
STATUTES OF CALIFORNIA
SECOND EXTRAORDINARY SESSION
1967

PROCLAMATION BY THE GOVERNOR

Convening the Legislature in Second Extraordinary Session

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, RONALD REAGAN, Governor of the State of California, by virtue of the power and authority in me vested by Section 3 of Article IV 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 the sixth day of November, 1967, at 3:00 P M of said day for the following purpose and to legislate upon the following subject:

To consider and act upon legislation relative to the reapportionment of the state's Congressional districts.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 9th day of October 1967.

[SEAL]

RONALD REAGAN
Governor of California

[Attest] FRANK M. JORDAN
Secretary of State

EXECUTIVE DEPARTMENT, STATE OF CALIFORNIA

PROCLAMATION

WHEREAS, the Legislature of the State of California has been called in extraordinary session and has convened on November 6, 1967; and

WHEREAS, on account of an extraordinary occasion which has arisen and now exists, it is deemed desirable and necessary to submit an additional subject to the Legislature for consideration; now, therefore,

I, RONALD REAGAN, Governor of the State of California, by virtue of the power vested in me by law, hereby amend and supplement my Proclamation dated October 9, 1967, by adding the following additional purpose thereto, and thereby permitting the Legislature to legislate upon the following subject, in addition to the subject specified in the original Proclamation, to wit:

Item No 2. To consider and act upon legislation relative to implementing Section 28 of Article XIII of the Constitution of the State of California.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this seventh day of November, 1967.

[SEAL]

RONALD REAGAN
Governor of California

[Attest] FRANK M. JORDAN
Secretary of State

EXECUTIVE DEPARTMENT, STATE OF CALIFORNIA

PROCLAMATION

WHEREAS, the Legislature of the State of California has been called in extraordinary session and has convened on November 6, 1967; and

WHEREAS, on account of an extraordinary occasion which has arisen and now exists, it is deemed desirable and necessary to submit an additional subject to the Legislature for consideration; now, therefore,

I, RONALD REAGAN, Governor of the State of California, by virtue of the power vested in me by law, hereby amend and supplement my Proclamation dated October 9, 1967, by adding the following additional purpose thereto, and thereby permitting the Legislature to legislate upon the following subject, in addition to the subject specified in the original Proclamation, to wit:

Item No. 3. To consider and act upon legislation relative to the income averaging provisions of the Personal Income Tax Law.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 14th day of November, 1967.

[SEAL]

RONALD REAGAN
Governor of California

[Attest] FRANK M. JORDAN
Secretary of State

EXECUTIVE DEPARTMENT, STATE OF CALIFORNIA

PROCLAMATION

WHEREAS, the Legislature of the State of California has been called in extraordinary session and has convened on November 6, 1967; and

WHEREAS, on account of an extraordinary occasion which has arisen and now exists, it is deemed desirable and necessary to submit an additional subject to the Legislature for consideration; now, therefore,

I, RONALD REAGAN, Governor of the State of California, by virtue of the power vested in me by law, hereby amend and supplement my Proclamation dated October 9, 1967, by adding the following additional purpose thereto, and thereby permitting the Legislature to legislate upon the following subject, in addition to the subject specified in the original Proclamation, to wit:

Item No. 4 To consider and act upon legislation relative to the California Medical Assistance Program.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 21st day of November, 1967.

[SEAL]

RONALD REAGAN
Governor of California

[Attest] FRANK M. JORDAN
Secretary of State

STATUTES OF CALIFORNIA

Passed at the 1967 Second Extraordinary Session
of the Legislature

CHAPTER 1

An act to add Section 155.10 to the Revenue and Taxation Code, relating to property taxation, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor November 29, 1967. Filed with
Secretary of State November 29, 1967.]

The people of the State of California do enact as follows:

SECTION 1. Section 155.10 is added to the Revenue and Taxation Code, to read:

155.10. Notwithstanding anything in this code to the contrary, the board of supervisors of any county may provide that any person who on the lien date in 1967 was the owner of, or had in his possession or under his control, any taxable improvement, or who paid or pays the taxes on any such improvement, which improvement was physically damaged or destroyed between October 8, 1967 and November 6, 1967, by any fire in an area or region subsequently proclaimed by the Governor to be in a state of disaster due to such fire, or any person who purchased or otherwise acquired such improvement after the lien date, may, within 30 days after the effective date of this section, make application for reassessment of such improvement and deliver to the assessor a written statement, under oath, claiming the condition and value, if any, of the improvement immediately after the damage or destruction, which damage must be shown therein to be in excess of one thousand dollars (\$1,000) full cash value. The assessor shall reassess the improvement prior to March 1, 1968, according to the condition and value immediately after the damage or destruction, and the assessor shall transmit to the local board of equalization a description of the improvement so assessed, the name of the person making the application in connection with the improvement, and the value of the improvement so reassessed. Upon such notice as it may find to be proper, the local board of equalization shall equalize any such assessment or reassessment.

The tax rate fixed for property on the roll on which the improvement so assessed appeared at the time of its original assessment shall be applied to the amount of the equalized

reassessment determined in accordance with the preceding paragraph. In the event that the resulting figure is less than the tax theretofore computed, the tax shall be determined as follows:

(a) One-third of the tax shall be computed on the original assessment of the improvement and two-thirds of the tax computed on the basis of the reassessment.

(b) With respect to all property on the secured roll, the taxpayer shall be liable for the first installment of the tax on all property on the secured roll as computed on the original equalized assessment of all such property. The second installment of tax on the secured roll shall be the difference, if any, between the amount due on the first installment and the total tax due. Any tax paid in excess of the total tax due shall be refunded to the taxpayer pursuant to Chapter 5 (commencing with Section 5096) of Part 9 of this division, as an erroneously collected tax.

(c) With respect to improvements on the unsecured roll, he shall be liable for one-third of the tax computed on the original assessment of the improvements and two-thirds of the tax computed on the reassessment of the improvements. Any difference between the tax as computed on the original assessment and one-third of the tax computed on the original assessment plus two-thirds computed on the reassessment shall be refunded to the taxpayer pursuant to Chapter 5 (commencing with Section 5096) of Part 9 of this division, as an erroneously collected tax.

Sec. 2. This act is an urgency statute necessary for the immediate preservation of the public peace, health or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting such necessity are:

The recent disastrous fires in southern California areas subsequently proclaimed by the Governor to be in a state of disaster, have destroyed and damaged improvements to such an extent that unless partial relief from taxation is given to the owners thereof, there is grave danger that they may be unable to pay the taxes currently levied thereon. In order that property tax relief may be afforded at the earliest possible time to the people in these stricken areas, it is necessary that this act go into immediate effect.

CHAPTER 2

An act to repeal Chapter 1 (commencing with Section 30000) of Division 16 of, and to add Chapter 1 (commencing with Section 30000) to Division 16 of, the Elections Code, relating to reapportionment of congressional districts.

[Approved by Governor December 6, 1967 Filed with
Secretary of State December 6, 1967]

The people of the State of California do enact as follows:

SECTION 1. Chapter 1 (commencing with Section 30000) of Division 16 of the Elections Code is repealed.

SEC 2. Chapter 1 (commencing with Section 30000) is added to Division 16 of the Elections Code, to read:

CHAPTER 1. CONGRESSIONAL DISTRICTS

30000. The state is divided into 38 congressional districts, which shall be designated and constituted as follows:

1. The Counties of Del Norte, Humboldt, Mendocino, Napa and Sonoma, together with all that portion of the County of Marin lying north and west of the following described line;

Commencing with the intersection of the southerly boundary line of the Marin County Fifth Supervisorial District, as it existed on October 30, 1967, with the Contra Costa County boundary line, thence generally westerly and then southerly along said southerly boundary line to its intersection with the northerly boundary line of the Marin County Fourth Supervisorial District, as it existed on said date; thence generally westerly along said northerly boundary line to its intersection with the southwesterly boundary line of the Marin Municipal Water District; thence westerly and southerly along said southwesterly boundary line to the intersection of the north-easterly and northwesterly boundary lines of the Bolinas-Stinson Union School District; thence southeasterly along said northeasterly boundary line to its intersection with the southwesterly boundary line of the Marin County Third Supervisorial District as it existed on the above date; thence southerly and southeasterly along said Third Supervisorial District boundary line to its intersection with the Mill Valley School District boundary line; thence southwesterly along said school district line to its termination in the Pacific Ocean, shall constitute the First Congressional District.

2. The Counties of Alpine, Amador, Butte, Calaveras, El Dorado, Inyo, Lassen, Madera, Mariposa, Modoc, Mono, Nevada, Placer, Plumas, Shasta, Sierra, Siskiyou, Trinity, Tehama and Tuolumne shall constitute the Second Congressional District.

3. All that portion of the County of Sacramento bounded and described as follows:

Beginning at the intersection of the southerly boundary of the City of Sacramento where it intersects with the boundary common to the Counties of Sacramento and Yolo located in the Sacramento River; thence easterly and southerly along the southerly boundary of the City of Sacramento as it existed on January 1, 1967, to its intersection with the center line of Franklin Boulevard; thence southerly along the center line of Franklin Boulevard to its intersection with the center line of Sheldon Road; thence easterly along the center line of Sheldon Road to its intersection with the center line of State Highway 99; thence northwesterly along the center line of State Highway 99 to its intersection with the center line of Stockton Boulevard near Rangeview Road; thence northerly along the center line of Stockton Boulevard to its intersection with the southerly boundary of the City of Sacramento as it existed January 1, 1967, near Patterson Way; thence easterly and generally northerly along the boundary of the City of Sacramento to the center of the American River; thence easterly along the center of the American River to the northerly prolongation of the center line of Bradshaw Road; thence southerly along the northerly prolongation of the center line and the center line of Bradshaw Road to the center line of Old Placerville Road; thence northeasterly along the center line of Old Placerville Road to its intersection with the northerly prolongation of the west boundary of Mather Air Force Base east of Routier Road; thence generally easterly along the northerly boundary of Mather Air Force Base and its easterly prolongation to the center line of Fitzgerald Road; thence northerly along the center line of Fitzgerald Road to the center line of Sunrise Boulevard; thence northerly along the center line of Sunrise Boulevard to the center line of Madison Avenue; thence westerly along the center line of Madison Avenue to the center line of Dewey Drive; thence northerly along the center line of Dewey Drive to the center line of Greenback Lane; thence westerly along the center line of Greenback Lane to the center line of Auburn Boulevard; thence north-easterly along the center line of Auburn Boulevard to the center line of Van Maren Lane; thence northerly along the center line and the northerly prolongation of the center line of Van Maren Lane to the center line of State Route 80 (Roseville Freeway); thence northeasterly along the center line of State Route 80 (Roseville Freeway) to the boundary common to the Counties of Sacramento and Placer; thence westerly along the boundary common to the Counties of Sacramento and Placer and continuing westerly along the boundary common to the Counties of Sacramento and Sutter to the center of the right of way of the Western Pacific Railroad; thence southerly along the center of the right of way of the Western Pacific Railroad to the center of the American River; thence westerly along the center of the American River to the boundary common to the Counties of Sacramento and Yolo in the center of the Sacramento River; thence southerly along the

boundary common to the Counties of Sacramento and Yolo to the point of beginning shall constitute the Third Congressional District.

4. The Counties of Colusa, Glenn, Lake, Solano, Sutter, Yolo, Yuba and the following described territory of the County of Sacramento:

Beginning at the intersection of the southerly boundary of the City of Sacramento where it intersects with the boundary common to the Counties of Sacramento and Yolo located in the Sacramento River; thence easterly and southerly along the southerly boundary of the City of Sacramento as it existed on January 1, 1967, to its intersection with the center line of Franklin Boulevard; thence southerly along the center line of Franklin Boulevard to its intersection with the center line of Sheldon Road; thence easterly along the center line of Sheldon Road to its intersection with the center line of State Highway 99; thence northwesterly along the center line of State Highway 99 to its intersection with the center line of Stockton Boulevard near Rangeview Road; thence northerly along the center line of Stockton Boulevard to its intersection with the southerly boundary of the City of Sacramento as it existed January 1, 1967, near Patterson Way; thence easterly and generally northerly along the boundary of the City of Sacramento to the center of the American River; thence easterly along the center of the American River to the northerly prolongation of the center line of Bradshaw Road; thence southerly along the northerly prolongation of the center line and the center line of Bradshaw Road to the center line of Old Placerville Road; thence northeasterly along the center line of Old Placerville Road to its intersection with the northerly prolongation of the west boundary of Mather Air Force Base east of Routier Road; thence generally easterly along the northerly boundary of Mather Air Force Base and its easterly prolongation to the center line of Fitzgerald Road; thence northerly along the center line of Fitzgerald Road to the center line of Sunrise Boulevard; thence northerly along the center line of Sunrise Boulevard to the center line of Madison Avenue; thence westerly along the center line of Madison Avenue to the center line of Dewey Drive; thence northerly along the center line of Dewey Drive to the center line of Greenback Lane; thence westerly along the center line of Greenback Lane to the center line of Auburn Boulevard; thence northeasterly along the center line of Auburn Boulevard to the center line of Van Maren Lane; thence northerly along the center line and the northerly prolongation of the center line of Van Maren Lane to the center line of State Route 80 (Roseville Freeway); thence northeasterly along the center line of State Route 80 (Roseville Freeway) to the boundary common to the Counties of Sacramento and Placer; thence easterly along the boundary common to the Counties of Sacramento and Placer to its intersection with the boundary common to the Counties of Sacramento and El Do-

rado; thence easterly and southeasterly along the boundary common to the Counties of Sacramento and El Dorado and continuing southerly along the boundary common to the Counties of Sacramento and Amador to its intersection with the boundary common to the Counties of Sacramento and San Joaquin; thence generally southwesterly along the boundary common to the Counties of Sacramento and San Joaquin and continuing southwesterly along the boundary common to the Counties of Sacramento and Contra Costa to its intersection with the boundary common to the Counties of Sacramento and Solano; thence northeasterly along the boundary common to the Counties of Sacramento and Solano and continuing northeasterly along the boundary common to the Counties of Sacramento and Yolo to the point of beginning.

