        | Separations for 4-lane freeway | 50,000       |                         |           | 1,100,000   | 1,150,000                           |
| 53-A,B                       | 11.8   | Fairfield to Rio Vista            | Grade, surface, bridge         | 50,000       | \$1,255,000             |           |             | 1,305,000                           |
| Sol-Sac-53-C                 |        | Sacramento River Bridge 23-24     | Bridge                         |              | 415,000                 |           |             | 415,000                             |
| 74-Val                       | 1.6    | In Vallejo                        | 4-lane                         | 20,000       |                         | \$629,000 |             | 649,000                             |
| 74-A                         | 2.9    | Vallejo to N Co Bdry              | 4-lane divided                 | 1,000        | 390,000                 |           |             | 391,000                             |
| 74-B                         | 3.6    | Vallejo to Benicia                | 4-lane divided                 | 100,000      | 561,000                 |           |             | 661,000                             |
| 74-Ben                       | 2.1    | In Benicia                        | 4-lane divided                 | 60,000       |                         | 176,000   |             | 236,000                             |
| 74-D                         | 0.7    | Jct Rte 7 to Vallejo              | 4-lane divided                 | 8,000        | 605,000                 |           |             | 613,000                             |
| 90-A                         | 5.5    | N of Sweeney Crk to N. Co. Bdry   | Grade and surface              | 40,000       | 726,000                 |           |             | 766,000                             |
| 208-A                        | 8.9    | Sonoma Creek to Wilson St.        | 4-lane divided                 | 20,000       | 2,000,000               |           |             | 2,020,000                           |
| 208-B                        |        | White Slough Bridge 23-65         | Bridge                         |              | 44,000                  |           |             | 44,000                              |
| Totals                       | 62.0   |                                   |                                | \$849,000    | \$5,996,000             | \$805,000 | \$9,020,000 | \$16,670,000                        |

## SONOMA COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte, Sec.  | Length | Description  | Type of improvement         | Right of way | Total construction cost |             |             | Total construction and right of way |
|----------------|--------|--|-----------------------------|--------------|-------------------------|-------------|-------------|-------------------------------------|
|                |        |  |                             |              | Rural                   | Cities      | Freeways    |                                     |
| SONOMA         |        |  |                             |              |                         |             |             |                                     |
| 1-F.....       | 1.3    | Petaluma to 13 Mi S.....                           | 4-lane divided freeway..... | \$30,000     |                         |             | \$920,000   | \$950,000                           |
| 1-Pet.....     | 0.5    | Through Petaluma.....                              | 4-lane divided freeway..... | 95,000       |                         |             | 193,000     | 288,000                             |
| 1-F.....       | 8.0    | Cotati to Petaluma.....                            | 4-lane divided freeway..... | 250,000      |                         |             | 1,955,000   | 2,205,000                           |
| 1-C.....       | 5.7    | 0 8 Mi S of Santa Rosa to Cotati.....              | 4-lane divided freeway..... | 150,000      |                         |             | 1,004,000   | 1,154,000                           |
| 1-C,SRo,B..... | 3.7    | 0 3 Mi. S Santa Rosa to 1 7 Mi. N. Santa Rosa..... | 4-lane divided.....         |              | \$400,000               | \$335,000   |             | 1,335,000                           |
| 1-B.....       | 13.1   | Healdsburg to 1 7 Mi. N. of Santa Rosa.....        | 4-lane divided.....         | 300,000      | 1,936,000               |             |             | 2,236,000                           |
| 1-B.....       |        | Mark West Cr. Br 20-10.....                        | Bridge.....                 |              | 99,000                  |             |             | 99,000                              |
| 1-Hilbg.....   | 1.0    | Through Healdsburg.....                            | 4-lane divided.....         | 24,000       |                         | 490,000     |             | 514,000                             |
| 1-A.....       | 16.2   | Cloverdale to Healdsburg.....                      | 4-lane divided.....         | 600,000      | 3,608,000               |             |             | 4,208,000                           |
| 1-Cld.....     | 1.0    | In Cloverdale.....                                 | 4-lane divided.....         | 100,000      |                         | 550,000     |             | 650,000                             |
| 1-D.....       |        | Preston Overhead Br 20-32.....                     | Bridge.....                 |              | 110,000                 |             |             | 110,000                             |
| 8-A.....       | 11.2   | Son Co Line to Shellville.....                     | Por 4 lanes.....            | 100,000      | 880,000                 |             |             | 980,000                             |
| 8-B.....       | 4 3    | Shellville to Co. Line.....                        | Grade, surface, bridge..... | 60,000       | 352,000                 |             |             | 412,000                             |
| 51-Seb.....    | 0.3    | Through Sebastopol.....                            | 4-lane divided.....         | 25,000       |                         | 39,000      |             | 64,000                              |
| 51-C.....      | 5.8    | Sebastopol to Santa Rosa.....                      | 4-lane divided.....         | 25,000       | 732,000                 |             |             | 757,000                             |
| 51-SRo.....    | 1.4    | Through Santa Rosa.....                            | 4-lane divided.....         | 250,000      |                         | 319,000     |             | 569,000                             |
| 51-A.....      | 11.8   | Santa Rosa to Beltane.....                         | 4-lane divided.....         | 25,000       | 1,034,000               |             |             | 1,059,000                           |
| 51-B.....      | 11.6   | Beltane to Shellville.....                         | 4-lane divided.....         | 30,000       | 935,000                 |             |             | 965,000                             |
| 51-Son.....    | 1.1    | Through Sonoma.....                                | 4-lane divided.....         | 100,000      |                         | 110,000     |             | 210,000                             |
| 56-C,D,E.....  | 40 0   | Jct Rte 104 at Jenner to Men Co Line.....          | Grade and surface.....      | 100,000      | 370,000                 |             |             | 470,000                             |
| 103-A.....     | 20.1   | Napa Co. to Geyserville.....                       | Grade and surface.....      | 60,000       | 1,153,000               |             |             | 1,213,000                           |
| 104-A.....     | 10.0   | Jenner to 3.2 Mi W. of Guerneville.....            | Grade and surface.....      | 60,000       | 1,100,000               |             |             | 1,160,000                           |
| 104-B.....     | 14.1   | Guerneville to Sebastopol.....                     | 4-lane divided.....         | 100,000      | 2,255,000               |             |             | 2,355,000                           |
| 104-Seb.....   | 1.4    | Through Sebastopol.....                            | 4-lane divided.....         | 50,000       |                         | 231,000     |             | 281,000                             |
| 104-C.....     | 7.5    | Sebastopol to Cotati.....                          | 4-lane divided.....         | 60,000       | 770,000                 |             |             | 830,000                             |
| 104-D.....     | 13.1   | Petaluma to Shellville.....                        | Grade and surface.....      | 40,000       | 737,000                 |             |             | 777,000                             |
| 209-A.....     | 2.3    | Jct. Rte 8 to Sol Co. Line.....                    | 4 lane divided.....         | 5,000        | 473,000                 |             |             | 478,000                             |
| Totals.....    | 170.20 |  |                             | \$2,639,000  | \$16,944,000            | \$2,874,000 | \$4,072,000 | \$26,329,000                        |

## STANISLAUS COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co , Rte., Sec.             | Length | Description                     | Type of improvement    | Right of way | Total construction cost |             |          | Total construction and right of way |
|-----------------------------|--------|---------------------------------|------------------------|--------------|-------------------------|-------------|----------|-------------------------------------|
|                             |        |                                 |                        |              | Rural                   | Cities      | Freeways |                                     |
| STANISLAUS                  |        |                                 |                        |              |                         |             |          |                                     |
| 4-A                         | 6.7    | S. Co. Bdry. to N. of Keyes     | 4-lane divided         | \$305,000    | \$1,540,000             |             |          | \$1,845,000                         |
| 4-Tur                       | 1.0    | In Turlock                      | 4-lane divided         | 600,000      |                         | \$275,000   |          | 875,000                             |
| 4-A,B                       | 2.4    | Hatch crossing to N. of Modesto | 4-lane divided         | 400,000      | 2,700,000               |             |          | 3,100,000                           |
| 4-Mod                       | 1.7    | In Modesto                      | 4-lane divided         | 1,500,000    |                         | 1,050,000   |          | 2,550,000                           |
| 13-A,B                      | 27.0   | Rte 4 to E. Co. Bdry.           | Grade surface, bridge  | 150,000      | 1,540,000               |             |          | 1,690,000                           |
| 41-A,B                      | 25.0   | S. Co Bdry to N. Co Bdry.       | 4-lane divided         | 250,000      | 3,025,000               |             |          | 3,275,000                           |
| 66-A                        | 4.5    | W Co Bdry to Oakdale.           |                        | 15,000       | 165,000                 |             |          | 180,000                             |
| 75-A                        |        | Rock Creek Bridge 38-40         | Bridge                 |              | 22,000                  |             |          | 22,000                              |
| 109-Mod                     | 1.2    | In Modesto                      |                        |              |                         | 126,000     |          | 126,000                             |
| 109,110-Mod                 | 0.5    | In Modesto                      | S P R.R. Separation    |              |                         | 440,000     |          | 440,000                             |
| 109-A                       | 3.9    | Modesto to Rte 13               | 4-lane divided         | 50,000       | 462,000                 |             |          | 512,000                             |
| 110-A,B                     | 14.4   | W Co Line to Modesto            | 4-lane divided         | 100,000      | 2,420,000               |             |          | 2,520,000                           |
| 110-Mod                     | 0.7    | In Modesto                      | Grade and surface      | 65,000       |                         | 385,000     |          | 450,000                             |
| Sta, Tuo, Mpa-<br>110-CDEAB | 45.0   | Modesto to Rte 65               | Grade, surface, bridge | 200,000      | 3,025,000               |             |          | 3,225,000                           |
| Totals                      | 134.0  |                                 |                        | \$3,635,000  | \$14,899,000            | \$2,276,000 |          | \$20,810,000                        |

## SUTTER COUNTY

|               |             |                             |                          |                  |                    |                  |  |                    |
|---------------|-------------|-----------------------------|--------------------------|------------------|--------------------|------------------|--|--------------------|
| <b>SUTTER</b> |             |                             |                          |                  |                    |                  |  |                    |
| 2-A           | 0.7         | Loma RR Xing                | RR Grade Separation      | \$6,500          | \$303,000          |                  |  | \$309,500          |
| 3-A           | 11.7        | Yuba City to N. Co. Bdry    | Grade & surface, 4 lanes | 200,000          | 1,375,000          |                  |  | 1,575,000          |
| 16-A          |             | Sac. R. Br (Meridian) 18-08 | Bridge                   |                  | 561,000            |                  |  | 561,000            |
| 15-A,B        | 6.5         | Sutter City to Yuba City    | Grade, surface, bridge   | 90,000           | 814,000            |                  |  | 904,000            |
| 87-A,B        | 25.5        | S. Co. Bdry. to Yuba City   | Grade, surface, bridge   | 120,000          | 1,100,000          |                  |  | 1,220,000          |
| 87-Y.C.       | 0.8         | In Yuba City                | Grade and surface        | 50,000           |                    | \$275,000        |  | 325,000            |
| <b>Totals</b> | <b>45.2</b> |                             |                          | <b>\$466,500</b> | <b>\$4,153,000</b> | <b>\$275,000</b> |  | <b>\$4,894,500</b> |

## TEHAMA COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co., Rt., Sec. | Length | Description                | Type of improvement      | Right of way | Total construction cost |           |          | Total construction and right of way |
|----------------|--------|----------------------------|--------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                |        |                            |                          |              | Rural                   | Cities    | Freeways |                                     |
| TEHAMA         |        |                            |                          |              |                         |           |          |                                     |
| 3-A,D          | 24.7   | S. Co Bdry to Jct. Rte. 29 | Grade & surf Por. 4-lane | \$250,000    | \$2,827,000             |           |          | \$3,077,000                         |
| 3.7-RB1        | 1.0    | In Red Bluff               | Grade and surface        | 50,000       |                         | \$275,000 |          | 325,000                             |
| 7-A,B          | 26.0   | S Co. Bdry. to Red Bluff   | 4-lane divided           | 300,000      | 3,960,000               |           |          | 4,320,000                           |
| 29-D           | ---    | Dry Cr Br. 8-29            | Bridge                   |              | 28,000                  |           |          | 28,000                              |
| 29-E           | ---    | Salt Cr Br 8-30            | Bridge                   |              | 39,000                  |           |          | 39,000                              |
| 29-E           | ---    | Crane Cr Br. 8-49          | Bridge                   |              | 13,000                  |           |          | 13,000                              |
| 29-E           | ---    | S Fk Cottonwood Cr.        | Bridge                   |              | 55,000                  |           |          | 55,000                              |
| 29,86,83-B,A,A | 28.8   | Paynes Cr. to Morgan Sprs. | Grade and surface        | 75,000       | 2,096,000               |           |          | 2,171,000                           |
| Totals         | 80.50  |                            |                          | \$735,000    | \$9,018,000             | \$275,000 |          | \$10,028,000                        |

## TRINITY COUNTY

|                      |      |  |                        |          |             |       |       |             |
|----------------------|------|--|------------------------|----------|-------------|-------|-------|-------------|
| <b>TRINITY</b>       |      |  |                        |          |             |       |       |             |
| 20-A (II).....       | 11.0 | Weaverville to Tom Long Gulch.....       | Grade and surface..... | \$30,000 | \$676,000   | ----- | ----- | \$706,000   |
| 20-B.....            | 10.5 | Tom Long Gulch to C. Bdry.....           | Grade and surface..... | 20,000   | 715,000     | ----- | ----- | 735,000     |
| 20-C (I).....        | 2.8  | Hum-Tr Co Bdry to 2.8 Mi. E.....         | Grade and surface..... | 12,000   | 324,000     | ----- | ----- | 336,000     |
| 20-D.....            | 9.7  | 2.8 Mi. E of Cedar Flat to Frame Cr..... | Grade and surface..... | 15,000   | 1,454,000   | ----- | ----- | 1,469,000   |
| 35-A.....            | ---  | Mad River Br. 5-34.....                  | Bridge.....            | -----    | 44,000      | ----- | ----- | 44,000      |
| 35-A.....            | ---  | S. Fk. Trinity River Bridge 5-26.....    | Bridge.....            | -----    | 55,000      | ----- | ----- | 55,000      |
| 35-C (II).....       | 0.1  | At Intersection Rte. 20.....             | Grade and surface..... | 1,000    | 33,000      | ----- | ----- | 34,000      |
| Distr. I Total.....  | 12 5 | -----                                    | -----                  | \$27,000 | \$1,877,000 | ----- | ----- | \$1,904,000 |
| Distr. II Total..... | 21 6 | -----                                    | -----                  | \$51,000 | \$1,424,000 | ----- | ----- | \$1,475,000 |
| Totals.....          | 34.1 | -----                                    | -----                  | \$78,000 | \$3,301,000 | ----- | ----- | \$3,379,000 |

## TULARE COUNTY

STATE HIGHWAY DEFICIENCY REPORT  
10-Year Period—1946 to 1956

| Co., Rte., Sec.     | Length | Description                            | Type of improvement         | Right of way | Total construction cost |           |          | Total construction and right of way |
|---------------------|--------|--|-----------------------------|--------------|-------------------------|-----------|----------|-------------------------------------|
|                     |        |  |                             |              | Rural                   | Cities    | Freeways |                                     |
| TULARE              |        |  |                             |              |                         |           |          |                                     |
| 4-A-----            | 15 2   | S. Co Line to Quail.....               | 4-lane divided.....         | \$665,000    | \$1,462,000             | -----     | -----    | \$2,127,000                         |
| 4-B-----            | 2 7    | Quail to 1 Mi S of Tipton.....         | 4-lane divided.....         | 15,000       | 253,000                 | -----     | -----    | 268,000                             |
| 4-B-----            | 7 8    | 1 Mi. S. Tipton to Rankin Airport..... | 4-lane divided.....         | 180,000      | 1,216,000               | -----     | -----    | 1,376,000                           |
| 4-B,F-----          | 8 9    | Rankin Airport to Tagus.....           | 4-lane divided.....         | 250,000      | 1,980,000               | -----     | -----    | 2,230,000                           |
| 4-F-----            | 3 7    | Tagus to Rte 10.....                   | 4-lane divided.....         | 35,000       | 648,000                 | -----     | -----    | 683,000                             |
| 4-F-----            | 3 2    | Rte 10 to 1 Mi N Goshen.....           | 4-lane divided.....         | 85,000       | 1,242,000               | -----     | -----    | 1,327,000                           |
| 4-E-----            | 10 6   | 1 Mi N Goshen to Kings River.....      | 4-lane divided.....         | 100,000      | 1,180,000               | -----     | -----    | 1,280,000                           |
| 4-E-----            | 0 3    | 0 3 Mi S Co Line to Co. Line.....      | 4-lane divided.....         | -----        | 62,000                  | -----     | -----    | 62,000                              |
| 10 B-----           | 4 2    | Rte. 4 to Highway School.....          | 4-lane divided.....         | 80,000       | 592,000                 | -----     | -----    | 672,000                             |
| 10-Vis-----         | 1 3    | Visalia.....                           | 4-lanes.....                | 110,000      | -----                   | \$265,000 | -----    | 375,000                             |
| 127-B,C,D,E-----    | 43 0   | Porterville to Quaking Aspen Camp..... | Grade, surface, bridge..... | 50,000       | 490,000                 | -----     | -----    | 540,000                             |
| 129-B-----          | 4 9    | Deer Creek to Ponca.....               | Grade and surface.....      | 46,000       | 307,000                 | -----     | -----    | 353,000                             |
| 129-B-----          | 1 2    | Ponca to Porterville.....              | Grade and surface.....      | 91,000       | 129,000                 | -----     | -----    | 220,000                             |
| 129-Ptrv-----       | 1 3    | In Porterville.....                    | 4-lane divided.....         | 670,000      | -----                   | 393,000   | -----    | 1,063,000                           |
| 129-C, Lnsy-----    | 9 5    | Porterville to Jct. Rte. 134.....      | 4-lane divided.....         | 238,000      | 1,320,000               | 172,000   | -----    | 1,730,000                           |
| 129-E,F,G-----      | 35 6   | Rte 10 to N. Co Bdry.....              | Grade, surface, bridge..... | 200,000      | 1,210,000               | -----     | -----    | 1,410,000                           |
| 129-D-----          | 5 0    | Jct Rte 134 to Exeter.....             | Grade and surface.....      | 50,000       | 440,000                 | -----     | -----    | 490,000                             |
| 132-A-----          | 7 8    | Rte 134 to Rte 10.....                 | 4-lane divided.....         | 150,000      | 960,000                 | -----     | -----    | 1,110,000                           |
| 132-B,C-----        | 20 7   | Visalia to N Co Bdry.....              | Grade, surface, bridge..... | 75,000       | 470,000                 | -----     | -----    | 545,000                             |
| 133-A-----          | 13 0   | Visalia to Woodlake.....               | Grade and surface.....      | 200,000      | 755,000                 | -----     | -----    | 955,000                             |
| Tul-Kin-134-AA----- | 17 0   | Tulare to Corcoran.....                | Por 4-lane.....             | 200,000      | 390,000                 | -----     | -----    | 590,000                             |
| 135-A,B-----        | 10 0   | Kings Co Line to 10 Mi. S.E.....       | Grade and surface.....      | 15,000       | 660,000                 | -----     | -----    | 675,000                             |
| Totals.....         | 226 9  | -----                                  | -----                       | \$3,485,000  | \$15,766,000            | \$830,000 | -----    | \$20,081,000                        |