All that portion of Sacramento County bounded and described as follows:

Beginning at the intersection of the center of the Western Pacific Railroad right of way with the boundary common to the Counties of Sacramento and Sutter; thence southerly along the center of the right of way of the Western Pacific Railroad to the center of the American River; thence westerly along the center of the American River to the boundary common to the Counties of Sacramento and Yolo in the center of the Sacramento River; thence northerly along the boundary common to the Counties of Sacramento and Yolo to the boundary common to the Counties of Sacramento and Sutter (in the center of the Sacramento River); thence easterly along the boundary common to the Counties of Sacramento and Sutter to the point of beginning shall constitute the Fourth Congressional District.

5. All that portion of the County of San Francisco bounded and described as follows:

Beginning at Cavallo Point on the boundary common to the counties of San Francisco and Marin, southeast of Sausalito; thence southeasterly along a direct line to the intersection with the northerly prolongation of the center line of Leavenworth Street south of Fisherman's Wharf in San Francisco Bay; thence southerly along the northerly prolongation and the center line of Leavenworth Street to the center line of Green Street; thence westerly along the center line of Green Street to the center line of Van Ness Avenue; thence southerly along the center line of Van Ness Avenue to the center line of Clay Street; thence westerly along the center line of Clay Street and the westerly prolongation of Clay Street to the center line of Presidio Avenue; thence southerly along the center line of Presidio Avenue to the center line of Masonic Avenue; thence southwesterly and southerly along the center line of Masonic Avenue to the center line of Fulton Street; thence westerly along the center line of Fulton Street to the center line of 7th Avenue; thence southerly along a direct line to the intersection of the center line of 7th Avenue with Lincoln Way; thence southerly along the center line of 7th Avenue

and Laguna Honda Boulevard to the center line of Woodside Avenue; thence easterly along the center line of Woodside Avenue to the center line of Portola Drive; thence northeasterly along the center line of Portola Drive to the center line of Clipper Street; thence generally easterly along the center line of Clipper Street to the center line of Douglass Street; thence southerly along the center line of Douglass Street to the center line of Army Street; thence easterly along the center line of Army Street and its continuations to the center line of Noe Street; thence southerly along the center line of Noe Street to the center line of 30th Street; thence easterly along the center line of 30th Street to the center line of Mission Street; thence generally southwesterly along the center line of Mission Street to the southerly boundary of the County of San Francisco; thence easterly, northwesterly, southerly and southwesterly (passing southerly of Angel Island) along the boundary of the County of San Francisco to the point of beginning, shall constitute the Fifth Congressional District.

6. All the following described territory:

a. All that portion of the County of San Francisco bounded and described as follows:

Beginning at Cavallo Point on the boundary common to the counties of San Francisco and Marin, southeast of Sausalito; thence southeasterly along a direct line to the intersection with the northerly prolongation of the center line of Leavenworth Street south of Fisherman's Wharf in San Francisco Bay; thence southerly along the northerly prolongation and the center line of Leavenworth Street to the center line of Green Street; thence westerly along the center line of Green Street to the center line of Van Ness Avenue; thence southerly along the center line of Van Ness Avenue to the center line of Clay Street; thence westerly along the center line of Clay Street and the prolongation of the center line of Clay Street to the center line of Presidio Avenue; thence southerly along the center line of Presidio Avenue to the center line of Masonic Avenue; thence southwesterly and southerly along the center line of Masonic Avenue to the center line of Fulton Street; thence westerly along the center line of Fulton Street to the center line of 7th Avenue; thence southerly along a direct line to the intersection of the center line of 7th Avenue with Lincoln Way; thence southerly along the center line of 7th Avenue and Laguna Honda Boulevard to the center line of Woodside Avenue; thence easterly along the center line of Woodside Avenue to the center line of Portola Drive; thence northeasterly along the center line of Portola Drive to the center line of Clipper Street; thence generally easterly along the center line of Clipper Street to the center line of Douglass Street; thence southerly along the center line of Douglass Street to the center line of Army Street; thence easterly along the center line of Army Street and its continuations to the center line of Noe Street; thence southerly along the center line of Noe Street to the center line of 30th Street; thence

easterly along the center line of 30th Street to the center line of Mission Street; thence generally southwesterly along the center line of Mission Street to the southerly boundary of the County of San Francisco; thence westerly, northerly and easterly along the boundary of the County of San Francisco to the point of beginning, and including the islands in the Pacific Ocean which are within the territorial boundaries of the County of San Francisco.

(b) All that portion of the County of Marin lying south and east of the following described line:

Commencing with the intersection of the southerly boundary line of the Marin County Fifth Supervisorial District, as it existed on October 30, 1967, with the Contra Costa County boundary line; thence generally westerly and then southerly along said southerly boundary line to its intersection with the northerly boundary line of the Marin County Fourth Supervisorial District, as it existed on said date; thence generally westerly along said northerly boundary line to its intersection with the southwesterly boundary line of the Marin Municipal Water District; thence westerly and southerly along said southwesterly boundary line to the intersection of the northeasterly and northwesterly boundary lines of the Bolinas-Stinson Union School District; thence southeasterly along said northeasterly boundary line to its intersection with the southwesterly boundary line of the Marin County Third Supervisorial District as it existed on the above date; thence southerly and southeasterly along said Third Supervisorial District boundary line to its intersection with the Mill Valley School District boundary line; thence "southwesterly" along said school district line to its termination in the Pacific Ocean; shall constitute the Sixth Congressional District.

7. All that portion of the County of Alameda bounded and described as follows:

Beginning at the most westerly corner of Alameda County in San Francisco Bay; thence northeasterly and southeasterly along the boundary common to the Counties of Alameda and Contra Costa to an angle point common with the city boundary of Oakland adjacent to Redwood Peak; thence generally southerly along the easterly boundary of the City of Oakland as it existed on July 1, 1967, to its intersection with the center line of Skyline Boulevard near the easterly terminus of Joaquin Miller Road; thence southwesterly along the center line of Skyline Boulevard to its intersection with the center line of Joaquin Miller Road near the most westerly corner of fractional Sec. 34, T. 1 S., R. 3 W., M. D. B. & M.; thence generally northwesterly along the center line of Joaquin Miller Road to its intersection with the center line of Lincoln Avenue; thence generally southwesterly along the center line of Lincoln Avenue to the center line of MacArthur Boulevard; thence generally southeasterly along the center line of MacArthur Boulevard to the center line of Seminary Avenue; thence southwesterly along the center line of Seminary Avenue to the

center line of East 14th Street; thence northwesterly along the center line of East 14th Street to the center line of 23rd Avenue; thence southerly along the center line of 23rd Avenue to the center line of 29th Avenue; thence southwestly along the center line of 29th Avenue to the boundary common to the Cities of Oakland and Alameda (located in the Tidal Canal); thence northwesterly along the boundary common to the Cities of Oakland and Alameda to its intersection with the boundary common to the Counties of Alameda and San Francisco; thence northwesterly along the boundary common to the Counties of Alameda and San Francisco to the point of beginning, shall constitute the Seventh Congressional District.

8. All that portion of the County of Alameda bounded and described as follows:

Beginning at the intersection of the boundary common to the Cities of Oakland and Alameda with its intersection of the boundary common to the Counties of Alameda and San Francisco in San Francisco Bay; thence southeasterly along the boundary common to the Cities of Oakland and Alameda (situated within Tidal Canal) to its intersection with the center line of 29th Avenue; thence northeasterly along the center line of 29th Avenue to the center line of 23rd Avenue; thence northerly along the center line of 23rd Avenue to the center line of East 14th Street; thence southeasterly along the center line of East 14th Street to the center line of Seminary Avenue; thence northeasterly along the center line of Seminary Avenue to the center line of MacArthur Boulevard; thence generally northwesterly along the center line of MacArthur Boulevard to the center line of Lincoln Avenue; thence northeasterly along the center line of Lincoln Avenue to its intersection with the center line of Joaquin Miller Road; thence generally southeasterly along the center line of Joaquin Miller Road to its intersection with the center line of Skyline Boulevard; thence northeasterly along the center line of Skyline Boulevard to its intersection with the easterly boundary of the City of Oakland as it existed on July 1, 1967 near the most westerly corner of fractional Section 34, T. 1 S., R. 3 W., M. D. B. & M.; thence generally northerly along the easterly boundary of the City of Oakland to an angle point common to the boundary of Alameda and Contra Costa Counties adjacent to Redwood Peak; thence generally southeasterly and easterly along the boundary common to the Counties of Alameda and Contra Costa to the boundary common to the Counties of Alameda and San Joaquin; thence southerly and southeasterly along the boundary common to the Counties of Alameda and San Joaquin to its intersection with the boundary common to the Counties of Alameda and Santa Clara; thence westerly along the boundary common to the Counties of Alameda and Santa Clara to its intersection with the center of Calaveras Reservoir; thence northeasterly along the center of Calaveras Reservoir and continuing generally northerly along the center of Calaveras Creek to its confluence with

Alameda Creek; thence generally northwesterly along the center of Alameda Creek to the east line of Section 18, T. 4 S., R. 1 E., M. D. B. & M.; thence northerly along the east line of Sections 18 and 7, T. 4 S., R. 1 E., M. D. B. & M. to its intersection with Sunol Ridge Trail; thence northwesterly along Sunol Ridge Trail to its junction with the center line of Cowing Road; thence continuing northwesterly along the center line of Cowing Road to the center line of Palo Verde Road in Dublin Canyon; thence generally westerly along the center line of Palo Verde Road to the center of San Lorenzo Creek, near Palomares School; thence generally westerly along the center of San Lorenzo Creek to its intersection with the P. G. and E. Power Line just westerly of old Dublin Road Undercrossing of State Route 580; thence generally southerly along the P. G. and E. Power Line to its intersection with the center line of Fairview Avenue; thence generally southeasterly along the center line of Fairview Avenue to the center line of Hayward Boulevard; thence generally westerly along the center line of Hayward Boulevard to the center line of Civic Avenue; then southerly along the center line of Civic Avenue to the southeasterly prolongation of the South Branch of Ward Creek at New Dobbel Avenue; thence northwesterly along the center of South Branch of Ward Creek to the center line of Mission Boulevard; thence northwesterly along the center line of Mission Boulevard to the center line of Jackson Street; thence southwesterly along the center line of Jackson Street to the center line of the Southern Pacific Railroad; thence northwesterly along the center line of the Southern Pacific Railroad to the center line of A Street; thence westerly along the center line of A Street to the center line of the Nimitz Freeway (State Route 17); thence southeasterly along the center line of the Nimitz Freeway (State Route 17) to the center line of Winton Avenue; thence southwesterly along the center line of Winton Avenue to the center line of Hesperian Boulevard; thence northwesterly along the center line of Hesperian Boulevard to its intersection with the north boundary of the City of Hayward as it existed on January 1, 1967; thence generally westerly along the boundary of the City of Hayward to its intersection with the boundary common to the Counties of Alameda and San Mateo; thence northwesterly along the boundary common to the Counties of Alameda and San Mateo and continuing northwesterly along the boundary common to the Counties of Alameda and San Francisco to the point of beginning, shall constitute the Eighth Congressional District.

9. All the following described territory:

(a) All that portion of Alameda County lying westerly and southerly of the following described line:

Beginning at the intersection of the center of Calaveras Creek with the boundary common to the Counties of Alameda and Santa Clara in the center of Calaveras Reservoir; thence northeasterly along the center of Calaveras Reservoir and con-

tinuing generally northerly along the center of Calaveras Creek to its confluence with Alameda Creek; thence generally northwesterly along the center of Alameda Creek to the east line of Sec. 18, T. 4 S., R. 1 E., M. D. B. & M.; thence northerly along the east line of Secs. 18 and 7, T. 4 S., R. 1 E., M. D. B. & M. to its intersection with Sunol Ridge Trail; thence northwesterly along Sunol Ridge Trail to its junction with the center line of Cowing Road; thence continuing northwesterly along the center line of Cowing Road to the center line of Palo Verde Road in Dublin Canyon; thence generally westerly along the center line of Palo Verde Road to the center of San Lorenzo Creek near Palomares School; thence generally westerly along the center of San Lorenzo Creek to its intersection with the P. G. & E. Power line just westerly of old Dublin Road Undercrossing of State Route 580; thence generally southerly along the P. G. & E. Power line to its intersection with the center line of Fairview Avenue; thence generally southeasterly along the center line of Fairview Avenue to the center line of Hayward Boulevard; thence generally westerly along the center line of Hayward Boulevard to the center line of Civic Avenue; thence southerly along the center line of Civic Avenue to the southeasterly prolongation of the South Branch of Ward Creek at New Dobbel Avenue; thence northwesterly along the center of South Branch of Ward Creek to the center line of Mission Boulevard; thence northwesterly along the center line of Mission Boulevard to the center line of Jackson Street; thence southwestwardly along the center line of Jackson Street to the center line of the Southern Pacific Railroad; thence northwesterly along the center line of the Southern Pacific Railroad to the center line of A Street; thence westerly along the center line of A Street to the center line of the Nimitz Freeway (State Route 17); thence southwestwardly along the center line of the Nimitz Freeway (State Route 17) to the center line of Winton Avenue; thence southwestwardly along the center line of Winton Avenue to the center line of Hesperian Boulevard; thence northwesterly along the center line of Hesperian Boulevard to its intersection with the north boundary of the City of Hayward as it existed on January 1, 1967; thence generally westerly along the boundary of the City of Hayward to its intersection with the boundary common to the Counties of Alameda and San Mateo.

(b) All that portion of Santa Clara County lying easterly and northerly of the following described line:

Beginning at a point in San Francisco Bay common to the boundary of Santa Clara, Alameda, and San Mateo Counties; thence southwestwardly along the boundary common to the counties of San Mateo and Santa Clara to the center line of the Bayshore Freeway (U.S. Highway 101); thence southeasterly along the center line of the Bayshore Freeway (U.S. Highway 101) to the center line of Mountain View-Alviso Road (State Highway 237); thence northeasterly along the center line of Mountain View-Alviso Road to the center line of

Coffin Road; thence easterly, northeasterly, and southerly along the center line of Coffin Road to the center line of the Bayshore Freeway; thence northwesterly along the center line of the Bayshore Freeway to the center line of the Laurence Expressway (formerly Laurence Station Road); thence southerly along the center line of the Laurence Expressway to its intersection with the center line of Homestead Road; thence westerly along the center line of Homestead Road to its intersection with the western boundary of the City of Santa Clara, as it existed on January 1, 1967; thence southerly, westerly and southerly along the boundary of the City of Santa Clara, as it existed on January 1, 1967, to its intersection with the center line of Junipero Serra Freeway (Interstate Highway 280); thence southeasterly along the center line of Junipero Serra Freeway to the center line of Stevens Creek Boulevard; thence easterly along the center line of Stevens Creek Boulevard to its intersection with the center line of the Nimitz Freeway (State Highway 17); thence southerly along the center line of Nimitz Freeway (State Highway 17) to its intersection with the center line of Moorpark Avenue; thence easterly along the center line of Moorpark Avenue to its intersection with the center line of Richmond Avenue; thence southerly along the center line of Richmond Avenue to the center line of Fruitdale Avenue; thence westerly along the center line of Fruitdale Avenue to the center line of Porter Drive; thence southerly along the center line of Porter Drive to its intersection with the center line of McKinley Avenue; thence easterly along the center line of McKinley Avenue to its intersection with the center line of the Southern Pacific Railroad; thence northeasterly along the center line of the S.P.R.R. to its intersection with the center line of Lincoln Avenue; thence southeasterly along the center line of Lincoln Avenue to the center line of Almaden Road; thence northerly along the center line of Almaden Road to the center of the channel of the Guadalupe River; thence southerly along the center of the channel of the Guadalupe River to its intersection with the center of the channel of Alamitos Creek; thence southeasterly along the center of the channel of Alamitos Creek to the center of Arroyo Calero; thence southeasterly along the center of Arroyo Calero to the center line of McKean Road; thence easterly and southeasterly along the center line of McKean Road to its intersection with the center line of Uvas Road; thence generally southeasterly along the center line of Uvas Road to its intersection with the center line of Watsonville Road; thence northeasterly along the center line of Watsonville Road to its intersection with the center of Little Llagas Creek near State Highway Route 101; thence easterly along the center of Little Llagas Creek to its intersection with the center line of the Southern Pacific Railroad right-of-way; thence northwesterly along the center line of the Southern Pacific Railroad right-of-way to its intersection with the center line of Maple Avenue; thence northeasterly along

the center line of Maple Avenue and the northeasterly prolongation of the center line of Maple Avenue to its intersection with the center of the channel of Coyote Creek situated between Anderson Reservoir and Coyote Reservoir; thence southeasterly along the center of the channel of Coyote Creek, Coyote Lake and Coyote Creek to the northeasterly boundary of Rancho La Polka; thence southeasterly along the northeasterly boundary of Rancho La Polka to its intersection with the center line of Gilroy Hot Springs Road; thence easterly along the center line of Gilroy Hot Springs Road to its intersection with the center line of Canada Road; thence southeasterly along the center line of Canada Road to its intersection with the southerly line of Section 18, T. 10 S., R. 5 E., M. D. B. & M.; thence easterly along the southerly line of Secs. 18, 17, 16, 15, 14 and 13 to the range line, dividing R. 5 E. and R. 6 E., T. 10 S.; thence northerly along the range line dividing R. 6 E. and R. 5 E. to the township line dividing T. 9 S. and T. 10 S.; thence easterly along the township line dividing T. 9 S. and T. 10 S. to its intersection with the eastern boundary of Santa Clara County.

(c) All that portion of San Mateo County bounded and described as follows:

Beginning at a point in San Francisco Bay common to the boundary of Santa Clara, Alameda, and San Mateo Counties; thence generally southwesterly and westerly along the boundary common to the Counties of San Mateo and Santa Clara to its intersection with the southerly prolongation of the center line of Menalto Avenue; thence northerly along the southerly prolongation, the center line, and the northerly prolongation of the center line of Menalto Avenue to its intersection with the center line of Bayshore Freeway (U.S. Highway 101); thence northwesterly along the center line of Bayshore Freeway (U.S. Highway 101) to the easterly boundary of the City of Menlo Park as it existed on January 1, 1967; thence northeasterly along the easterly boundary of the City of Menlo Park as it existed on January 1, 1967 to its intersection with the center line of Willow Road; thence north-easterly along the center line of Willow Road to the boundary common to the counties of San Mateo and Alameda; thence southeasterly along the boundary common to the counties of San Mateo and Alameda to the point of beginning (a point in San Francisco Bay common to the boundary of Santa Clara, San Mateo and Alameda Counties), shall constitute the Ninth Congressional District.

10. The County of San Benito and all that portion of the County of Santa Clara bounded and described as follows:

Beginning at a point at which the center line of Bayshore Freeway (U.S. Highway 101) intersects the boundary common to San Mateo County and Santa Clara County; thence south-easterly along the center line of the Bayshore Freeway (U.S. Highway 101) to the center line of Mountain View-Alviso Road (State Highway 237); thence northeasterly along the center

line of Mountain View-Alviso Road to the center line of Coffin Road; thence easterly, northeasterly, and southerly along the center line of Coffin Road to the center line of the Bayshore Freeway; thence northwesterly along the center line of the Bayshore Freeway to the center line of the Laurence Expressway (formerly Laurence Station Road); thence southerly along the center line of Laurence Expressway to its intersection with the center line of Homestead Road; thence westerly along the center line of Homestead Road to its intersection with the western boundary of the City of Santa Clara, as it existed on January 1, 1967; thence southerly, westerly and southerly along the boundary of the City of Santa Clara, as it existed on January 1, 1967, to its intersection with the center line of Junipero Serra Freeway (Interstate Highway 280); thence southeasterly along the center line of Junipero Serra Freeway to the center line of Stevens Creek Boulevard; thence easterly along the center line of Stevens Creek Boulevard to its intersection with the center line of the Nimitz Freeway (State Highway 17); thence southerly along the center line of the Nimitz Freeway (State Highway 17) to its intersection with the center line of Moorpark Avenue; thence easterly along the center line of Moorpark Avenue to its intersection with the center line of Richmond Avenue; thence southerly along the center line of Richmond Avenue to the center line of Fruitdale Avenue; thence westerly along the center line of Fruitdale Avenue to the center line of Porter Drive; thence southerly along the center line of Porter Drive to its intersection with the center line of McKinley Avenue; thence easterly along the center line of McKinley Avenue to its intersection with the center line of the Southern Pacific Railroad; thence northeasterly along the center line of the S.P.R.R. to its intersection with the center line of Lincoln Avenue; thence southeasterly along the center line of Lincoln Avenue to the center line of Almaden Road; thence northerly along the center line of Almaden Road to the center of the channel of the Guadalupe River; thence southerly along the center of the channel of the Guadalupe River to its intersection with the center of the channel of Alamitos Creek; thence southeasterly along the center of the channel of Alamitos Creek to the center of Arroyo Calero; thence southeasterly along the center of Arroyo Calero to the center line of McKean Road; thence easterly and southeasterly along the center line of McKean Road to its intersection with the center line of Uvas Road; thence generally southeasterly along the center line of Uvas Road to its intersection with the center line of Watsonville Road; thence northeasterly along the center line of Watsonville Road to its intersection with the center of Little Llagas Creek near State Highway Route 101; thence easterly along the center of Little Llagas Creek to its intersection with the center line of the Southern Pacific Railroad right-of-way; thence northwesterly along the center line of the Southern Pacific Railroad right-of-way to its intersection with the center line of Maple Ave-

nue; thence northeasterly along the center line of Maple Avenue, and its northeasterly prolongation of the center line of Maple Avenue to its intersection with the center of the channel of Coyote Creek situated between Anderson Reservoir and Coyote Reservoir; thence southeasterly along the center of the channel of Coyote Creek, Coyote Lake and Coyote Creek to the northeasterly boundary of Rancho La Polka; thence southeasterly along the northeasterly boundary of Rancho La Polka to its intersection with the center line of Gilroy Hot Springs Road; thence easterly along the center line of Gilroy Hot Springs Road to its intersection with the center line of Canada Road; thence southeasterly along the center line of Canada Road to its intersection with the southerly line of Sec. 18, T. 10 S., R. 5 E., M. D. B. & M.; thence easterly along the southerly line of Sections 18, 17, 16, 15, 14 and 13 to the range line, dividing R. 5 E. and R. 6 E., T. 10 S.; thence northerly along the range line dividing R. 6 E. and R. 5 E. to the township line dividing T. 9 S. and T. 10 S; thence easterly along the township line dividing T. 9 S. and T. 10 S. to its intersection with the eastern boundary of Santa Clara County; thence southerly, westerly, northwesterly and easterly along the boundary of Santa Clara County to the point of beginning, shall constitute the Tenth Congressional District.

11. All that portion of San Mateo County bounded and described as follows:

Beginning at a point in San Francisco Bay common to the boundary of San Mateo, San Francisco and Alameda Counties; thence southerly along the boundary common to San Mateo and Alameda Counties to its intersection with the center line of Willow Road (State Highway 84); thence southwestwardly along the center line of Willow Road to the easterly boundary of the City of Menlo Park as it existed on January 1, 1967; thence southwestwardly along the easterly boundary of the City of Menlo Park as it existed on January 1, 1967, to its intersection with the center line of the Bayshore Freeway (U.S. Highway 101); thence southeasterly along the center line of the Bayshore Freeway (U.S. Highway 101) to its intersection with the northerly prolongation of the center line of Menalto Avenue; thence southerly along the northerly prolongation and the center line of Menalto Avenue and its southerly prolongation to its intersection with the boundary common to San Mateo and Santa Clara Counties; thence generally southwestwardly along the boundary common to San Mateo and Santa Clara Counties to its intersection with the boundary common to San Mateo and Santa Cruz Counties; thence southerly, westerly, and southerly along the boundary common to San Mateo and Santa Cruz Counties to the westerly boundary of San Mateo County (located in the Pacific Ocean); thence northerly along the boundary of San Mateo County to its intersection with the boundary common to the Counties of San Mateo and San Francisco; thence easterly along the boundary common to the Counties of San Mateo and San

Francisco to the point of beginning, shall constitute the 11th Congressional District.

12. The Counties of Santa Cruz, Monterey, Kings and San Luis Obispo shall constitute the Twelfth Congressional District.

13. The Counties of Santa Barbara and Ventura, and all that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the shoreline of the Pacific Ocean and the boundary common to the Counties of Ventura and Los Angeles; thence northerly, northeasterly, easterly and northerly along the boundary common to the Counties of Ventura and Los Angeles to the westerly prolongation of the center line of Calvert Street; thence easterly along the westerly prolongation of the center line of Calvert Street and the center line of Calvert Street to its intersection with the center line of Woodlake Avenue; thence southerly along the center line of Woodlake Avenue to its intersection with the center line of Oxnard Street; thence easterly along the center line of Oxnard Street to its intersection with the center line of Topanga Canyon Boulevard; thence southerly along the center line of Topanga Canyon Boulevard to its intersection with a boundary common to the County of Los Angeles and the City of Los Angeles as it existed January 1, 1967; thence southeasterly, southwesterly, southeasterly and southerly along the boundary common to the boundary of the County of Los Angeles and the City of Los Angeles to its intersection with the shoreline of the Pacific Ocean; thence westerly along the shoreline of the Pacific Ocean to the point of beginning (the intersection of the shoreline of the Pacific Ocean and the boundary common to the Counties of Los Angeles and Ventura), shall constitute the Thirteenth Congressional District.