**STATE HIGHWAY DEFICIENCY REPORT**  
**10-Year Period—1946 to 1956**

**TUOLUMNE COUNTY**

| Co., Rte., Sec. | Length | Description                         | Type of improvement    | Right of way | Total construction cost |          |          | Total construction and right of way |
|-----------------|--------|-------------------------------------|------------------------|--------------|-------------------------|----------|----------|-------------------------------------|
|                 |        |                                     |                        |              | Rural                   | Cities   | Freeways |                                     |
| <b>TUOLUMNE</b> |        |                                     |                        |              |                         |          |          |                                     |
| 13-A,B.....     | 22.0   | West Co Bdry. to Sonora.....        | Grade and surface..... | \$150,000    | \$1,430,000             | -----    | -----    | \$1,580,000                         |
| 13-CDFGH.....   | 68.0   | Sonora to E. Co. Bdry.....          | Grade and surface..... | 150,000      | 1,455,000               | -----    | -----    | 1,605,000                           |
| 40-ABCDE.....   | 42.0   | Rte 13 to Yosemite Park.....        | Grade and surface..... | 100,000      | 2,555,000               | -----    | -----    | 2,655,000                           |
| 65-A.....       | 5.0    | County Lane to Columbia Wye.....    | Grade and surface..... | 50,000       | 550,000                 | -----    | -----    | 600,000                             |
| 65-B.....       | 9.1    | Moccasin Cr. to southerly Bdry..... | Grade and surface..... | 10,000       | 428,000                 | -----    | -----    | 438,000                             |
| 65-Sra.....     | 0.5    | In Sonora North Entrance.....       | Grade and surface..... | -----        | -----                   | \$27,000 | -----    | 27,000                              |
| Totals.....     | 146.6  | -----                               | -----                  | \$460,000    | \$6,416,000             | \$27,000 | -----    | \$6,903,000                         |

# VENTURA COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

June 19, 1947]

SENATE JOURNAL

443

| Co, Rt., Sec | Length | Description   | Type of improvement         | Right of way     | Total construction cost |                |                  | Total construction and right of way |
|--------------|--------|---|-----------------------------|------------------|-------------------------|----------------|------------------|-------------------------------------|
|              |        |   |                             |                  | Rural                   | Cities         | Freeways         |                                     |
| VENTURA      |        |   |                             |                  |                         |                |                  |                                     |
| 2-A,B,C----- | 24.4   | Mi. 0 00 to 6.75 "A"; Mi. 0.00 to 10 68 "B"; Mi. 0.00 to 7 00 "C" | 4-lane divided freeway----- | \$300,000-----   |                         |                | \$3,630,000----- | \$3,930,000-----                    |
| 2-C-----     | 3.2    | Mi. 7.00 to Mi. 10 20-----  | 4-lane divided freeway----- |                  |                         |                | 801,000-----     | 801,000-----                        |
| 2-Ven-----   | 3.0    | Through Ventura-----  | 6-lane freeway-----         | 1,000,000-----   |                         |                | 5,500,000-----   | 6,500,000-----                      |
| 2-D-----     | 5.7    | Mi. 0 38 to Mi. 6 05-----   | 4-lane divided-----         | 75,000-----      | \$1,110,000-----        |                |                  | 1,185,000-----                      |
| 2-E-----     | 2.0    | Mi 0 00 to Mi 1 95-----   | 4-lane divided-----         | 50,000-----      | 440,000-----            |                |                  | 490,000-----                        |
| 2-F-----     | 1.2    | At Long Wall N. of Ventura-----                                   | 4-lane divided-----         |                  | 892,000-----            |                |                  | 892,000-----                        |
| 2-F,G-----   | 4.6    | Mi. 0 00 to Mi 4 33 "F"; Mi 0 0 to 0 26 "G"                       | 4-lane divided-----         |                  | 1,639,000-----          |                |                  | 1,639,000-----                      |
| 9-A-----     | 0.7    | Mi. 4 85 to Mi. 5 10, Mi. 7 80 to Mi. 8 20-----                   | Grade and surface-----      | 15,000-----      | 88,000-----             |                |                  | 103,000-----                        |
| 9-B-----     | ---    | Local line changes & raise grade-----                             | Grade and surface-----      | 25,000-----      | 149,000-----            |                |                  | 174,000-----                        |
| 9-B-----     | ---    | Wixadi Cr. Br 52-56-----  | Bridge-----                 |                  | 17,000-----             |                |                  | 17,000-----                         |
| 9-C-----     | ---    | Local line changes and raise grade-----                           | Grade and surface-----      | 15,000-----      | 149,000-----            |                |                  | 164,000-----                        |
| 60-A-----    | 16 2   | Mi. 0 00 to Mi 3 99, Mi. 4.67 to Mi. 16.91-----                   | 4-lane divided-----         | 175,000-----     | 5,410,000-----          |                |                  | 5,585,000-----                      |
| 60-Oxn-----  | 2.0    | Through Oxnard-----   | 4-lane divided-----         |                  |                         | \$112,000----- |                  | 112,000-----                        |
| 60-B-----    | 2.3    | Mi. 0.00 to Mi. 2 34-----   | 4-lane divided-----         | 25,000-----      | 302,000-----            |                |                  | 327,000-----                        |
| 79-Ven-----  | 0.3    | Through Ventura-----  | 4 lanes-----                |                  |                         | 56,600-----    |                  | 56,600-----                         |
| 79-A-----    | 10 8   | Entire Section-----   | 4-lane divided-----         | 300,000-----     | 1,872,000-----          |                |                  | 2,172,000-----                      |
| 79-SPa-----  | 2.3    | Through Santa Paula-----  | 4 lanes-----                |                  |                         | 220,000-----   |                  | 220,000-----                        |
| 79-B-----    | ---    | Sespe Creek W. of Fillmore—Line change-----                       | Grade and surface-----      | 50,000-----      | 462,000-----            |                |                  | 512,000-----                        |
| 79-Fil-----  | 1.6    | Sespe Creek W. of Fillmore—In Fillmore-----                       | Grade and surface-----      |                  |                         | 123,000-----   |                  | 123,000-----                        |
| 138-Ven----- | 0.8    | Through Ventura-----  | 4-lane divided-----         |                  |                         | 215,000-----   |                  | 215,000-----                        |
| 138-A-----   | 4.8    | N C.L. Ventura to Foster Park-----                                | 4-lane divided-----         | 100,000-----     | 440,000-----            |                |                  | 540,000-----                        |
| 138-A-----   | ---    | Matthya Creek Br. 52-44-----                                      | Bridge-----                 |                  | 50,000-----             |                |                  | 50,000-----                         |
| 138-E-----   | ---    | 7 Bridges-----  | Bridges-----                |                  | 96,000-----             |                |                  | 96,000-----                         |
| 151-D-----   | ---    | Santa Paula Creek Br. 52-105-----                                 | Bridge-----                 |                  | 83,000-----             |                |                  | 83,000-----                         |
| 151-D-----   | 1.8    | Mile 0.00 to Mile 1.80-----                                       | Grade and surface-----      |                  | 77,000-----             |                |                  | 77,000-----                         |
| 151-C-----   | ---    | Bridge-----   | Bridge-----                 |                  | 220,000-----            |                |                  | 220,000-----                        |
| 163-Oxn----- | 0.9    | Factory Lane to EC.L. Oxnard-----                                 | 4 lanes-----                |                  |                         | 112,000-----   |                  | 112,000-----                        |
| 163-A-----   | 0.8    | Mi. 7.70 to Mi. 8.50-----   | Grade and surface-----      |                  | 55,000-----             |                |                  | 55,000-----                         |
| Totals-----  | 89.4   |   |                             | \$2,130,000----- | \$13,551,000-----       | \$838,600----- | \$9,931,000----- | \$26,450,600-----                   |

## YOLO COUNTY

## STATE HIGHWAY DEFICIENCY REPORT

10-Year Period—1946 to 1956

| Co, Rte., Sec. | Length | Description                                | Type of improvement       | Right of way | Total construction cost |        |           | Total construction and right of way |
|----------------|--------|--|---------------------------|--------------|-------------------------|--------|-----------|-------------------------------------|
|                |        |  |                           |              | Rural                   | Cities | Freeways  |                                     |
| Yolo           |        |  |                           |              |                         |        |           |                                     |
| 6-E,A          | 5 8    | S. Co Bdry to Yolo Causeway                | Grade separations—freeway |              |                         |        | \$330,000 | \$330,000                           |
| 6-B            | 3.1    | Yolo Causeway-Br 2202                      | Bridge                    |              | \$2,970,000             |        |           | 2,970,000                           |
| 6-C            | 4.1    | Yolo Causeway to M St Br                   | 4-lane divided            | \$207,000    | 1,430,000               |        |           | 1,637,000                           |
| 7-A            | 14.0   | S. Co. Bdry. to Woodland                   | Grade and surface         | 45,000       | 550,000                 |        |           | 595,000                             |
| 7-A            | ---    | At Mullen Crossing                         | Grade separation          | 2,000        | 275,000                 |        |           | 277,000                             |
| 7-B            | 0.8    | Woodland to Browns Corner                  | 4-lane divided            | 17,000       | 165,000                 |        |           | 182,000                             |
| 7-B,C          | 20.8   | Browns Cor. to N Co Bdry                   | 4-lane divided and bridge | 400,000      | 2,338,000               |        |           | 2,738,000                           |
| 50-A,B,C,D     | 41.2   | N Co. Bdry. to Woodland                    | Grade, surface, bridge    | 85,000       | 918,000                 |        |           | 1,003,000                           |
| 50-E,F         | 17.8   | Woodland to E. Co Bdry                     | 4-lane divided            | 700,000      | 7,150,000               |        |           | 7,850,000                           |
| 87-A           | 12 0   | Woodland to N County Bdry                  | Grade, surface, bridge    | 60,000       | 715,000                 |        |           | 775,000                             |
| 88-A           | 13 0   | Knight's Landing to N Co. Bdry             | Grade, surface, bridge    | 40,000       | 550,000                 |        |           | 590,000                             |
| 90-A,B         | 23.4   | S. Co. Bdry. to Rte 7, 2 5 Mi. S. Dunnigan | Grade and surface         | 160,000      | 2,475,000               |        |           | 2,635,000                           |
| Totals         | 165.6  |  |                           | \$1,716,000  | \$19,536,000            |        | \$330,000 | \$21,582,000                        |

## YUBA COUNTY

|              |      |                                 |  |           |             |           |       |             |
|--------------|------|---------------------------------|--|-----------|-------------|-----------|-------|-------------|
| <b>YUBA</b>  |      |                                 |  |           |             |           |       |             |
| 3-A,B.....   | 12.7 | S Co Bdry to Marysville.....    | Grade, sur and bridge & Por. 4-lane..... | \$190,000 | \$3,493,000 | -----     | ----- | \$3,683,000 |
| 15-A,B.....  | 14.5 | Marysville to Parks Bar Br..... | Grade and surface.....                   | 13,700    | 1,060,000   | -----     | ----- | 1,073,700   |
| 87-A.....    | 10 0 | Marysville to N. Co. Bdry.....  | Grade, surface, bridge.....              | 110,000   | 1,144,000   | -----     | ----- | 1,254,000   |
| 87-M.vl..... | 1.2  | In Marysville.....              | 4-lane divided.....                      | 80,000    | -----       | \$605,000 | ----- | 685,000     |
| Totals.....  | 38.4 | -----                           | -----                                    | \$393,700 | \$5,697,000 | \$605,000 | ----- | \$6,695,700 |



**RECESS**

At 4.45 p.m., on motion of Senator Carter, the Senate recessed until 10 p.m.

**REASSEMBLED**

At 10 p.m., the Senate reconvened.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

**CONSIDERATION OF DAILY FILE (RESUMED)****THIRD READING OF ASSEMBLY BILLS (RESUMED)**

**Assembly Bill No. 46**—An act to provide for a System of Public Streets and Highways in this State and for the financial support thereof, including the levying of taxes therefor, and for that purpose to repeal Sections 188, 203, 1021, 1022, 1023, 1024, 1621, 1625.5, 1626, 1626.5, 1627, and 1628 of, to amend Sections 143, 194, 195, 458, 461, 467, 1028, 1029, and 1622 of, and to add Division 3 and Sections 29, 74, 143.1, 143.2, 188, 188.4, 521, 522, 523, 524, 525, 526, 527, 528, 529, and 600 to, to add Article 2.5 to Chapter 3 of Division 1 of, the Streets and Highways Code, to repeal Sections 276.5, 779, 780, and 782, and to amend Sections 277, 370, 372, 381, and 781 of, the Vehicle Code, and to repeal Sections 8353, 8353.5, 8354, 8355, 8356, 8357, and 8358 of, to amend Sections 7351, 8352, 8651, 9302, 9303, 9304, and 10452 of, and to add Sections 8353, 9654, and 10456 to, the Revenue and Taxation Code, and to amend Section 7 of Chapter 788 of the Statutes of 1937.

Bill read third time, and presented by Senator Carter.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Ward, Watson, Weybret, and Williams—33.

**NOES**—Senator Tenney—1.

Bill ordered transmitted to the Assembly.

**ADJOURNMENT**

At 10.50 p.m., on motion of Senator Collier, the President declared the Senate adjourned until 4 p.m., Friday, June 20, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

# SENATE DAILY JOURNAL

SIXTIETH LEGISLATIVE DAY  
ONE HUNDRED FIFTY-NINTH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Friday, June 20, 1947

The Senate met at 4 p.m.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Deuel, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kratt, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—39.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, June 20, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day adopted the report of the Committee on Conference concerning:

**Senate Bill No. 3**—An act to amend Sections 102, 108, and 128 of, to add Division 2A, comprising Sections 139 to 139.61, inclusive to, and to repeal Sections 111, 113, 116, 117, 119, 120, 121, 122, 123, 124, 124.1, 125, 126, 135, 135.5, 135.8, 484, 486, and 489 of, the Vehicle Code, providing for the reorganization of the California Highway Patrol, abolishing the Division of Enforcement of the Department of Motor Vehicles, establishing a Department of Highway Patrol and prescribing its powers, duties, purposes, and functions, providing for the transfer of records and property; and to make available money for the support of said department.

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By C. W. QUEALE, Assistant Clerk

Above bill ordered enrolled.

**CONSIDERATION OF DAILY FILE**  
**THIRD READING OF ASSEMBLY BILLS**

**Assembly Bill No. 35**—An act to provide for the relocation of a portion of State Highway Route 5 in Santa Clara County, making an appropriation therefor, and declaring the urgency hereof, to take effect immediately.

Bill read third time, and presented by Senator Salsman.

**Urgency Clause**

Urgency clause read, and adopted by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Swing, Watson, and Williams—31.

**NOES**—None.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Swing, Watson, and Williams—32.

**NOES**—None.

**Motion to Reconsider**

Senator Collier moved to reconsider the vote whereby Assembly Bill No. 35 was passed.

**Postponement of Reconsideration**

On motion of Senator Collier, the further consideration of the motion to reconsider the vote whereby Assembly Bill No. 35 was passed, was continued until the next legislative day.

**ADJOURNMENT**

At 4.15 p.m., on motion of Senator DeLap, the President declared the Senate adjourned until 2 p.m., Saturday, June 21, 1947.

JOHN F. LEA, Minute Clerk

**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

---

# SENATE DAILY JOURNAL

SIXTY-FIRST LEGISLATIVE DAY  
ONE HUNDRED SIXTIETH CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Saturday, June 21, 1947

The Senate met at 2 p.m.

Hon. Jesse M. Mayo, Senator of Twenty-sixth District, presiding.  
Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Swing, Tenney, Ward, Watson, Weybret, and Williams—37.

Quorum present.

### PRAYER

Prayer was offered by the Chaplain, Rev. William C. Pearson.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Deuel, on motion of Senator Powers, due to illness.

Senator Desmond, on motion of Senator Powers, due to legislative business.

### GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR

On request of Senator Watson, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. and Mrs. James S. Jennings of Glendale and Mrs. Charlotte J. Young of Laguna Beach.

On request of Senator Dorsey, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Mr. Robert Chesnes of San Francisco.

### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, June 20, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day concurred in Senate amendments to:

Assembly Bill No. 46

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By RANDAL F. DICKEY, JR., Assistant Clerk

ASSEMBLY CHAMBER, SACRAMENTO, June 21, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Assembly Bill No. 24

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By C. W. QUEALE, Assistant Clerk

**FIRST READING AND REFERENCE OF ASSEMBLY BILLS**

The following bill was read the first time:

**Assembly Bill No. 24**—An act to add Section 1239.5 to the Code of Civil Procedure, relating to eminent domain and the use of property acquired pursuant to eminent domain proceedings by the State and public agencies.

Referred to Committee on Judiciary.

**INTRODUCTION, FIRST READING, AND REFERENCE OF SENATE BILLS**

The following resolution was offered:

**Senate Concurrent Resolution No. 4:** By Senator Powers—Relative to adjournment sine die of the Fifty-seventh (First Extraordinary) Session.

**Request for Unanimous Consent**

Senator Powers asked for, and was granted, unanimous consent to take up Senate Concurrent Resolution No. 4, at this time, for consideration.

**CONSIDERATION OF SENATE CONCURRENT RESOLUTION NO. 4**

**Senate Concurrent Resolution No. 4**—Relative to adjournment sine die of the Fifty-seventh (First Extraordinary) Session.

Resolution read.

The roll was called, and the resolution adopted by the following vote:

**AYES**—Senators Breed, Brown, Burns, Collier, Crittenden, Cunningham, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Kraft, Mayo, McBride, Parkman, Powers, Slater, Sutton, Swing, Watson, Weybret, and Williams—25.

**NOES**—None.

Resolution ordered transmitted to the Assembly.

**RESOLUTIONS**

The following resolution was offered:

By Senator Collier:

**Senate Resolution No. 32**

Relative to the publication of a financial report on Assembly Bill No. 46 of the 1947 Extraordinary Session

*Resolved by the Senate of the State of California.* That the Secretary of the Senate is instructed to cause to be printed not to exceed 5,000 copies of the financial report on Assembly Bill No. 46 of the 1947 Extraordinary Session, prepared by the staff of the Joint Fact-Finding Committee on Highways, Streets and Bridges, created by Resolution Chapter 133 of the Statutes of 1945, and continued by Resolution Chapter 28 of the Statutes of 1947, the cost of such printing to be paid from the legislative printing appropriation; and be it further

*Resolved,* That copies of such report be mailed to all Members of the Legislature as soon as published.

Resolution read, and, on motion of Senator Collier, adopted.

**CONSIDERATION OF DAILY FILE****UNFINISHED BUSINESS****Motion to Reconsider**

**Assembly Bill No. 35**—An act to provide for the relocation of a portion of State Highway Route 5 in Santa Clara County, making an appropriation therefor, and declaring the urgency hereof, to take effect immediately.

**Motion to Reconsider Waived**

Senator Collier waived his motion to reconsider the vote whereby Assembly Bill No. 35 was passed.

Assembly Bill No. 35 ordered transmitted to the Assembly.

**THIRD READING OF ASSEMBLY BILLS**

**Assembly Bill No. 32**—An act to add Sections 147, 148, 149, 150, and 151 to the Streets and Highways Code, relating to state highways.

Bill read third time, and presented by Senator Breed.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Brown, Carter, Collier, Crittenden, Cunningham, DeLap, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Keating, Kraft, Mayo, Parkman, Powers, Rich, Slater, Sutton, Tenney, Ward, Watson, Weybret, and Williams—27.

**NOES**—None.

Bill ordered transmitted to the Assembly.

**THIRD READING OF SENATE BILLS**

**Senate Bill No. 12**—An act to amend Section 370 of the Vehicle Code, relating to vehicle registration fees.

**Motion to Re-refer Senate Bill No. 12**

Senator Collier moved that Senate Bill No. 12 be re-referred to Committee on Transportation.

Motion carried.

**Senate Bill No. 11**—An act to repeal Part 4, comprising Sections 9601 to 10501, inclusive, of Division 2 of the Revenue and Taxation Code, imposing a tax upon persons engaged in the transportation of persons or property for hire or compensation by motor vehicle, to add Part 4, comprising Sections 9601 to 10501, inclusive, to Division 2 of the Revenue and Taxation Code, and to amend Section 372 of the Vehicle Code, relating to the imposition of taxes and fees to be paid by persons operating commercial vehicles, and providing that this act shall take effect immediately.

**Motion to Re-refer Senate Bill No. 11**

Senator Collier moved that Senate Bill No. 11 be re-referred to Committee on Transportation.