14. The County of Contra Costa shall constitute the Fourteenth Congressional District.

15. The Counties of San Joaquin and Stanislaus, together with that portion of the County of Merced bounded and described as follows:

Beginning at the intersection of the boundary common to the Counties of Merced and Stanislaus and its intersection with the center line of State Highway 99; thence southeasterly along the center line of State Highway 99 to the center of the channel of the Merced River; thence generally northeasterly along the center of the channel of the Merced River to the center line of Santa Fe Drive; thence generally southerly along the center line of Santa Fe Drive to the center line of Cressey Way; thence southerly along the center line of Cressey Way and its prolongation to the center line of White Crane Road; thence easterly along the center line of White Crane Road and its prolongations and continuing east along the south line of Section 13, T. 7 S., R. 12 E., M. D. B. & M., and Sections 18 and 17, T. 7 S., R. 13 E., M. D. B. & M. to the center line of Gurr Road; thence northerly along the center

line of Gurr Road and its northerly prolongation to the center line of State Route 99; thence southeasterly along the center line of State Route 99 to the center line of Franklin Road; thence northerly along the center line of Franklin Road and continuing northerly along the west line of Sections 27 and 22, T. 6 S., R. 13 E., M. D. B. & M. to the north line of Section 22, T. 6 S., R. 13 E., M. D. B. & M.; thence easterly along the north line of Sections 22, 23 and 24, T. 6 S., R. 13 E., M. D. B. & M., Sections 19, 20, 21, 22, 23 and 24, T. 6 S., R. 14 E., M. D. B. & M., Sections 19, 20, 21, 22, 23 and 24, T. 6 S., R. 15 E., M. D. B. & M., and Section 19, T. 6 S., R. 16 E., M. D. B. & M. to the northeasterly boundary of the County of Merced; thence generally northwesterly and southwesterly along the boundary of the County of Merced to the point of beginning, shall constitute the 15th Congressional District.

16. The County of Fresno, together with all that portion of the County of Merced bounded and described as follows:

Beginning at the intersection of the boundary common to the Counties of Merced and Stanislaus and its intersection with the center line of State Highway 99; thence southeasterly along the center line of State Highway 99 to the center of the channel of the Merced River; thence generally northeasterly along the center of the channel of the Merced River to the center line of Santa Fe Drive; thence generally southerly along the center line of Santa Fe Drive to the center line of Cressey Way; thence southerly along the center line of Cressey Way and its prolongation to the center line of White Crane Road; thence easterly along the center line of White Crane Road and its prolongation and continuing east along the south line of Section 13, T. 7 S., R. 12 E., M. D. B. & M., and Sections 8 and 17, T. 7 S., R. 13 E., M. D. B. & M. to the center line of Gurr Road; thence northerly along the center line of Gurr Road and its northerly prolongation to the center line of State Route 99; thence southeasterly along the center line of State Route 99 to the center line of Franklin Road; thence northerly along the center line of Franklin Road and continuing northerly along the west line of Sections 27 and 22, T. 6 S., R. 13 E., M. D. B. & M. to the north line of Section 22, T. 6 S., R. 13 E., M. D. B. & M.; thence easterly along the north line of Sections 22, 23 and 24, T. 6 S., R. 13 E., M. D. B. & M., Sections 19, 20, 21, 22, 23 and 24, T. 6 S., R. 14 E., M. D. B. & M., Sections 19, 20, 21, 22, 23 and 24, T. 6 S., R. 15 E., M. D. B. & M., and Section 19, T. 6 S., R. 16 E., M. D. B. & M. to the northeasterly boundary of Merced County; thence southeasterly, southwesterly, northwesterly and northeasterly along the boundary of the County of Merced to the point of beginning, shall constitute the Sixteenth Congressional District.

17. All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the southwesterly prolongation of Western Avenue with the shoreline of the Pacific Ocean near Fort MacArthur Military Reservation; thence northwesterly along the southwesterly prolongation and the center line of Western Avenue to the center line of 19th Street; thence easterly along the center line of 19th Street to the center line of Weymouth Avenue; thence northerly along the center line of Weymouth Avenue to the center line of Western Avenue; thence northerly along the center line of Western Avenue to the south boundary of Green Hills Memorial Park; thence westerly along the southern boundary of Green Hills Memorial Park to its intersection with the boundary of the City of Rolling Hills as it existed on January 1, 1967; thence northerly along the boundary of the City of Rolling Hills to its intersection with the boundary of the City of Lomita as it existed on January 1, 1967; thence northerly and westerly along the boundary of the City of Lomita to its intersection with the boundary of the City of Torrance as it existed on January 1, 1967; thence generally southerly, westerly, and northwesterly along the boundary of the City of Torrance to its intersection with the center line of Hawthorne Boulevard; thence northerly along the center line of Hawthorne Boulevard and Hawthorne Avenue to its intersection with the boundary of the City of Redondo Beach near 190th Street, as it existed on January 1, 1967; thence generally westerly and southwesterly along the boundary of the City of Redondo Beach to its intersection with the center line of Flagler Lane; thence northerly along the center line of Flagler Lane to the center line of Artesia Boulevard; thence westerly along the center line of Artesia Boulevard to the easterly boundary of the City of Manhattan Beach as it existed on January 1, 1967; thence northerly along the easterly boundary of the City of Manhattan Beach and its northerly prolongation as it existed on January 1, 1967, to its intersection with the center line of Rosecrans Avenue; thence easterly along the center line of Rosecrans Avenue to its intersection with the west boundary of the City of Lawndale as it existed on January 1, 1967, near Ramonia Avenue; thence northerly, easterly, and southerly along the boundary of the City of Lawndale to the center line of Hawthorne Boulevard; thence northerly along the center line of Hawthorne Boulevard to the center line of El Segundo Boulevard; thence easterly along the center line of El Segundo Boulevard to the center line of Hoover Street; thence southerly along the center line of Hoover Street to the center line of Rosecrans Avenue; thence easterly along the center line of Rosecrans Avenue to the center line of San Pedro Street; thence southerly along the center line of San Pedro Street to the center line of Redondo Beach Boulevard; thence easterly and northeasterly along the center line of Redondo Beach Boulevard to the center line of Compton Boulevard; thence easterly along the center line of Compton Boulevard to the center line of Alameda Street; thence southerly along the center line of Alameda Street to the center line of Artesia

Boulevard; thence easterly along the center line of Artesia Boulevard to its intersection with the boundary of the City of Long Beach as it existed on January 1, 1967, near Gale Avenue; thence generally southerly and westerly along the western boundary of the City of Long Beach as it existed on January 1, 1967, to its juncture with the eastern boundary of the City of Los Angeles (in the Wilmington area) near State Highway 1 (also known as Pacific Coast Highway); thence generally southerly and southwesterly along the boundary of the City of Los Angeles as it existed April 30, 1961, (passing to the west of Long Beach Harbor) to the shoreline of the Pacific Ocean; thence generally southwesterly along the shoreline of the Pacific Ocean to the point of beginning (the intersection of the shoreline of the Pacific Ocean with the southwesterly prolongation of Western Avenue near Fort MacArthur Military Reservation), including the Island of Santa Catalina and San Clemente, shall constitute the 17th Congressional District.

18. The County of Tulare and all that portion of the County of Kern bounded and described as follows:

Beginning at the northwest corner of Kern County at a point common with the Counties of San Luis Obispo and Kings; thence easterly along the boundary common to the Counties of Kings and Kern, continuing easterly along the boundary common to the Counties of Tulare and Kern and continuing easterly along the boundary common to the Counties of Inyo and Kern to the center line of the Los Angeles Aqueduct; thence generally southwesterly along the center line of the Los Angeles Aqueduct to the boundary common to the Counties of Los Angeles and Kern; thence generally westerly along the boundary common to the Counties of Los Angeles and Kern, continuing generally westerly along the boundary common to the Counties of Ventura and Kern and continuing westerly along the boundary common to the Counties of Santa Barbara and Kern to the boundary common to the Counties of San Luis Obispo and Kern; thence northerly and westerly along the boundary common to the Counties of San Luis Obispo and Kern to the point of beginning (northwest corner of Kern County at a point common with the Counties of San Luis Obispo and Kings, shall constitute the Eighteenth Congressional District.

19. All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the center lines of Kern Avenue (South) and 3rd Street; thence easterly along the center line of 3rd Street and continuing easterly along the center lines of Pomona Boulevard to its intersection with the western and northern boundaries of the City of Montebello; thence easterly along the northern boundary of the City of Montebello as it existed on April 30, 1961, to the center line of Lincoln Avenue; thence northerly along the center line of Lincoln Avenue to the center line of San Gabriel Boulevard; thence southeasterly along the center line of San Gabriel

Boulevard to its intersection with the center line of Siphon Road at Durfee Avenue; thence southeasterly along the center line of Siphon Road and its southeasterly prolongation to the center of the channel of San Gabriel River; thence southwesterly along the center of the channel of San Gabriel River to its intersection with the northern boundary of the City of Pico Rivera as it existed on January 1, 1967; thence southeasterly along the northern boundary of the City of Pico Rivera as it existed on January 1, 1967, to the center line of State Highway 605 (also known as San Gabriel River Freeway); thence southwesterly along the center line of State Highway 605 (also known as San Gabriel River Freeway) to the center line of Beverly Boulevard; thence southeasterly along the center line of Beverly Boulevard to the western boundary of the City of Whittier as it existed on January 1, 1967, near Mesagrove Avenue; thence northerly, easterly and southerly along the westerly, northerly and easterly boundary of the City of Whittier as it existed on January 1, 1967, to the center line of Catalina Avenue; thence southwesterly along the center line of Catalina Avenue to the center line of Whittier Boulevard; thence southeasterly along the center line of Whittier Boulevard to the boundary common to the Counties of Los Angeles and Orange; thence southerly and westerly along the boundary common to the Counties of Los Angeles and Orange to its intersection with the northerly boundary of the City of Long Beach as it existed on January 1, 1967, near 226th Street; thence generally westerly and northerly along the boundary of the City of Long Beach to its intersection with the boundary of the City of Cerritos at South Street as it existed on January 1, 1967; thence westerly and northerly along the boundary of the City of Cerritos to its intersection with the boundary common to the City of Bellflower at Allington Street; thence northerly along the easterly boundary of the City of Bellflower to the center of the channel of the San Gabriel River at Foster Road; thence northerly along the center of the channel of the San Gabriel River to the center line of State Highway 5 (also known as Santa Ana Freeway); thence northwesterly along the center line of State Highway 5 (also known as Santa Ana Freeway) to the prolongation of the center line of Kern Avenue; thence northerly along the southerly prolongation of the center line and center line of Kern Avenue to the point of beginning (at the intersection of the center line of Kern Avenue South and 3rd Street) shall constitute the Nineteenth Congressional District.

20. All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the northeast corner of Section 22, T. 2 N., R. 13 W., S.B.B. & M.; thence southerly along the east line of Sections 22 and 27 to its intersection with the south line of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 26, T. 2 N., R. 13 W., S.B.B. & M.; thence easterly along the south line of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 26 to its intersection with the east

line of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 26; thence northerly along the east line of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 26 to its intersection with the north line of Section 26, T. 2 N., R. 13 W., S.B.B. & M.; thence easterly along the north line of Sections 26 and 25 to its intersection with the westerly boundary of the City of Pasadena as it existed on April 30, 1961; thence meandering in a generally southerly and southeasterly direction along the boundary of the City of Pasadena to its intersection with the township line dividing T. 1 N. and T. 2 N., R. 12 W., S.B.B. & M.; thence easterly along the township line dividing T. 1 N. and T. 2 N. to its intersection with the west line of Section 2, T. 1 N., R. 12 W., S.B.B. & M.; thence southerly along the west line of Section 2, T. 1 N., R. 12 W., S.B.B. & M., to its intersection with the north line of the SW $\frac{1}{4}$ of Section 2, T. 1 N., R. 12 W., S.B.B. & M. thence easterly along the north line of the SW $\frac{1}{4}$ of Section 2, T. 1 N., R. 12 W., S.B.B. & M., to its intersection with the east line of the S.W. $\frac{1}{4}$ of Section 2, T. 1 N., R. 12 W., S.B.B. & M.; thence south on the east line of the SW $\frac{1}{4}$ of Section 2, T. 1 N., R. 12 W., S.B.B. & M., to its intersection with the south line of Section 2, T. 1 N., R. 12 W., S.B.B. & M., being the north line of Section 11, T. 1 N., R. 12 W., S.B.B. & M.; thence easterly along the north line of Sections 11, 12 and 7 to its intersection with the north-south $\frac{1}{4}$ section line of Section 7, T. 1 N., R. 11 W., S.B.B. & M.; thence southerly along the $\frac{1}{4}$ section line of Section 7, T. 1 N., R. 11 W., S.B.B. & M. to the south line of Section 7, T. 1 N., R. 11 W., S.B.B. & M.; thence easterly along the south line of Section 7, T. 1 N., R. 11 W., S.B.B. & M., to its intersection with the westerly boundary of the City of Sierra Madre at the southeast corner of Section 7, T. 1 N., R. 11 W., S.B.B. & M.; thence southerly along the westerly boundary of the City of Sierra Madre to its intersection with the westerly boundary of the City of Arcadia at Orange Grove and Michillinda Avenues; thence southerly, easterly, northerly and westerly along the westerly boundary of the City of Arcadia to its intersection with the center line of Huntington Drive as it existed on January 1, 1967; thence westerly along the center line of Huntington Drive to its intersection with the easterly boundary of the City of San Marino as it existed on January 1, 1967, at San Gabriel Boulevard; thence northerly, westerly and generally southwestward along the boundary of the City of San Marino to its intersection with the center line of Marengo Avenue; thence northerly along the center line of Marengo Avenue to its intersection with the center line of California Boulevard; thence westerly along the center line of California Boulevard to its intersection with the center line of Arroyo Boulevard; thence generally northerly along the center line of Arroyo Boulevard to its intersection with the center line of Colorado Freeway (State Highway 134); thence generally westerly along the center line of Colorado Freeway to its intersection with the westerly boundary of

the City of Pasadena as it existed on January 1, 1967; thence generally northwesterly along the boundary of the City of Pasadena to its intersection with the southerly boundary of the City of Glendale as it existed on January 1, 1967; thence westerly and generally southwesterly along the boundary of the City of Glendale to its most southerly corner at Casitas Avenue and Tyburn Street; thence northwesterly along the southwesterly boundary of the City of Glendale to its intersection with the center line of Glendale Boulevard (Brand Boulevard); thence southwesterly and southerly along the center line of Glendale Boulevard to its intersection with the center line of Cove Avenue; thence northwesterly along the center line of Cove Avenue to its intersection with the center line of Silver Lake Boulevard; thence on a direct line westerly (across Silver Lake) to the intersection of the center lines of West Silver Lake Drive and Redesdale Avenue; thence southwesterly along the center line of Redesdale Avenue to its intersection with the center line of Landa Street; thence westerly along the center line of Landa Street to its intersection with the center line of Griffith Park Boulevard; thence northeasterly along the center line of Griffith Park Boulevard to its intersection with the center line of Fountain Avenue; thence westerly along the center line of Fountain Avenue to its intersection with the center line of Sunset Boulevard; thence northwesterly and westerly along the center line of Sunset Boulevard to its intersection with the center line of Normandie Avenue; thence southerly along the center line of Normandie Avenue to its intersection with the center line of State Highway 101 (Hollywood Freeway); thence northwesterly along the center line of State Highway 101 (Hollywood Freeway) to its intersection with the center line of Sunset Boulevard; thence westerly along the center line of Sunset Boulevard to its intersection with the center line of Gower Street; thence northerly along the center line of Gower Street to its intersection with the center line of State Highway 101 (Hollywood Freeway); thence northwesterly along the center line of State Highway 101 (Hollywood Freeway) to its intersection with the center line of Barham Boulevard; thence northerly along the center line of Barham Boulevard to its intersection with the southerly boundary of the City of Burbank as it existed on January 1, 1967 at the Los Angeles River; thence generally northeasterly along the boundary of the City of Burbank to its intersection with the center line of San Fernando Road near Spazier Avenue; thence northwesterly along the center line of San Fernando Road to its intersection with the center line of Scott Road; thence northerly along the center line of Scott Road to its intersection with the center line of Glenoaks Boulevard; thence northwesterly along the center line of Glenoaks Boulevard to its intersection with the easterly boundary of the City of Los Angeles at Cohasset Street; thence generally northerly and easterly along the boundary of the City of Los Angeles to

its coincidence with the north line of Section 21, T. 2 N., R. 13 W., S.B.B. & M.; thence easterly along the north line of Sections 21 and 22, T. 2 N., R. 13 W., S.B.B. & M., to the point of beginning, shall constitute the Twentieth Congressional District.

21. All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the center lines of Pico Boulevard and Vermont Avenue; thence easterly and southeasterly along the center line of Pico Boulevard to the center line of Union Avenue; thence northeasterly along the center line of Union Avenue to the center line of Olympic Boulevard; thence southeasterly along the center line of Olympic Boulevard to the center line of Hill Street; thence northeasterly along the center line of Hill Street to the center line of 9th Street; thence southeasterly along the center line of 9th Street and continuing southeasterly along the center line of Olympic Boulevard to the center line of Alameda Street; thence southerly along the center line of Alameda Street to the center line of Compton Boulevard; thence westerly along the center line of Compton Boulevard to the center line of Redondo Beach Boulevard; thence southwestwardly and westerly along the center line of Redondo Beach Boulevard to the center line of San Pedro Street; thence northerly along the center line of San Pedro Street to the center line of Rosecrans Avenue; thence westerly along the center line of Rosecrans Avenue to the center line of Hoover Street; thence northerly along the center line of Hoover Street to the center line of Vernon Avenue; thence westerly along the center line of Vernon Avenue to the center line of Western Avenue; thence northerly along the center line of Western Avenue to the center line of Exposition Boulevard; thence easterly along the center line of Exposition Boulevard to the center line of Vermont Avenue; thence northerly along the center line of Vermont Avenue to the point of beginning (at the intersection of the center lines of Pico Boulevard and Vermont Avenue), shall constitute the Twenty-First Congressional District.

22. All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the center line of Magnolia Boulevard with the center line of Clybourn Avenue; thence northerly along the center line and the northerly prolongation of the center line of Clybourn Avenue to the center line of Sunland Boulevard near Pawnee Street; thence continuing northerly along the center line of Sunland Boulevard and continuing northerly along the center line and prolongation of the center line of Clybourn Avenue to the center line of Osborne Street (Little Tujunga Road); thence northeasterly along the center line of Osborne Street (Little Tujunga Road) to the boundary of the City of Los Angeles as it existed March 1, 1961; thence northerly and westerly along the boundary of the City of Los Angeles (passing to the south and

west of the U.S. Veterans Reservation) and continuing northwesterly, westerly and northwesterly along the northern boundary of the City of Los Angeles as it existed March 1, 1961, to the center line of the Sierra Highway (State Route 14); thence generally southerly along the center line of the Sierra Highway (State Route 14) to the center line of San Fernando Road; thence southeasterly along the center line of San Fernando Road to the center line of Balboa Boulevard; thence southerly along the center line of Balboa Boulevard to the center line of Roscoe Boulevard; thence westerly along the center line of Roscoe Boulevard to the center of Aliso Creek Channel near Wilbur Avenue; thence generally southerly along the center of Aliso Creek Channel to the center of the Los Angeles River Channel near Capps Avenue; thence southeasterly along the center of Los Angeles River Channel to the center line of Balboa Boulevard; thence southerly along the center line of Balboa Boulevard to the center line of Magnolia Boulevard; thence easterly along the center line and easterly prolongation of the center line of Magnolia Boulevard to the center line of Lankershim Boulevard; thence southeasterly along the center line of Lankershim Boulevard to the center line of Morrison Street; thence easterly along the center line and easterly prolongation of the center line of Morrison Street to the center line of Vineland Avenue; thence southerly along the center line of Vineland Avenue to the center line of Morrison Street; thence easterly along the center line of Morrison Street to the center line of Riverton Avenue; thence northerly along the center line of Riverton Avenue to the center line of Addison Street; thence easterly along the center line of Addison Street to the boundary of the City of Burbank at Ledge Avenue as it existed April 30, 1961; thence northerly, easterly and northerly along the boundary of the City of Burbank as it existed April 30, 1961 to the point of beginning (the intersection of the center line of Magnolia Boulevard with the center line of Clybourn Avenue), shall constitute the Twenty-Second Congressional District.

23. All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the center line of Alameda Street and the boundary of the City of Los Angeles as it existed on April 30, 1961, near 25th Street; thence generally easterly along the boundary of the City of Los Angeles as it existed on April 30, 1961, to its intersection with the westerly boundary of the City of Commerce near Indiana Street as it existed on January 1, 1967; thence generally northerly and easterly along the boundary of the City of Commerce as it existed on January 1, 1967, to the center line of State Highway 5 (Santa Ana Freeway); thence southeasterly along the center line of State Highway 5 (Santa Ana Freeway) to the center of the channel of the San Gabriel River; thence southerly along the center of the channel of the San Gabriel River to its intersection with the boundary of the City

of Bellflower at Foster Road; thence generally southerly and westerly along the eastern and southern boundaries of the City of Bellflower as it existed on January 1, 1967, to the center line of Lakewood Boulevard; thence northerly along the center line of Lakewood Boulevard to the center line of Alondra Boulevard; thence westerly along the center line of Alondra Boulevard to its intersection with the easterly boundary of the City of Paramount as it existed on January 1, 1967; thence southerly and westerly along the boundary of the City of Paramount to its intersection with the boundary of the City of Long Beach near Downey Avenue, as it existed on January 1, 1967; thence generally northerly, westerly, northerly and southerly along the boundary of the City of Long Beach as it existed on January 1, 1967, to the center line of Artesia Boulevard near Gale Avenue; thence westerly along the center line of Artesia Boulevard to the center line of Alameda Street; thence northerly along the center line of Alameda Street to the point of beginning (at the intersection of the center line of Alameda Street and the boundary of the City of Los Angeles as it existed on April 30, 1961, near 25th Street). shall constitute the Twenty-Third Congressional District.

24. All the following described territory:

(a) All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the easterly boundary of Los Angeles County with the westerly boundary of the County of San Bernardino situated on the township line dividing T. 4 N. and T. 3 N., S.B.B. & M.; thence westerly along the township line dividing T. 4 N. and T. 3 N., S.B.B. & M., to the center line of Angeles Forest Highway (Forest Highway 59); thence generally southwestward along the center line of Angeles Forest Highway to its intersection with the center line of Angeles Crest Highway (State Highway 2); thence generally southwestward along the center line of Angeles Crest Highway to its intersection with the westerly boundary of the City of Pasadena as it existed on April 30, 1961; thence meandering in a generally southerly, westerly and southeasterly direction along the westerly boundary of the City of Pasadena as it existed April 30, 1961 to its intersection with the township line dividing T. 1 N. and T. 2 N., R. 12 W., S.B.B. & M.; thence easterly along the township line dividing T. 1 N. and T. 2 N. to its intersection with the west line of Section 2, T. 1 N., R. 12 W., S.B.B. & M.; thence southerly along the west line of Section 2, T. 1 N., R. 12 W., S.B.B. & M., to its intersection with the north line of the SW $\frac{1}{4}$ of said section 2; thence easterly along the north line of the SW $\frac{1}{4}$ of Section 2, T. 1 N., R. 12 W., S.B.B. & M., to its intersection with the east line of the SW $\frac{1}{4}$ of said Section 2; thence south on the east line of the SW $\frac{1}{4}$ of said Section 2, T. 1 N., R. 12 W., S.B.B. & M., to its intersection with the south line of said Section 2, being the north line of Section 11, T. 1 N., R. 12 W., S.B.B. & M.; thence

easterly along the north line of Sections 11, 12 and 7 to its intersection with the north-south $\frac{1}{4}$ section line of Section 7, T. 1 N., R. 11 W., S.B.B. & M.; thence southerly along the $\frac{1}{4}$ section line of Section 7, T. 1 N., R. 11 W., S.B.B. & M., to the south line of said Section 7; thence easterly along the south line of Section 7, T. 1 N., R. 11 W., S.B.B. & M., to its intersection with the westerly boundary of the City of Sierra Madre at the southeast corner of Section 7, T. 1 N., R. 11 W., S.B.B. & M.; thence southerly along the westerly boundary of the City of Sierra Madre to its intersection with the westerly boundary of the City of Arcadia at Orange Grove and Michillinda Avenues; thence southerly, easterly, northerly and westerly along the westerly boundary of the City of Arcadia as it existed on January 1, 1967 to its intersection with the center line of Huntington Drive; thence westerly along the center line of Huntington Drive to its intersection with the easterly boundary of the City of San Marino as it existed on January 1, 1967 at San Gabriel Boulevard; thence northerly, westerly and generally southwestward along the boundary of the City of San Marino to its intersection with the center line of Marengo Avenue; thence northerly along the center line of Marengo Avenue to its intersection with the center line of California Boulevard; thence westerly along the center line of California Boulevard to its intersection with the center line of Arroyo Boulevard; thence generally northerly along the center line of Arroyo Boulevard to its intersection with the center line of Colorado Freeway (State Highway 134); thence generally westerly along the center line of Colorado Freeway to its intersection with the westerly boundary of the City of Pasadena as it existed on January 1, 1967; thence generally northwestward along the boundary of the City of Pasadena to its intersection with the southerly boundary of the City of Glendale as it existed on January 1, 1967; thence westerly and generally southwestward along the boundary of the City of Glendale to its intersection with the westerly boundary of Forest Lawn Memorial Park; thence southerly, southeasterly, northeasterly and southeasterly along said Forest Lawn Memorial Park boundary to the northwestward prolongation of the center line of the east-west portion of Roderick Road near Verdugo Road; thence easterly along the northwestward prolongation and the center line of the east-west portion of Roderick Road to its intersection with the center line of Verdugo Road; thence northerly along the center line of Verdugo Road to its intersection with the center line of York Boulevard; thence meandering in a southeasterly direction along the center line of York Boulevard to the westerly boundary of the City of South Pasadena near the Pasadena Freeway; thence southerly and easterly along the boundary of the City of South Pasadena to its intersection with the center line of Huntington Drive; thence southerly along the center line of Huntington Drive to its intersection with the center line of Main Street; thence easterly, southeasterly and easterly along