Motion carried.

**Senate Bill No. 9**—An act to amend Section 7351 of the Revenue and Taxation Code, relating to the rate of tax on distribution of Motor Vehicle Fuel, to take effect immediately.

**Motion to Re-refer Senate Bill No. 9**

Senator Collier moved that Senate Bill No. 9 be re-referred to Committee on Transportation.

Motion carried.

**Senate Bill No. 10**—An act to amend Section 8651 of the Revenue and Taxation Code, relating to the use fuel tax, to take effect immediately.

**Motion to Re-refer Senate Bill No. 10**

Senator Collier moved that Senate Bill No. 10 be re-referred to Committee on Transportation.

Motion carried.

**Senate Bill No. 13**—An act to amend Sections 276, 277, and 381, and to repeal Section 276.5, of the Vehicle Code, relating to operator's and chauffeur's licenses.

**Motion to Re-refer Senate Bill No. 13**

Senator Collier moved that Senate Bill No. 13 be re-referred to Committee on Transportation.

Motion carried.

**Senate Bill No. 8**—An act to amend Sections 713, 714, and 715.5 of. and to add Section 604.50 to, the Vehicle Code, relating to operation of vehicles on streets and highways.

**Motion to Re-refer Senate Bill No. 8**

Senator Collier moved that Senate Bill No. 8 be re-referred to Committee on Transportation

Motion carried.

**Senate Bill No. 37**—An act to amend Section 39 6 of the Vehicle Code. relating to agricultural water-well boring rigs.

Bill read third time.

The roll was called, and the bill passed by the following vote:

AYES—Senators Breed, Brown, Carter, Collier, Crittenden, Cunningham, DeLap, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, Parkman, Powers, Quinn, Rich, Slater, Sutton, Tenney, Ward, Watson, Weybret, and Williams—28.

NOES—None.

Bill ordered transmitted to the Assembly.

**THIRD READING OF ASSEMBLY BILLS (RESUMED)**

**Assembly Joint Resolution No. 5**—Relative to on-the-job training for veterans.

Resolution read, and presented by Senator Carter.

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Breed, Brown, Burns, Carter, Collier, Crittenden, Cunningham, DeLap, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Mayo, Parkman, Powers, Quinn, Rich, Slater, Sutton, Tenney, Ward, Watson, and Weybret—28.

NOES—None.

Resolution ordered transmitted to the Assembly.

**MOTION TO TAKE BILL FROM THE INACTIVE FILE**

Senator Collier moved that Senate Bill No. 4 be taken from the inactive file, and re-referred to Committee on Transportation.

Motion carried.

**MOTION TO TAKE BILL FROM THE INACTIVE FILE**

Senator Hatfield moved that Senate Bill No. 17 be taken from the inactive file, and re-referred to Committee on Transportation.

Motion carried.

**ADJOURNMENT**

At 3.05 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 10 a.m., Monday, June 23, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

**SENATE DAILY JOURNAL**

**SIXTY-SECOND LEGISLATIVE DAY**  
**ONE HUNDRED SIXTY-SECOND CALENDAR DAY**

---

**IN SENATE**

---

SENATE CHAMBER, SACRAMENTO

Monday, June 23, 1947

The Senate met at 10 a.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

**ROLL CALL**

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Tenney, Ward, Watson, Weybret, and Williams—37.

Quorum present.

**PRAYER**

Prayer was offered by the Chaplain, Rev. William C. Pearson.

**LEAVES OF ABSENCE FOR THE DAY**

The following Senators were granted leaves of absence for the day:

Senator Deuel, on motion of Senator Powers, due to illness.

Senator Swing, on motion of Senator Powers, due to illness.

**GUESTS EXTENDED PRIVILEGE OF SENATE FLOOR**

On request of Senator Quinn, the privilege of the floor of the Senate Chamber for this day was unanimously extended to Roy Sawyer, National Commander of AMVETS, of Washington, D. C., Dall Richins of Los Angeles, and Frank Scriven, State Commander of AMVETS, of Los Angeles.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, June 20, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day passed:

Senate Bill No. 40

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By H. F. LEWRIGHT, Assistant Clerk

Above bill ordered enrolled.

**REPORTS OF STANDING COMMITTEES****Committee on Judiciary**

SENATE CHAMBER, SACRAMENTO, June 21, 1947

MR. PRESIDENT: The Committee on Judiciary, to which was referred:

Assembly Bill No. 24

Has had the same under consideration, and reports the same back with amendments with the recommendation: Do pass, as amended.

Committee membership 12; committee vote: Ayes 7; absent 5

KEATING, Chairman

Above reported bill ordered to second reading.

**Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, June 21, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:

Assembly Bill No. 18

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and do pass, as amended.

Committee membership 13; committee vote: Ayes 8; absent 5.

McCORMACK, Chairman

Above reported bill ordered to second reading.

SENATE CHAMBER, SACRAMENTO, June 21, 1947

MR. PRESIDENT: The Committee on Transportation, to which was referred:

Assembly Bill No. 47

Has had the same under consideration, and reports the same back with the recommendation: Do pass.

Committee membership 13; committee vote: Ayes 8; absent 5.

McCORMACK, Chairman

Above reported bill ordered to second reading.

**MOTION TO READ ASSEMBLY BILLS NOS. 24, 18, AND 47 SECOND TIME**

Senator Powers moved that Assembly Bills Nos. 24, 18, and 47 be given second reading.

Motion carried.

**SECOND READING OF ASSEMBLY BILLS (OUT OF ORDER)**

**Assembly Bill No. 24**—An act to add Section 1239.5 to the Code of Civil Procedure, relating to eminent domain and the use of property acquired pursuant to eminent domain proceedings by the State and public agencies.

Bill read second time.

**Consideration of Committee Amendments**

The following amendment was proposed by the Committee on Judiciary:

**Amendment No. 1**

On page 1, line 5, of the printed bill, as amended in the Assembly on June 20, 1947, strike out "6 of the", and insert "49 of the Conservation and".

Amendment read, and adopted.

Bill ordered printed, and to third reading.

**Assembly Bill No. 18**—An act to amend Sections 374 and 375 of, and to add Section 512 to, the Streets and Highways Code, relating to state highways.

Bill read second time.

**Consideration of Committee Amendments**

The following amendments were proposed by the Committee on Transportation:

**Amendment No. 1**

In line 1 of the title of the printed bill, as amended in the Assembly on May 5, 1947, strike out "Sections 374 and 375", and insert "Section 374".

**Amendment No. 2**

In line 2 of the title of said bill, strike out "Section 512", and insert "Sections 512 and 543".

**Amendment No. 3**

On page 1 of said bill, strike out lines 9 to 17, inclusive, and insert "(b) (a) above near M and East Second Street to East Fifth and C Streets, in Benicia."

**Amendment No. 4**

On page 1, line 20, of said bill, strike out "Morrow Bay via"; and strike out lines 21 to 23, inclusive, and insert "Route 23, near Freeman."

**Amendment No. 5**

On page 1 of said bill, following line 23, insert

"SEC. 4. Section 543 is added to the Streets and Highways Code, to read:

543. Route 230 is from Route 172 to Route 173 via Indiana Street in Los Angeles County.

SEC. 5. Section 600 of the Streets and Highways Code shall be applicable to the route added to the State Highway System by Section 3 of this act, the same as if said route had been added by the Collier-Burns Highway Act of 1947."

Amendments read, and adopted.

Bill ordered printed, and to third reading.

**Motion to Print with Rush Order**

Senator Brown moved that Assembly Bill No. 18 be sent to print with a rush order.

Motion carried.

**Assembly Bill No. 47**—An act to add Section 2 to "An act to amend Section 142 of the Vehicle Code, relating to vehicles exempted from registration," approved June 4, 1947, relating to vehicles exempted from registration.

Bill read second time, and ordered to third reading.

## RESOLUTIONS

The following resolutions were offered:

By Senator Brown:

**Senate Resolution No. 33**

*Resolved*, That the Secretary of the Senate be and he is hereby directed to prepare files of all bills and other records of the Senate and to deposit such books, bills and other records with the Secretary of State as provided by law, to attend to the correspondence of the Senate and to mail to such of the public as may apply therefor copies of legislative enactments as provided in the Joint Rules of the Senate and Assembly. The Secretary is further directed to supervise the indexing, correcting, comparing and proofreading of the Journal of the Senate and make the information therein contained readily available for use of Members of the Legislature, state officers and the general public, as a permanent record of the business transacted during the Fifty-seventh (First Extraordinary) Session of the Legislature, and to attend to the distribution thereof. The Secretary is further directed to prepare and have published a Final Calendar of the business of the Fifty-seventh (First Extraordinary) Session, said Calendar to comprise the history of all bills introduced, their authors, the number that shall have become laws, those that shall have been read a second time, and any and all such other information as will provide a perfect history of the session's business and a guide for the information of subsequent sessions of the Legislature. When said Final Calendar is prepared, the Secretary is directed to forward one copy to each public library in the State and shall distribute others as by Joint Rule No. 13 provided.

All of the publications above provided for are to be ordered by the Secretary pursuant to the provisions of Senate Rule No. 52 and Joint Rule No. 18 and paid for from the Legislative Printing Fund, and the State Printer is hereby ordered and directed to prepare and print such publication as directed by the Secretary.

Resolution read, and, on motion of Senator Brown, adopted.

By Senator Brown:

**Senate Resolution No. 34**

WHEREAS, It will be necessary for the Secretary of the Senate subsequent to adjournment to conduct the business of the Senate concluding the Fifty-seventh (First Extraordinary) Session, and perform the duties provided by law, the Standing Rules of the Senate, Joint Rules and resolutions adopted by the Senate and to employ certain necessary assistance incident thereto, therefore, be it

*Resolved*, That the Controller be and he is hereby authorized and directed to draw his warrants in favor of the Secretary of the Senate and in favor of officers and employees who render services to the Senate as certified weekly by the Secretary, from the fund set aside for the pay of officers and employees of the Senate at the per diem as certified by the Secretary of the Senate, and the Treasurer is hereby directed to pay the same.

Resolution read.