the center line of Main Street to its intersection with the center line of Curtis Avenue; thence northerly along the center line of Curtis Avenue to its intersection with the center line of Woodward Avenue; thence northeasterly along the center line of Woodward Avenue to its intersection with the center line of Garfield Avenue; thence southeasterly along the center line of Garfield Avenue to its intersection with the center line of Main Street; thence northeasterly along the center line of Main Street and continuing easterly along the center line of Las Tunas Drive to its intersection with the center line of Baldwin Avenue; thence southerly along the center line of Baldwin Avenue to its intersection with the center line of Live Oak Avenue; thence easterly along the center line of Live Oak Avenue to its intersection with the easterly boundary of the City of Arcadia near 8th Avenue as it existed on January 1, 1967; thence northeasterly along the boundary of the City of Arcadia to its intersection with the southern boundary of the City of Monrovia south of Duarte Road; thence easterly along the boundary of the City of Monrovia to an angle point on the west side of Peck Road; thence easterly across Peck Road to an angle point in the boundary of the City of Monrovia as it existed on January 1, 1967; thence easterly along the boundary of the City of Monrovia to its intersection with the center of Sawpit Wash; thence northerly along the center of Sawpit Wash to its intersection with the center line of Huntington Drive; thence easterly along the center line of Huntington Drive to its intersection with the westerly boundary of the City of Duarte; thence generally northerly and easterly along the boundary of the City of Duarte to its intersection with the easterly boundary of the City of Bradbury near Crestfield Drive as it existed on January 1, 1967; thence southerly along the southerly prolongation of the easterly boundary of the City of Bradbury to its intersection with the center of the right of way of the Southern Pacific Railroad; thence easterly along the center of the right of way of the Southern Pacific Railroad to its intersection with the center line of Fish Canyon Road; thence southerly along the center line of Fish Canyon Road to its intersection with State Highway 66 (Huntington Drive and Foothill Boulevard); thence easterly along the center line of State Highway 66 to its intersection with the center line of Alosta Avenue; thence southeasterly and easterly along the center line of Alosta Avenue to the center line of Ben Lomond Avenue; thence southerly along the center line of Ben Lomond Avenue to the center line of Covina Boulevard; thence westerly along the center line of Covina Boulevard to the center line of Hollenbeck Avenue; thence northerly along the center line of Hollenbeck Avenue to its intersection with the center of San Dimas Wash; thence westerly along the center of San Dimas Wash to its intersection with the center line of Azusa Avenue (State Highway 39); thence southerly along the center line of Azusa Avenue to its intersection with the boundary of the City of West Covina as

it existed on June 1, 1965, at Badillo Street; thence generally easterly and southerly along the boundary of the City of West Covina to its intersection with the northerly boundary of the City of Walnut; thence generally easterly and southerly along the boundary of the City of Walnut as it existed on April 30, 1961 to its intersection with the boundary of the City of Pomona in Section 33, T. 1 S., R. 9 W., S.B.B. & M.; thence generally southerly along the boundary of the City of Pomona to its intersection with the boundary of the City of Industry; thence generally southwesterly along the boundary of the City of Industry to its intersection with the center line of Old Brea Canyon Road at Currier Road; thence southerly along the center line of Old Brea Canyon Road to its intersection with the south line of Section 17, T. 2 S., R. 9 W., S.B.B. & M.; thence easterly along the south line of Sections 17, 16, 15 and 14 to its intersection with the boundary common to the Counties of Los Angeles and San Bernardino; thence northerly along the boundary common to the Counties of Los Angeles and San Bernardino to the point of beginning (the boundary common to the Counties of Los Angeles and San Bernardino and its intersection with the township line dividing T. 4 N. and T. 3 N., S.B.B. & M.).

(b) All that portion of the County of San Bernardino bounded and described as follows:

Beginning at the intersection of the boundary common to the Counties of San Bernardino and Los Angeles and the southerly boundary of the City of Upland as it existed on January 1, 1967 south of Blanchard Place; thence easterly and southerly along the southerly and westerly boundary of the City of Upland to the center line of Euclid Avenue; thence southerly along the center line of Euclid Avenue to the center line of H Street; thence westerly along the center line of H Street to the center line of Vine Avenue; thence southerly along the center line of Vine Avenue to the center line of Holt Boulevard; thence westerly along the center line of Holt Boulevard to its intersection with the west boundary of the City of Ontario as it existed on January 1, 1967, at Benson Avenue; thence southerly along the west boundary of the City of Ontario to the center line of Phillips Boulevard; thence westerly along the center line of Phillips Boulevard to its intersection with the boundary common to the Counties of San Bernardino and Los Angeles; thence northeasterly along the boundary common to the Counties of San Bernardino and Los Angeles to the point of beginning (intersection of the boundary common to the Counties of San Bernardino and Los Angeles and the south boundary of the City of Upland) shall constitute the 24th Congressional District.

25. All the following described territory:

(a) All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the boundary common to the Counties of Los Angeles and San Bernardino and its intersection with the

south line of Section 14, T. 2 S., R. 9 W., S.B.B. & M.; thence generally southerly along the boundary common to the Counties of Los Angeles and San Bernardino to its intersection with the boundary common to the Counties of Los Angeles and Orange; thence westerly and southerly along the boundary common to the Counties of Los Angeles and Orange to its intersection with the center line of Whittier Boulevard; thence westerly and northwesterly along the center line of Whittier Boulevard to its intersection with the center line of Catalina Avenue; thence northeasterly along the center line of Catalina Avenue to its intersection with the boundary of the City of Whittier as it existed on January 1, 1967; thence generally northwesterly along the easterly and northerly boundary of the City of Whittier to its intersection with the center line of Beverly Boulevard near Mesagrove Avenue; thence northwesterly along the center line of Beverly Boulevard to its intersection with the center line of State Highway 605 (San Gabriel River Freeway); thence northeasterly along the center line of State Highway 605 to its intersection with the northerly boundary of the City of Pico Rivera as it existed on January 1, 1967 (north of Rose Hills Road); thence northwesterly along the northerly boundary of the City of Pico Rivera to its intersection with the center of the channel of the San Gabriel River; thence northeasterly along the center of the channel of the San Gabriel River to its intersection with the boundary of the City of Industry as it existed on January 1, 1967; thence northwesterly along the boundary of the City of Industry as it existed on January 1, 1967 to its intersection with the southerly boundary of the City of El Monte as it existed on January 1, 1967; thence generally northwesterly along the southerly boundary of the City of El Monte as it existed on January 1, 1967 to its intersection with the boundary of the City of Rosemead; thence generally northwesterly, easterly and northerly along the boundary of the City of Rosemead to its intersection with the southern boundary of Temple City near the Southern Pacific Railroad; thence northwesterly and northerly along the boundary of Temple City as it existed on January 1, 1967 to its intersection with the center line of Las Tunas Drive at Muscatel Avenue; thence easterly along the center line of Las Tunas Drive to its intersection with the center line of Baldwin Avenue; thence southerly along the center line of Baldwin Avenue to its intersection with the center line of Live Oak Avenue; thence easterly along the center line of Live Oak Avenue to its intersection with the easterly boundary of the City of Arcadia near 8th Avenue as it existed on January 1, 1967; thence northeasterly along the boundary of the City of Arcadia to its intersection with the southern boundary of the City of Monrovia south of Duarte Road; thence easterly along the boundary of the City of Monrovia to an angle point on the west side of Peck Road; thence easterly across Peck Road to an angle point in the boundary of

the City of Monrovia as it existed on January 1, 1967; thence easterly along the boundary of the City of Monrovia to its intersection with the center of Sawpit Wash; thence northerly along the center of Sawpit Wash to its intersection with the center line of Huntington Drive; thence easterly along the center line of Huntington Drive to its intersection with the westerly boundary of the City of Duarte; thence generally northerly and easterly along the boundary of the City of Duarte to its intersection with the easterly boundary of the City of Bradbury as it existed on January 1, 1967 near Crestfield Drive; thence southerly along the southerly prolongation of the easterly boundary of the City of Bradbury as it existed on January 1, 1967 to its intersection with the center of the right-of-way of the Southern Pacific Railroad; thence easterly along the center of the right-of-way of the Southern Pacific Railroad to its intersection with the center line of Fish Canyon Road; thence southerly along the center line of Fish Canyon Road to its intersection with State Highway 66 (Huntington Drive and Foothill Boulevard); thence easterly along the center line of State Highway 66 to its intersection with the center line of Alostia Avenue; thence southeasterly and easterly along the center line of Alostia Avenue to the center line of Ben Lomond Avenue; thence southerly along the center line of Ben Lomond Avenue to the center line of Covina Boulevard; thence westerly along the center line of Covina Boulevard to the center line of Hollenbeck Avenue; thence northerly along the center line of Hollenbeck Avenue to its intersection with the center of San Dimas Wash; thence westerly along the center of San Dimas Wash to its intersection with the center line of Azusa Avenue (State Highway 39); thence southerly along the center line of Azusa Avenue to its intersection with the boundary of the City of West Covina as it existed on June 1, 1965, at Badillo Street; thence generally easterly and southerly along the boundary of the City of West Covina to its intersection with the northerly boundary of the City of Walnut; thence generally easterly and southerly along the boundary of the City of Walnut as it existed on April 30, 1961 to its intersection with the boundary of the City of Pomona in Section 33, T. 1 S., R. 9 W., S.B.B. & M.; thence generally southerly along the boundary of the City of Pomona to its intersection with the boundary of the City of Industry; thence generally southwestward along the boundary of the City of Industry to its intersection with the center line of Old Brea Canyon Road at Currier Road; thence southerly along the center line of Old Brea Canyon Road to its intersection with the south line of Section 17, T. 2 S., R. 9 W., S.B.B. & M.; thence easterly along the south line of Sections 17, 16, 15 and 14 to the point of beginning (the boundary common to the Counties of Los Angeles and San Bernardino and its intersection with the south line of Section 14, T. 2 S., R. 9 W., S.B.B. & M.).

(b) All that portion of the County of Orange bounded and described as follows:

Beginning at a point common to the boundaries of Los Angeles, San Bernardino and Orange Counties; thence south-easterly along the northeasterly boundary of Orange County to its intersection with the center of the channel of the Santa Ana River; thence westerly along the center of the channel of the Santa Ana River to its intersection with the center line of State Highway 91 (Riverside Freeway); thence generally westerly along the center line of State Highway 91 to its intersection with the center line of East Street; thence southerly along the center line of East Street to the center line of Sycamore Street; thence westerly along the center line of Sycamore Street to the center line of Harbor Boulevard; thence northerly along the center line of Harbor Boulevard to the center line of State Highway 91 (Riverside Freeway); thence westerly along the center line of State Highway 91 to the southerly prolongation of the center line of Richman Avenue; thence northerly along the southerly prolongation of the center line and the center line of Richman Avenue to the center line of Valencia Drive; thence westerly along the center line of Valencia Drive to the center of the Fullerton Creek Channel; thence westerly along the center of the Fullerton Creek Channel to the center line of Gilbert Street; thence northerly along the center line of Gilbert Street to the center of the Atchison, Topeka and Santa Fe Railway right-of-way near Artesia Avenue; thence westerly along the Atchison, Topeka and Santa Fe Railway right-of-way to its intersection with the boundary common to the Counties of Los Angeles and Orange; thence generally northerly and easterly along the boundary common to the Counties of Los Angeles and Orange to the point of beginning (the intersection of the boundary of Los Angeles, San Bernardino, and Orange Counties), shall constitute the Twenty-Fifth Congressional District.