The roll was called, and the resolution adopted by the following vote:

AYES—Senators Breed, Brown, Busch, Carter, Crittenden, Cunningham, DeLap, Dillinger, Dilworth, Donnelly, Dorsey, Hulse, Jespersen, Keating, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Slater, Sutton, Ward, Watson, Weybret, and Williams—27.

NOES—None.

## REPORTS OF STANDING COMMITTEES

**Committee on Rules**

SENATE CHAMBER, SACRAMENTO, June 20, 1947

MR. PRESIDENT: The Committee on Rules has examined:

**Senate Bill No. 3**—An act to amend Sections 102, 103, 128, and 484 of, to add Division 2A, comprising Sections 139 to 139.61 inclusive to, and to repeal Sections 111, 113, 116, 117, 119, 120, 121, 122, 123, 124, 124.1, 125, 126, 135, 135.5, 135.8, 484, 486, and 489 of, the Vehicle Code, providing for the reorganization of the California Highway Patrol, abolishing the Division of Enforcement of the Department of Motor Vehicles, establishing a Department of Highway Patrol and prescribing its powers,

duties, purposes, and functions, providing for the transfer of records and property; and to make available money for the support of said department;

**Senate Bill No. 40**—An act to amend Sections 381 and 382 of the Vehicle Code, relating to drivers' licenses and duplicate fees and making an appropriation; And reports that the same have been correctly enrolled, and presented to the Governor on the twentieth day of June, 1947, at 10:30 p.m.

POWERS, Chairman

### RECESS

At 10.30 a m., on motion of Senator Powers, the Senate recessed until 3 p.m.

### REASSEMBLED

At 3 p.m., the Senate reconvened.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

### RESOLUTION TO SUSPEND CONSTITUTIONAL PROVISION

The following resolution was offered:

By Senator Brown:

*Resolved*, That Assembly Bills Nos. 18, 24, and 47 present a case of urgency, as that term is used in Article IV, Section 15, of the Constitution, and the provision of that section requiring that the bills be read on three several days in each house is hereby dispensed with, and it is ordered that said bills be read the third time, and placed upon their passage.

Resolution read.

The roll was called, and the resolution adopted by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Cunningham, DeLap, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hulse, Jespersen, Judah, Keating, Kraft, McBride, McCormack, O'Gara, Parkman, Powers, Rich, Salsman, Slater, Sutton, Tenney, Watson, Weybret, and Williams—30.

**NOES**—None

Article IV, Section 15, of the Constitution was declared suspended.

### MESSAGES FROM THE ASSEMBLY

ASSEMBLY CHAMBER, SACRAMENTO, June 23, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly amended, and on this day passed, as amended:

Senate Bill No. 38

Senate Bill No. 39

And respectfully requests your honorable body to concur in said amendments

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly

By RANDAL F. DICKY, JR., Assistant Clerk

Above bills ordered to unfinished business file.

### RECESS

At 3.35 p.m., on motion of Senator McCormack, the Senate recessed until 3.40 p.m.

### REASSEMBLED

At 3.40 p.m., the Senate reconvened.

Hon. Harold J. Powers, President pro Tempore of the Senate, presiding.

Chief Assistant Secretary Cleve V. Taylor at the desk.

## REPORTS OF STANDING COMMITTEES

## Committee on Transportation

SENATE CHAMBER, SACRAMENTO, June 23, 1947

MR. PRESIDENT: Your Committee on Transportation, to which was referred: Senate Bill No. 28

Has had the same under consideration, and reports the same back with amendments with the recommendation: Amend, and do pass, as amended.

Committee membership 13; committee vote: Ayes 9; absent 4.

McCORMACK, Chairman

Above reported bill ordered to second reading.

## RECESS

At 3.45 p.m., on motion of Senator Quinn, the Senate recessed to allow Senator Quinn to present to the Senate Mr. Roy Sawyer, National Commander of the AMVETS, who spoke briefly to the Senate.

## REASSEMBLED

At 3.50 p.m., the Senate reconvened.

Hon. Oliver J. Carter, Senator of the Fifth District, presiding.  
Chief Assistant Secretary Cleve V. Taylor at the desk.

## SECOND READING OF SENATE BILLS (OUT OF ORDER)

**Senate Bill No. 28**—An act to add Section 569 to the Streets and Highways Code, relating to the state highway routes.

Bill read second time.

## Consideration of Committee Amendments

The following amendments were proposed by the Committee on Transportation:

## Amendment No. 1

In line 1 of the title of the printed bill, strike out "add Section 569 to", and insert "amend Sections 356 and 364 of, to repeal Section 526 of, and to add Sections 512, 526, 530, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556 and 557 to,".

## Amendment No. 2

In line 2 of the title of said bill, strike out "the state highway routes", and insert "state highways".

PRINTER'S NOTE—There being no 7-point strikeout type available, the material which should appear in strikeout type in the following amendment is indicated by being enclosed within brackets.

## Amendment No. 3

On page 1 of said bill, strike out lines 1 to 5, inclusive, and insert

"SECTION 1. Section 356 of the Streets and Highways Code is amended to read: 356. Route 56 is from:

(a) Route 2 near Los Cruces via Lompoc and Guadalupe to Route 2 near Pismo.  
(b) San Luis Obispo to San Francisco along the coast via Cambria, San Simeon, Carmel and Santa Cruz.

(c) State highway near southerly end of Marin Peninsula to [the Marin-Sonoma County line via the Coast route] *Route 1 near Fernbridge via Bodega Bay, Westport and Ferndale.*

[(d) Russian River near Jenner to Westport.

(e) Ferndale to Route 1 near Fernbridge.]

SEC. 2. Section 364 of said code is amended to read:

364. Route 64 is from:

(a) Route 2 near San Juan Capistrano to Route 77 near Lake Elsinore.  
(b) Route 78 near Perris to Route 26 near Indio.

(c) [Mecca] *Route 26 near Indio* via Blythe to the Arizona State line at the Colorado River, and includes that portion of the Colorado River highway bridge (near Ehrenburg, Arizona) which is within the State of California. The department may contract with the State of Arizona, for and on behalf of the State of California, for the maintenance of such bridge.

[(d) A point near Shaver's Summit on that portion of Route 64 specified in subdivision (c) to Route 26 near Indio.]

SEC. 3. Section 512 is added to said code, to read:

512. Route 212 is from the Nevada-California State line in the southern portion of Pahrump Valley to Route 23 near Freeman

SEC. 4. Section 526, as added by the Collier-Burns Highway Act of 1947, is repealed and a new Section 526 is added to said code, to read:

526. Route 226 is from:

(a) Route 69 near San Leandro to Route 69 in Oakland near Harrison Street via Alameda.

(b) Route 69 in Oakland, near Harrison Street, to Route 5.

SEC. 5. Section 530 is added to said code, to read:

530. A new route is added to the State Highway System from Route 4 near the northerly city limits of San Fernando to Route 4 near the southerly city limits of San Fernando.

SEC. 6. Section 540 is added to said code, to read:

540. A new route is added to the State Highway System from Route 29 near Milford in Lassen County to Sierra Ordnance Depot.

SEC. 7. Section 541 is added to said code, to read:

541. A new route is added to the State Highway System from a point on Route 7 between Willows and Corning to Route 1 near Longvale.

SEC. 8. Section 542 is added to said code, to read:

542. A new route is added to the State Highway System from Route 60 near El Segundo to Route 174 near Norwalk via Imperial Highway.

SEC. 9. Section 543 is added to said code, to read:

543. A new route is added to the State Highway System from Route 172 to Route 173 via Indiana Street.

SEC. 10. Section 544 is added to said code, to read:

544. A new route is added to the State Highway System from Route 165 to Route 173 via Hoover Street in the City of Los Angeles.

SEC. 11. Section 545 is added to said code, to read:

545. A new route is added to the State Highway System from Route 65 near Auburn to Foresthill.

SEC. 12. Section 546 is added to said code, to read:

546. A new route is added to the State Highway System from:

(a) Route 4 near Selma to Route 10 near Hanford.

(b) Route 135 near Sunrise City to Route 33 near Wasco.

(c) Route 139 near Shafter to Route 58 near Rosedale.

SEC. 13. Section 547 is added to said code, to read:

547. A new route is added to the State Highway System from Route 2 near Mission Road via Huntington Drive to Route 161 near Arcadia.

SEC. 14. Section 548 is added to said code, to read:

548. A new route is added to the State Highway System from Route 75 near Concord to Martinez.

SEC. 15. Section 549 is added to said code, to read:

549. A new route is added to the State Highway System from Route 187 near Niland to Route 64 near Hopkins Wells.

SEC. 16. Section 550 is added to said code, to read:

550. A new route is added to the State Highway System from Route 4 near Turlock to Route 32 near Los Banos.

SEC. 17. Section 551 is added to said code, to read:

551. A new route is added to the State Highway System from Route 3 near Sacramento to Route 3 near Marysville.

SEC. 18. Section 552 is added to said code, to read:

552. A new route is added to the State Highway System from Route 4 near Merced to Route 4 near Stockton, via Winton and Riverbank.

SEC. 19. Section 553 is added to said code, to read:

553. A new route is added to the State Highway System from Route 41 near Patterson to Route 115 near San Jose.

SEC. 20. Section 554 is added to said code, to read:

554. A new route is added to the State Highway System from Route 5 in Stockton to Route 4 in Sacramento, via Thornton.

SEC. 21. Section 555 is added to said code, to read:

555. A new route is added to the State Highway System from Route 3 near Granada to Route 72 via Big Springs.

SEC. 22. Section 556 is added to said code, to read:

556. A new route is added to the State Highway System from Route 2 near Sycamore Springs to Port San Luis.

SEC. 23. Section 557 is added to said code, to read:

557. A new route is added to the State Highway System from the Nevada State line near the northeast corner of Lassen County via Eagleville and Cedarville to the Oregon State line north of Fort Bidwell.

SEC. 24. The commission and the department shall not expend in any county any moneys for construction on any route or portion of a route added to the State Highway System by this act, until the commission finds that all deficiencies on existing state highways in the county group in which such county is situated have been corrected. "Deficiencies" as used in this section means the projects listed in the report printed in the Senate Journal of this session of June 19, 1947. Notwithstanding the provisions of Section 81 of the Streets and Highways Code, no traversable highway on any route, or portion of route, so added by this act shall be taken over for maintenance until the commission has made such finding."

Amendments read, and adopted.

Bill ordered printed, engrossed, and to third reading.

### THIRD READING OF ASSEMBLY BILLS (OUT OF ORDER)

**Assembly Bill No. 18**—An act to amend Sections 374 and 375 of, and to add Section 512 to, the Streets and Highways Code, relating to state highways.

Bill read third time, and presented by Senator Brown.

The roll was called, and the bill passed by the following vote:

AYES—Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hulse, Jespersen, Judah, Keating, Mayo, McCormack, O'Gara, Parkman, Powers, Rich, Salsman, Slater, Sutton, Tenney, Watson, Weybret, and Williams—32.

NOES—None.

Bill ordered transmitted to the Assembly.

Senator DeLap Presiding

At 3.55 p.m., Senator T. H. DeLap, of the Seventeenth District, presiding.

### THIRD READING OF ASSEMBLY BILLS (OUT OF ORDER)

**Assembly Bill No. 24**—An act to add Section 1239.5 to the Code of Civil Procedure, relating to eminent domain and the use of property acquired pursuant to eminent domain proceedings by the State and public agencies.

Bill read third time, and presented by Senator Hatfield.

Motion to Re-refer Assembly Bill No. 24

Senator Breed moved that Assembly Bill No. 24 be re-referred to Committee on Judiciary.

Motion carried.

### REQUEST FOR UNANIMOUS CONSENT

Senator Keating asked for, and was granted, unanimous consent to take up Senate Bills Nos. 38 and 39, at this time, for consideration of Assembly amendments.

### CONSIDERATION OF ASSEMBLY AMENDMENTS

**Senate Bill No. 38**—An act making an appropriation for support of the Department of Motor Vehicles.



The question being: Shall the Senate concur in the following Assembly amendment to Senate Bill No. 38?

**Amendment No. 1**

On page 1, lines 2 and 3, of the printed bill, strike out "two hundred eighty-two thousand one hundred ninety-five dollars (\$282,195)", and insert "one hundred fifty thousand dollars (\$150,000)".

The roll was called, and the Senate concurred in Assembly amendment to Senate Bill No. 38 by the following vote:

AYES—Senators Breed, Burns, Busch, Carter, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Mayo, McBride, O'Gara, Parkman, Rich, Salsman, Slater, Sutton, Tenney, Watson, Weybret, and Williams—29.

NOES—None.

Above bill ordered enrolled.

**CONSIDERATION OF ASSEMBLY AMENDMENTS**

**Senate Bill No. 39**—An act making an appropriation for support of the Department of the California Highway Patrol.

The question being: Shall the Senate concur in the following Assembly amendments to Senate Bill No. 39?

**Amendment No. 1**

In line 1 of the title of the printed bill, after "support", insert "of the department".

**Amendment No. 2**

On page 1, lines 2 and 3, of said bill, strike out "fifty-four thousand three hundred sixty dollars (\$54,360)", and insert "fifty thousand dollars (\$50,000)".

**Amendment No. 3**

On page 1, line 3, of said bill, after "support", insert "of the department"

The roll was called, and the Senate concurred in Assembly amendments to Senate Bill No. 39 by the following vote:

AYES—Senators Breed, Burns, Busch, Carter, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Rich, Salsman, Slater, Sutton, Tenney, Watson, Weybret, and Williams—31.

NOES—None.

Above bill ordered enrolled.

**RECESS**

At 4 p.m., on motion of Senator Powers, the Senate recessed until 8 p.m.

**REASSEMBLED**

At 8 p.m., the Senate reconvened.

Hon Goodwin J. Knight, President of the Senate, presiding.

**CALL OF THE SENATE**

Senator Powers moved a call of the Senate.

Motion carried. Time, 8 p.m.

The President directed the Sergeant-at-Arms to close the doors, and to bring in the absent members.

**PROCEEDINGS UNDER CALL OF THE SENATE  
REPORTS OF STANDING COMMITTEES**

**Committee on Rules**

SENATE CHAMBER, SACRAMENTO, June 23, 1947

MR. PRESIDENT: Your Committee on Rules has examined:

Senate Bill No. 28

And reports the same correctly engrossed.

POWERS, Chairman

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, June 23, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day concurred in Senate amendments to:

Assembly Bill No. 18

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By RANDAL F. DICKEY, JR., Assistant Clerk

ASSEMBLY CHAMBER, SACRAMENTO, June 23, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly amended, and on this day passed, as amended:

Senate Concurrent Resolution No. 4

And respectfully requests your honorable body to concur in said amendments.

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By RANDAL F. DICKEY, JR., Assistant Clerk

**REQUEST FOR UNANIMOUS CONSENT**

Senator Powers asked for, and was granted, unanimous consent to take up Senate Concurrent Resolution No. 4, at this time, for consideration of Assembly amendment.

**CONSIDERATION OF ASSEMBLY AMENDMENTS**

**Senate Concurrent Resolution No. 4**—Relative to adjournment sine die of the First 1947 Extraordinary Session of the Legislature of the State of California.

The question being: Shall the Senate concur in the following Assembly amendment to Senate Concurrent Resolution No. 4?

**Amendment No. 1**

In paragraph 1 of the resolution, after "shall adjourn sine die at", strike out "4 p m. June 23, 1947.", and insert "12 m., June 24, 1947."

The roll was called, and the Senate concurred in Assembly amendment to Senate Concurrent Resolution No. 4 by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Cunningham, Desmond, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Jepsen, Judah, Keating, Mayo, McCormack, Parkman, Powers, Quinn, Rich, Slater, Sutton, Ward, Watson, Weybret, and Williams—27.

**NOES**—None.

Above resolution ordered enrolled.

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, June 23, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly amended, and on this day passed, as amended:

Senate Bill No. 21

And respectfully requests your honorable body to concur in said amendments.

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By RANDAL F. DICKEY, JR., Assistant Clerk

## REQUEST FOR UNANIMOUS CONSENT

Senator Keating asked for, and was granted, unanimous consent to take up Senate Bill No. 21, at this time, for consideration of Assembly amendments.

## CONSIDERATION OF ASSEMBLY AMENDMENTS

**Senate Bill No. 21**—An act to amend Section 10752 and to add Sections 10753.6, 10753.7, and 10753.8, to the Revenue and Taxation Code, relating to the motor vehicle license fee.

The question being: Shall the Senate concur in the following Assembly amendments to Senate Bill No. 21?

**Amendment No. 1**

On page 1, line 11, of the printed bill, strike out "8", and insert "9".

**Amendment No. 2**

On page 2, line 10, of the printed bill, strike out "S", and insert "9".

The roll was called, and the Senate concurred in Assembly amendments to Senate Bill No. 21 by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Crittenden, Cunningham, Desmond, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hulse, Jespersen, Judah, Keating, Mayo, McCormack, Parkman, Powers, Quinn, Rich, Slater, Sutton, Ward, Watson, Weyhret, and Williams—29.

**NOES**—None.

Above bill ordered enrolled.

## THIRD READING OF ASSEMBLY BILLS (OUT OF ORDER)

**Assembly Bill No. 47**—An act to add Section 2 to "An act to amend Section 142 of the Vehicle Code, relating to vehicles exempted from registration" approved June 4, 1947, relating to vehicles exempted from registration.

Bill read third time.

**Motion to Amend**

Senator Dilworth moved the adoption of the following amendments:

**Amendment No. 1**

In lines 1 and 2 of the title of the printed bill, as amended in the Assembly on June 9, 1947, strike out "add Section 2 to "an act to"".

**Amendment No. 2**

Strike out line 4 of the title of said bill, and in line 5, strike out "June 4, 1947, relating to vehicles".

**Amendment No. 3**

On page 2 of said bill, strike out lines 31 and 32, and insert

"SECTION 1. Section 142 of the Vehicle Code is amended to read:

142. Exemption From Registration. The registration provisions of this chapter shall not apply to any of the following vehicles:

(a) Any vehicle of a type otherwise subject to registration hereunder which is driven or moved upon a highway in conformance with the provisions of this code relating to dealers, transporters or nonresidents or under a temporary registration permit issued by the department as authorized by Section 147 hereof.

(b) Any vehicle of a type otherwise subject to registration hereunder which is driven or moved upon a highway only for the purpose of crossing such highway from one property to another in accordance with a permit issued by the Department of Public Works.

(c) Any implement of husbandry, whether of a type otherwise subject to registration hereunder or not, which is only incidentally operated or moved over a highway. The following shall be deemed to be implements of husbandry and shall be exempt from registration:

(1) A lift-carrier or other vehicle designed and used exclusively for the lifting and carrying of implements of husbandry, when operated or moved upon a highway.

(2) A two-wheeled trailer having no bed, and designed and used solely for transporting a hay loader.

(3) A spray rig designed and used exclusively for spraying in the conduct of agricultural operations.

(4) A nurse rig or equipment auxiliary to the use of a spray rig.

(5) A row duster.

(6) A wagon or van used exclusively for carrying products of farming from one part of a farm to another part thereof, or from one farm to another farm, and used solely for agricultural purposes, including any van used in harvesting alfalfa, which is only incidentally operated or moved on a highway as a trailer.

(7) A wagon or portable house on wheels used solely by shepherds as a permanent residence in connection with sheep-raising operations and moved from one part of a ranch to another part thereof or from one ranch to another ranch, which is only incidentally operated or moved on a highway as a trailer.

(8) A trap wagon moved from one part of a ranch to another part of the same ranch or from one ranch to another, which is only incidentally operated or moved on a highway.

The foregoing list shall be deemed as illustrative and not a list of limitations.

(d) Special mobile equipment

(e) Any self-propelled wheel chair or invalid tricycle.

(f) Special highway construction equipment "

Amendments read, and adopted

Bill ordered printed, and to third reading.

**Assembly Bill No. 47**—An act to add Section 2 to "An act to amend Section 142 of the Vehicle Code, relating to vehicles exempted from registration" approved June 4, 1947, relating to vehicles exempted from registration.