26. All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the north-south quarter section line of Section 2, T. 1 S., R. 15 W., S.B.B. & M., with the north line of Section 2, T. 1 S., R. 15 W., S.B.B. & M.; thence easterly along the north line of Section 2 and Section 1, T. 1 S., R. 15 W., S.B.B. & M., to the center line of Coldwater Canyon Drive; thence northeasterly along the center line of Coldwater Canyon Drive to the center line of Eden Drive; thence southeasterly along the center line of Eden Drive to the easterly boundary of tract number 21031 (M.B. 607-29 to 31); thence northerly along the east boundary of tract number 21031 (M.B. 607-29 to 31) to the north line of Section 1, T. 1 S., R. 15 W., S.B.B. & M.; thence easterly along the north line of Section 1, T. 1 S., R. 15 W., S.B.B. & M., and continuing easterly along the north line of Section 6, T. 1 S., R. 14 W., S.B.B. & M., to the northerly prolongation of the westerly boundary of tract number 15007 (M.B. 392-45 to

49); thence southerly along the prolongation of the westerly boundary and the westerly boundary of tract number 15007 (M.B. 392-45 to 49) and continuing southerly along the easterly boundary of tract number 17931 (M.B. 654-40 to 42) to the boundary of the City of Beverly Hills as it existed on January 1, 1967; thence easterly and southerly along the boundary of the City of Beverly Hills to the center line of Crescent Drive; thence generally easterly along the meandering center line of Crescent Drive to the center line of Wonderland Avenue; thence generally northeasterly along the meandering center line of Wonderland Avenue to the center line of Lookout Mountain Avenue; thence generally easterly along the center line of Lookout Mountain Avenue to the center line of Laurel Canyon Boulevard; thence northerly along the center line of Laurel Canyon Boulevard to the center line of Mulholland Drive; thence northeasterly and southeasterly along the center line of Mulholland Drive to the center line of Multiview Drive; thence generally northeasterly along the center line of Multiview Drive to its intersection with Cahuenga Boulevard; thence southeasterly along the center line of Cahuenga Boulevard to the southwestwesterly prolongation of the boundary of the City of Los Angeles as it existed January 1, 1967 near Ellington Drive (south of Universal City); thence northeasterly, southeasterly and northwesterly along the boundary of the City of Los Angeles to its intersection with the boundary of the City of Burbank as it existed on January 1, 1967; thence northeasterly along the boundary of the City of Burbank to the center line of Barham Boulevard; thence generally southerly along the center line of Barham Boulevard to the center line of State Highway 101 (Hollywood Freeway); thence southeasterly along the center line of State Highway 101 (Hollywood Freeway) to the center line of Franklin Avenue; thence westerly along the center line of Franklin Avenue to the center line of Highland Avenue; thence southwestwesterly along the center line of Highland Avenue to the center line of Franklin Avenue; thence westerly along the center line of Franklin Avenue to the center line of La Brea Avenue; thence generally southerly along the center line of La Brea Avenue to the center line of San Vicente Boulevard; thence southeasterly along the center line of San Vicente Boulevard to the center line of Venice Boulevard; thence continuing southeasterly along the center line of Venice Boulevard to the center line of Crenshaw Boulevard; thence southwestwesterly along the center line of Crenshaw Boulevard to the center line of Washington Boulevard; thence easterly along the center line of Washington Boulevard to the center line of 10th Avenue; thence generally southerly along the center line of 10th Avenue to the center line of Adams Boulevard; thence westerly along the center line of Adams Boulevard to the center line of Edgehill Drive; thence southwestwesterly along the center line of Edgehill Drive to the center line of Montclair Street; thence southeasterly along

the center line of Montclair Street to the center line of 10th Avenue; thence southerly along the center line of 10th Avenue to the center line of Exposition Boulevard; thence westerly along the center line of Exposition Boulevard to the center line of La Brea Avenue; thence southerly along the center line of La Brea Avenue to its intersection with the easterly prolongation of the boundary of the City of Los Angeles as it existed on January 1, 1967 south of Veronica Street; thence southwesterly, westerly and northerly along the boundary of the City of Los Angeles to its intersection with the east boundary of the City of Culver City as it existed on January 1, 1967; thence southerly, westerly and southwesterly along the boundary of the City of Culver City and its southwesterly prolongation to the center line of Overland Avenue near Northgate Street; thence northwesterly along the center line of Overland Avenue to the center line of Venice Boulevard; thence southwesterly along the center line of Venice Boulevard to the center line of Centinela Boulevard; thence southeasterly along the center line of Centinela Boulevard to its intersection with the boundary of the City of Los Angeles as it existed on January 1, 1967 near Port Road; thence southeasterly and northeasterly along the boundary of the City of Los Angeles to the center line of Mesmer Avenue; thence southeasterly along the center line of Mesmer Avenue and its southeasterly prolongation to its intersection with the boundary of the City of Los Angeles as it existed on January 1, 1967 near Arizona Circle; thence southwesterly along the boundary of the City of Los Angeles (passing to the south of Hughes Airport) to the center line of Lincoln Boulevard; thence westerly and northwesterly along the center line of Lincoln Boulevard to the center line of Washington Boulevard; thence southwesterly along the center line of Washington Boulevard to the center line of Washington Street and continuing southwesterly along the center line of Washington Street to the center of the channel of Grand Canal; thence northwesterly along the center of the channel of Grand Canal to the center line of Venice Boulevard and continuing northwesterly along the center line of Canal Street to the northerly-prolongation of the center line of Canal Street and the center line of Main Street to the southerly boundary of the City of Santa Monica as it existed on January 1, 1967; thence northeasterly along the southern boundary of the City of Santa Monica to its intersection with the southeasterly prolongation of 11th Street; thence northwesterly along the southeasterly prolongation of the center line and the center line of 11th Street to the center line of Pico Boulevard; thence northeasterly along the center line of Pico Boulevard to the center line of Cloverfield Boulevard; thence northwesterly along the center line of Cloverfield Boulevard to the center line of Santa Monica Boulevard (State Highway 2); thence northeasterly along the center line of Santa Monica Boulevard to its intersection with the boundary of the City of

Beverly Hills as it existed on January 1, 1967; thence northwesterly and northerly along the boundary of the City of Beverly Hills to the westerly boundary of the City of Beverly Hills as it existed on January 1, 1967; thence generally northerly along the westerly boundary of the City of Beverly Hills to its intersection with the center line of Summitridge Drive; thence generally northerly along the center line of Summitridge Drive to the south line of Section 2, T. 1 S., R. 15 W., S. B. B. & M.; thence westerly along the south line of Section 2, T. 1 S., R. 15 W., S. B. B. & M. to the southwest corner of the southeast quarter of Section 2, T. 1 S., R. 15 W., S. B. B. & M.; thence northerly along the west line of the southeast quarter, northeast quarter of Section 2, T. 1 S., R. 15 W., S. B. B. & M. to the point of beginning (the intersection of the north-south quarter section line of Section 2, T. 1 S., R. 15 W., S. B. B. & M., with the north line of Section 2, T. 1 S., R. 15 W., S. B. B. & M.), shall constitute the Twenty-Sixth Congressional District.

27. All that portion of the County of Kern bounded and described as follows:

Beginning at the intersection of the Los Angeles Aqueduct and the boundary common to the Counties of Kern and Inyo; thence easterly along the boundary common to the Counties of Kern and Inyo to its intersection with the boundary common to the Counties of Kern and San Bernardino; thence generally southerly along the boundary common to the Counties of Kern and San Bernardino to its intersection with the boundary common to the Counties of Kern and Los Angeles; thence westerly along the boundary common to the Counties of Kern and Los Angeles to the center line of the Los Angeles Aqueduct; thence generally northeasterly along the center line of the Los Angeles Aqueduct to the point of beginning (the intersection of the Los Angeles Aqueduct and the boundary common to the Counties of Kern and Inyo), and all that portion of the County of Los Angeles bounded and described as follows:

Beginning at the northwesterly corner of the County of Los Angeles common to the boundary of Ventura and Kern Counties; thence easterly along the boundary common to the Counties of Los Angeles and Kern to its intersection with the boundary common to the Counties of Los Angeles and San Bernardino; thence southerly along the boundary common to the Counties of Los Angeles and San Bernardino to its intersection with the township line dividing T. 4 N., and T. 3 N., S.B.B. & M.; thence westerly along the township line dividing T. 4 N., and T. 3N., S.B.B. & M., to the center line of Angeles Forest Highway (Forest Highway 59); thence generally southwesterly along the center line of Angeles Forest Highway to its intersection with the center line of Angeles Crest Highway (State Highway 2); thence generally southwesterly along the center line of Angeles Crest Highway to its intersection with the westerly boundary of the City of Pasadena as it existed

on April 30, 1961; thence southerly along the western boundary of the City of Pasadena as it existed on April 30, 1961 to the north line of Section 25, T. 2 N., R. 13W., S.B.B. & M.; thence westerly along the north line of Sections 25 and 26 to the east line of the northwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of Section 26, T. 2 N., R. 13W., S.B.B. & M., thence southerly along the east line of the northwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$, to the south line of the northwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of Section 26., T. 2 N., R. 13W., S.B.B. & M.; thence westerly along the south line of the northwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of Section 26 to the east line of Section 27, T. 2 N., R. 13W., S.B.B. & M.; thence northerly along the east line of Sections 27 and 22, T. 2 N., R. 13W., S.B.B. & M. to the north line of Section 22; thence westerly along the north line of Sections 22, 21 and 20 to the boundary of the City of Los Angeles as it existed on April 30, 1961; thence southerly, westerly and southerly along the boundary of the City of Los Angeles as it existed on April 30, 1961, to the center line of Glenoaks Boulevard; thence southeasterly along the center line of Glenoaks Boulevard to the center line of Scott Road; thence southeasterly along the center line of Scott Road to the center line of San Fernando Boulevard; thence southeasterly along the center line of San Fernando Boulevard to the easterly boundary of the City of Burbank as it existed on April 30, 1961; thence generally southwesterly along the boundary of the City of Burbank as it existed on April 30, 1961 to its intersection with the boundary of the City of Los Angeles as it existed on January 1, 1967; thence southerly and southwesterly along the boundary of the City of Los Angeles and its southwesterly prolongation to the intersection of Cahuenga Boulevard and Ellington Drive; thence northwesterly along the center line of Cahuenga Boulevard to the center line of Multiview Drive; thence generally southwesterly along the center line of Multiview Drive to the center line of Mulholland Drive; thence westerly along the center line of Mulholland Drive to the center line of Laurel Canyon Boulevard; thence northwesterly along the center line of Laurel Canyon Boulevard to the center line of Maxwellton Road; thence generally westerly along the centerline of Maxwellton Road and its westerly prolongation to the center line of Laurel Terrace Drive; thence northwesterly along the center line of Laurel Terrace Drive to the center line of Rhodes Avenue; thence southerly along the center line of Rhodes Avenue to its southerly terminus; thence southwesterly in a direct line to the intersection of Coldwater Canyon Avenue and Mulholland Drive; thence generally westerly along the center line of Mulholland Drive to the center line of the San Diego Freeway (State Route 405); thence northerly along the center line of the San Diego Freeway (State Route 405) to the intersection of the prolongation of the center line of Magnolia Boulevard; thence easterly along the prolongation and center line of Magnolia Boulevard to

the center line of Lankershim Boulevard; thence southeasterly along the center line of Lankershim Boulevard to the center line of Morrison Street; thence easterly along the center line and easterly prolongation of the center line of Morrison Street to the center line of Vineland Avenue; thence southerly along the center line of Vineland Avenue to the center line of Morrison Street; thence easterly along the center line of Morrison Street to the center line of Riverton Avenue; thence northerly along the center line of Riverton Avenue to the center line of Addison Street; thence easterly along the center line of Addison Street to the boundary of the City of Burbank at Ledge Avenue as it existed April 30, 1961; thence northerly, easterly and northerly along the boundary of the City of Burbank as it existed April 30, 1961, to the center line of Clybourn Avenue; thence northerly along the center line and the northerly prolongation of the center line of Clybourn Avenue to the center line of Sunland Boulevard near Pawnee Street; thence continuing northerly along the center line of Sunland Boulevard and continuing northerly along the center line and the prolongation of the center line of Clybourn Avenue to the center line of Osborne Street (Little Tujunga Road); thence northeasterly along the center line of Osborne Street (Little Tujunga Road) to the boundary of the City of Los Angeles as it existed March 1, 1961; thence northerly and westerly along the boundary of the City of Los Angeles (passing to the south and west of the U. S. Veterans Reservation) continuing northwesterly, westerly and northwesterly along the northern boundary of the City of Los Angeles as it existed March 1, 1961, to the center line of Sierra Highway (State Route 14); thence generally southerly along Sierra Highway (State Route 14) to the center line of San Fernando Road; thence southeasterly along San Fernando Road to the center line of Balboa Boulevard; thence southerly along the center line of Balboa Boulevard to the center line of Roscoe Boulevard; thence westerly along the center line of Roscoe Boulevard to the center of the channel of Aliso Creek near Wilbur Avenue; thence generally southerly along the center of the channel of Aliso Creek to the center of the channel of the Los Angeles River near Capps Avenue; thence westerly along the center of Los Angeles River to the center line of Variel Avenue; thence southerly along the center line of Variel Avenue to the center line of Vanowen Street; thence westerly along the center line of Vanowen Street to the center line of Canoga Avenue; thence southerly along the center line of Canoga Avenue to the center line of Oxnard Street; thence westerly along the center line of Oxnard Street to the center line of Woodlake Street; thence northerly along the center line of Woodlake Street to the center line of Calvert Street; thence westerly along the center line of Calvert Street and its westerly prolongation to the boundary common to the Counties of Los Angeles and Ventura; thence northerly, easterly and

northwesterly along the boundary common to the Counties of Los Angeles and Ventura to the point of beginning, shall constitute the 27th Congressional District.