Bill read third time, and presented by Senator Dilworth.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Crittenden, Cunningham, Desmond, Dillinger, Dilworth, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Kraft, McBride, McCormack, Parkman, Powers, Quinn, Rich, Slater, Sutton, Ward, Watson, Weybret, and Williams—29.

**NOES**—None.

Bill ordered transmitted to the Assembly.

#### FURTHER PROCEEDINGS UNDER CALL OF THE SENATE DISPENSED WITH

At 9.50 p. m., on motion of Senator Powers, further proceedings under the call of the Senate were dispensed with.

#### THIRD READING OF SENATE BILLS (OUT OF ORDER)

**Senate Bill No. 28**—An act to amend Sections 356 and 364 of, to repeal Section 526 of, and to add Sections 512, 526, 530, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, and 557 to, the Streets and Highways Code, relating to state highways.

Bill read third time.

The roll was called, and the bill passed by the following vote:

**AYES**—Senators Breed, Brown, Burns, Busch, Carter, Crittenden, Cunningham, Desmond, Dilworth, Gordon, Hatfield, Jespersen, Judah, Keating, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Slater, Sutton, Ward, Watson, Weybret, and Williams—28.

**NOES**—Senator Dillinger—1.

Bill ordered transmitted to the Assembly.

**ADJOURNMENT**

At 9.55 p.m., on motion of Senator Powers, the President declared the Senate adjourned until 10 a.m., Tuesday, June 24, 1947.

JOHN F. LEA, Minute Clerk



**CALIFORNIA LEGISLATURE**  
**FIFTY-SEVENTH (FIRST EXTRAORDINARY) SESSION**

---

# SENATE DAILY JOURNAL

SIXTY-THIRD LEGISLATIVE DAY  
ONE HUNDRED SIXTY-THIRD CALENDAR DAY

---

## IN SENATE

---

SENATE CHAMBER, SACRAMENTO

Tuesday, June 24, 1947

The Senate met at 10 a.m.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk.

### ROLL CALL

The roll was called, and the following answered to their names:

Senators Breed, Brown, Burns, Busch, Carter, Collier, Crittenden, Cunningham, DeLap, Desmond, Dillinger, Dilworth, Donnelly, Dorsey, Gordon, Hatfield, Hulse, Jespersen, Judah, Keating, Kraft, Mayo, McBride, McCormack, O'Gara, Parkman, Powers, Quinn, Rich, Salsman, Slater, Sutton, Tenney, Ward, Watson, Weybret, and Williams—37.

Quorum present.

### PRAYER

Prayer was offered by Hon. Harold J. Powers, President pro Tempore of the Senate.

### LEAVES OF ABSENCE FOR THE DAY

The following Senators were granted leaves of absence for the day:

Senator Deuel, on motion of Senator Powers, due to illness.

Senator Swing, on motion of Senator Powers, due to legislative business.

Senator DeLap, on motion of Senator Powers, due to legislative business.

Senator Salsman, on motion of Senator Powers, due to illness.

### CALL OF THE SENATE

Senator Powers moved a call of the Senate.

Motion carried. Time, 10.05 a.m.

The President directed the Sergeant-at-Arms to close the doors, and to bring in the absent members.

**FURTHER PROCEEDINGS UNDER CALL OF THE SENATE  
DISPENSED WITH**

At 10.19 a.m., on motion of Senator Powers, further proceedings under the call of the Senate were dispensed with.

**RECESS**

At 10.20 a.m., on motion of Senator Powers, the Senate recessed until 11 a.m.

**REASSEMBLED**

At 11 a.m., the Senate reconvened.

Hon. Goodwin J. Knight, President of the Senate, presiding.

Secretary J. A. Beek at the desk

**MESSAGES FROM THE ASSEMBLY**

ASSEMBLY CHAMBER, SACRAMENTO, June 24, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day concurred in Senate amendments to:

Assembly Bill No. 47

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By C. W. QUEALE, Assistant Clerk

ASSEMBLY CHAMBER, SACRAMENTO, June 23, 1947

MR. PRESIDENT: I am directed to inform your honorable body that the Assembly on this day returns without further action:

Senate Bill No. 28

Senate Bill No. 37

ARTHUR A. OHNIMUS, Chief Clerk of the Assembly  
By H. F. LEWRIGHT, Assistant Clerk

**RESOLUTIONS**

The following resolutions were offered:

By Senator Cunningham:

**Senate Resolution No. 35**

*Resolved.* That a Committee of Three be appointed to notify the Governor that the Senate is ready to adjourn sine die, pursuant to the provisions of Senate Concurrent Resolution No. 4, and to ask if His Excellency has any further communications to transmit to the Senate.

**Appointment of Special Committee**

Pursuant to the above resolution, the President announced the appointment of Senators Cunningham, Gordon, and McBride.

By Senator Parkman:

**Senate Resolution No. 36**

*Resolved.* That a Committee of Three be appointed to notify the Assembly that the Senate is ready to adjourn sine die, pursuant to the provisions of Senate Concurrent Resolution No. 4, and to ask if the Assembly has any further communications to transmit to the Senate.

**Appointment of Special Committee**

Pursuant to the above resolution, the President announced the appointment of Senators Parkman, Brown, and Dillinger.

**MESSAGES FROM THE ASSEMBLY**

Messrs. Stewart, Erwin, and Cooke appeared at the bar of the Senate, and announced that the Assembly had completed its work, and was ready to adjourn sine die.



**REPORTS OF STANDING COMMITTEES****Committee on Rules**

SENATE CHAMBER, SACRAMENTO, June 24, 1947

MR. PRESIDENT: The Committee on Rules, to which were referred:

Senate Resolution No. 13

Senate Joint Resolution No. 4

Senate Joint Resolution No. 7

Respectfully reports the same back without recommendation for the reason that no committee action has been taken.

POWERS, Chairman

**Committee on Revenue and Taxation**

SENATE CHAMBER, SACRAMENTO, June 24, 1947

MR. PRESIDENT: The Committee on Revenue and Taxation, to which were referred:

Senate Bill No. 27

Senate Bill No. 31

Respectfully reports the same back without recommendation for the reason that no committee action has been taken.

QUINN, Chairman

**Committee on Transportation**

SENATE CHAMBER, SACRAMENTO, June 24, 1947

MR. PRESIDENT: The Committee on Transportation, to which were referred:

Senate Bill No. 4

Senate Bill No. 5

Senate Bill No. 6

Senate Bill No. 7

Senate Bill No. 8

Senate Bill No. 9

Senate Bill No. 10

Senate Bill No. 11

Senate Bill No. 12

Senate Bill No. 13

Senate Bill No. 14

Senate Bill No. 16

Senate Bill No. 17

Senate Bill No. 23

Senate Bill No. 24

Senate Bill No. 25

Senate Bill No. 29

Assembly Bill No. 26

Assembly Bill No. 27

Assembly Bill No. 28

Respectfully reports the same back without recommendation for the reason that no committee action has been taken.

McCORMACK, Chairman

Above reported Assembly bills ordered transmitted to the Assembly.

SENATE CHAMBER, SACRAMENTO, June 24, 1947

MR. PRESIDENT: The Committee on Transportation, to which were referred:

Senate Bill No. 30

Senate Bill No. 32

Senate Bill No. 33

Senate Bill No. 34

Respectfully reports the same back without recommendation for the reason that no committee action has been taken.

McCORMACK, Chairman

**Committee on Governmental Efficiency**

SENATE CHAMBER, SACRAMENTO, June 24, 1947

MR. PRESIDENT: The Committee on Governmental Efficiency, to which were referred:

Senate Bill No. 19

Senate Bill No. 20

Senate Bill No. 26

Respectfully reports the same back without recommendation for the reason that no committee action has been taken.

SWING, Chairman

**Committee on Judiciary**

SENATE CHAMBER, SACRAMENTO, June 24, 1947

MR. PRESIDENT: The Committee on Judiciary, to which was referred:

Assembly Bill No. 24

Respectfully reports the same back without recommendation for the reason that no committee action has been taken.

KEATING, Chairman

Above reported Assembly bills ordered transmitted to the Assembly.

**Committee on Rules**

SENATE CHAMBER, SACRAMENTO, June 24, 1947

MR. PRESIDENT: The Committee on Rules has examined:

**Senate Bill No. 21**—An act to amend Section 10752 and to add Sections 10753.6, 10753.7, and 10753.8, to the Revenue and Taxation Code, relating to the motor vehicle license fee;

**Senate Bill No. 38**—An act making an appropriation for support of the Department of Motor Vehicles;

**Senate Bill No. 39**—An act making an appropriation for support of the Department of the California Highway Patrol;

And reports that the same have been correctly enrolled, and presented to the Governor on the twenty-fourth day of June, 1947, at 11.30 a.m.

POWERS, Chairman

SENATE CHAMBER, SACRAMENTO, June 24, 1947

MR. PRESIDENT: The Committee on Rules has examined:

**Senate Concurrent Resolution No. 4**—Relative to adjournment sine die of the First 1947 Extraordinary Session of the Legislature of the State of California;

And reports that the same has been correctly enrolled, and presented to the Secretary of State on the twenty-fourth day of June, 1947, at 11.30 a.m.

POWERS, Chairman

**MOTION TO APPROVE JOURNALS**

Senator Powers moved that the Journals of Monday, June 16, 1947; Tuesday, June 17, 1947; Wednesday, June 18, 1947; Thursday, June 19, 1947; Friday, June 20, 1947; Saturday, June 21, 1947; and Monday, June 23, 1947, be approved as corrected by the Minute Clerk and the Journal Clerk.

Motion carried.

**MOTION TO APPROVE MINUTES**

Senator Powers moved that the minutes of this legislative day, June 24, 1947, be read, and approved as read.

Motion carried.

**MOTION TO ADJOURN**

Senator Powers moved that, pursuant to Senate Concurrent Resolution No. 4, the First Extraordinary Session of the Fifty-seventh Session do now adjourn sine die.

**FINAL ADJOURNMENT**

Whereupon, at 12 m., the President of the Senate declared the First Extraordinary Session of the Fifty-seventh Session of the Senate of the State of California adjourned sine die.

JOHN F. LEA, Minute Clerk