28. All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the southwesterly prolongation of Western Avenue with the shore line of the Pacific Ocean near Fort MacArthur Military Reservation; thence northwesterly along the southwesterly prolongation and the center line of Western Avenue to the center line of 19th Street; thence easterly along the center line of 19th Street to the center line of Weymouth Avenue; thence northerly along the center line of Weymouth Avenue to the center line of Western Avenue; thence northerly along the center line of Western Avenue to the south boundary of Green Hills Memorial Park; thence westerly along the southern boundary of Green Hills Memorial Park to its intersection with the boundary of the City of Rolling Hills as it existed on January 1, 1967; thence northerly along the boundary of the City of Rolling Hills to its intersection with the boundary of the City of Lomita as it existed on January 1, 1967; thence northerly and westerly along the boundary of the City of Lomita to its intersection with the boundary of the City of Torrance as it existed on January 1, 1967; thence generally southerly, westerly, and northwesterly along the boundary of the City of Torrance to its intersection with the center line of Hawthorne Boulevard; thence northerly along the center line of Hawthorne Boulevard and Hawthorne Avenue to its intersection with the boundary of the City of Redondo Beach, near 190th Street, as it existed on January 1, 1967; thence generally westerly and southwesterly along the boundary of the City of Redondo Beach to its intersection with the center line of Flagler Lane; thence northerly along the center line of Flagler Lane to the center line of Artesia Boulevard; thence westerly along the center line of Artesia Boulevard to the easterly boundary of the City of Manhattan Beach as it existed on January 1, 1967; thence northerly and westerly along the easterly and northerly boundary of the City of Manhattan Beach to its intersection with the center line of Sepulveda Boulevard; thence northerly along the center line of Sepulveda Boulevard to its intersection with the boundary of the City of Los Angeles as it existed on January 1, 1967 near Arizona Circle; thence southwesterly along the boundary of the City of Los Angeles (passing to the south of Hughes Airport) to the center line of Lincoln Boulevard; thence westerly and northwesterly along the center line of Lincoln Boulevard to the center line of Washington Boulevard; thence southwesterly along the center line of Washington Boulevard to the center line of Washington Street and continuing southwesterly along the center line of Washington Street to the center line of the channel of Grand Canal; thence northwesterly along the center of the channel of Grand Canal to the center line of

Venice Boulevard and continuing northwesterly along the center line of Canal Street to the northerly-prolongation of the center line of Canal Street and the center line of Main Street to the southerly boundary of the City of Santa Monica as it existed on January 1, 1967; thence northeasterly along the southern boundary of the City of Santa Monica to its intersection with the southeasterly prolongation of 11th Street; thence northwesterly along the southeasterly prolongation of the center line and the center line of 11th Street to the center line of Pico Boulevard; thence northeasterly along the center line of Pico Boulevard to the center line of Cloverfield Boulevard; thence northwesterly along the center line of Cloverfield Boulevard to the center line of Santa Monica Boulevard (State Highway 2); thence northeasterly along the center line of Santa Monica Boulevard to its intersection with the boundary of the City of Beverly Hills as it existed on January 1, 1967; thence northwesterly and northerly along the boundary of the City of Beverly Hills to the westerly boundary of the City of Beverly Hills as it existed on January 1, 1967; thence generally northerly along the westerly boundary of the City of Beverly Hills to its intersection with the center line of Summitridge Drive; thence generally northerly along the center line of Summitridge Drive to the south line of Section 2, T. 1 S., R. 15 W., S. B. B. & M.; thence westerly along the south line of Section 2, T. 1 S., R. 15 W., S. B. B. & M. to the southwest corner of the southeast quarter of Section 2, T. 1 S., R. 15 W., S. B. B. & M.; thence northerly along the west line of southeast quarter, northeast quarter of Section 2, T. 1 S., R. 15 W., S. B. B. & M. to the north line of Section 2, T. 1 S., R. 15 W., S. B. B. & M.; thence easterly along the north line of Section 2 and Section 1, T. 1 S., R. 15 W., S. B. B. & M., to the center line of Coldwater Canyon Drive; thence northeasterly along the center line of Coldwater Canyon Drive to the center line of Eden Drive; thence southeasterly along the center line of Eden Drive to the easterly boundary of tract number 21031 (M.B. 607-29 to 31); thence northerly along the east boundary of tract number 21031 (M.B. 607-29 to 31) to the north line of Section 1, T. 1 S., R. 15 W., S. B. B. & M.; thence easterly along the north line of Section 1, T. 1 S., R. 15 W., S. B. B. & M., and continuing easterly along the north line of Section 6, T. 1 S., R. 14 W., S. B. B. & M., to the northerly prolongation of the westerly boundary of tract number 15007 (M.B. 392-45 to 49); thence southerly along the prolongation of the westerly boundary and the westerly boundary of tract number 15007 (M.B. 392-45 to 49) and continuing southerly along the easterly boundary of tract number 17931 (M.B. 654-40 to 42) to the boundary of the City of Beverly Hills as it existed on January 1, 1967; thence easterly and southerly along the boundary of the City of Beverly Hills to the center line of Crescent Drive; thence generally easterly along the meandering center line of Crescent Drive to the center line of Wonderland Avenue; thence generally northeasterly along the

meandering center line of Wonderland Avenue to the center line of Lookout Mountain Avenue; thence generally easterly along the center line of Lookout Mountain Avenue to the center line of Laurel Canyon Boulevard; thence northerly and northwesterly along the center line of Laurel Canyon Boulevard to the center line of Maxwellton Road; thence generally westerly along the centerline of Maxwellton Road and its westerly prolongation to the center line of Laurel Terrace Drive; thence northwesterly along the center line of Laurel Terrace Drive to the center line of Rhodes Avenue; thence southerly along the center line of Rhodes Avenue to its southerly terminus; thence southwestwesterly in a direct line to the intersection of Coldwater Canyon Avenue and Mulholland Drive; thence generally westerly along the center line of Mulholland Drive to the center line of the San Diego Freeway (State Route 405); thence northerly along the center line of the San Diego Freeway (State Route 405) to the intersection of the prolongation of the center line of Magnolia Boulevard; thence westerly along the prolongation and center line of Magnolia Boulevard to the center line of Balboa Boulevard; thence northerly along the center line of Balboa Boulevard to the center of the channel of the Los Angeles River; thence westerly along the center of the channel of the Los Angeles River to the center line of Variel Avenue; thence southerly along the center line of Variel Avenue to the center line of Vanowen Street; thence westerly along the center line of Vanowen Street to the center line of Canoga Avenue; thence southerly along the center line of Canoga Avenue to the center line of Oxnard Street; thence westerly along the center line of Oxnard Street to the center line of Topanga Canyon Boulevard; thence southerly along the center line of Topanga Canyon Boulevard to its intersection with a boundary common to the County of Los Angeles and the City of Los Angeles as it existed January 1, 1967; thence southeasterly, southwestwesterly, southeasterly and southerly along the boundary common to the boundary of the County of Los Angeles and the City of Los Angeles to its intersection with the shoreline of the Pacific Ocean; thence generally southeasterly along the shoreline of the Pacific Ocean to the point of beginning (the intersection of the shoreline of the Pacific Ocean and the southwestwesterly prolongation of Western Avenue). shall constitute the 23th Congressional District.

29. All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the center line of State Highway 101 (Hollywood Freeway) with the center line of Normandie Avenue; thence northerly along the center line of Normandie Avenue, to its intersection with the center line of Sunset Boulevard; thence easterly and southeasterly along the center line of Sunset Boulevard to its intersection with the center line of Fountain Avenue; thence easterly along the center line of Fountain Avenue to its intersection with the

center line of Griffith Park Boulevard; thence southwesterly along the center line of Griffith Park Boulevard to its intersection with the center line of Landa Street; thence easterly along the center line of Landa Street to its intersection with the center line of Redesdale Avenue; thence northeasterly along the center line of Redesdale Avenue to its intersection with the center line of West Silver Lake Drive; thence on a direct line easterly (across Silver Lake) to the intersection with the center line of Silver Lake Boulevard and Cove Avenue; thence southeasterly along the center line of Cove Avenue to its intersection with the center line of Glendale Boulevard; thence northerly and northeasterly along the center line of Glendale Boulevard to its intersection with the southwesterly boundary of the City of Glendale as it existed on January 1, 1967; thence southeasterly, northeasterly and northwesterly along the boundary of the City of Glendale to its intersection with the westerly boundary of Forest Lawn Memorial Park; thence southerly, southeasterly, northeasterly and southeasterly along said Forest Lawn Memorial Park boundary to the northwesterly prolongation of the center line of the east-west portion of Roderick Road near Verdugo Road; thence easterly along the northwesterly prolongation and the center line of the east-west portion of Roderick Road to its intersection with the center line of Verdugo Road; thence northerly along the center line of Verdugo Road to its intersection with the center line of York Boulevard; thence meandering in a southeasterly direction along the center line of York Boulevard to the westerly boundary of the City of South Pasadena near the Pasadena Freeway; thence southerly and easterly along the boundary of the City of South Pasadena to its intersection with the center line of Huntington Drive; thence southerly along the center line of Huntington Drive to its intersection with the center line of Main Street; thence easterly, southeasterly and easterly along the center line of Main Street to its intersection with the center line of Curtis Avenue; thence northerly along the center line of Curtis Avenue to its intersection with the center line of Woodward Avenue; thence northeasterly along the center line of Woodward Avenue to its intersection with the center line of Garfield Avenue; thence southeasterly along the center line of Garfield Avenue to its intersection with the center line of Main Street; thence northeasterly along the center line of Main Street and Las Tunas Drive to its intersection with the westerly boundary of Temple City at Muscatel Avenue; thence southeasterly and southerly along the boundary of Temple City as it existed on January 1, 1967, to its intersection with the northerly boundary of the City of Rosemead near the Southern Pacific Railroad; thence southeasterly, southerly and westerly along the easterly boundary of the City of Rosemead to its intersection with the southwesterly boundary of the City of El Monte near the Rio Hondo; thence generally southeasterly along the southerly boundary of the City of

El Monte to its intersection with the boundary of the City of Industry near the San Gabriel River as it existed on January 1, 1967; thence southeasterly along the boundary of the City of Industry to the center of the channel of the San Gabriel River; thence southwesterly along the center of the channel of the San Gabriel River to its intersection with the easterly prolongation of the center line of Siphon Road; thence northwesterly along the center line of the southeasterly prolongation of Siphon Road and the center line of Siphon Road to its intersection with the center line of San Gabriel Boulevard at Durfee Avenue; thence northwesterly along the center line of San Gabriel Boulevard to its intersection with the center line of Lincoln Avenue; thence southerly along the center line of Lincoln Avenue to its intersection with the north and east boundary of the City of Montebello as it existed on April 30, 1961; thence westerly along the north boundary of the City of Montebello to its intersection with the center line of Pomona Boulevard near Gerhart Avenue; thence westerly along the center line of Pomona Boulevard and continuing westerly along the center line of 3rd Street to its intersection with the center line of Kern Avenue (south); thence southerly along the center line of Kern Avenue and the southerly prolongation of the center line of Kern Avenue to its intersection with the center line of State Highway 5; thence northwesterly along the center line of State Highway 5 (Santa Ana Freeway) to its intersection with the northerly boundary of the City of Commerce at Marianna Avenue, as it existed on January 1, 1967; thence generally southerly, westerly and southerly along the northern boundary of the City of Commerce to its intersection with the boundary of the City of Los Angeles at Indiana Street; thence northerly along the boundary of the City of Los Angeles as it existed on April 30, 1961, to the center line of Blanchard Street; thence easterly along the center line of Blanchard Street to the center line of Gage Avenue; thence northerly along the center line of Gage Avenue to the center line of Blanchard Street; thence easterly along the center line of Blanchard Street to the center line of Geraghty Avenue; thence northerly along the center line of Geraghty Avenue to the westerly prolongation of the center line of Fairmount Street; thence easterly along the westerly prolongation of the center line, the center line and the easterly prolongation of the center line of Fairmount Street to the center line of Brannick Avenue; thence southerly along the center line of Brannick Avenue to the center line of Blanchard Street; thence easterly along the center line of Blanchard Street to the center line of Eastern Avenue; thence generally northerly along the center line of Eastern Avenue to the center line of State Highway 10 (San Bernardino Freeway); thence westerly along the center line of State Highway 10 (San Bernardino Freeway) to the center line of Indiana Street; thence northerly

along the center line of Indiana Street to the center line of Valley Boulevard; thence westerly along the center line of Valley Boulevard to the center line of Mission Road; thence southwesterly along the center line of Mission Road to the center line of State Highway 5 (Golden State Freeway); thence northerly along the center line of State Highway 5 (Golden State Freeway) to the center line of State Highway 11 (Pasadena Freeway) thence southwesterly along the center line of State Highway 11 (Pasadena Freeway) to the center line of State Highway 101 (Hollywood Freeway); thence northwesterly along the center line of State Highway 101 (Hollywood Freeway) to its intersection with the center line of Normandie Avenue (point of beginning) shall constitute the Twenty-ninth Congressional District.

30. All that portion of Los Angeles County bounded and described as follows:

Beginning at the intersection of the center lines of Franklin Avenue (east) and La Brea Avenue; thence generally southerly along the center line of La Brea Avenue to the center line of San Vicente Boulevard; thence southeasterly along the center line of San Vicente Boulevard to the center line of Venice Boulevard; thence continuing southeasterly along the center line of Venice Boulevard to the center line of Crenshaw Boulevard; thence southwesterly along the center line of Crenshaw Boulevard to the center line of Washington Boulevard; thence easterly along the center line of Washington Boulevard to the center line of 10th Avenue; thence generally southerly along the center line of 10th Avenue to the center line of Adams Boulevard; thence westerly along the center line of Adams Boulevard to the center line of Edgemoor Drive; thence southwesterly along the center line of Edgemoor Drive to the center line of Montclair Street; thence southeasterly along the center line of Montclair Street to the center line of 10th Avenue; thence southerly along the center line of 10th Avenue to the center line of Exposition Boulevard; thence easterly along the center line of Exposition Boulevard to the center line of Vermont Avenue; thence northerly along the center line of Vermont Avenue to the center line of Pico Boulevard; thence easterly and southeasterly along the center line of Pico Boulevard to the center line of Union Avenue; thence northeasterly along the center line of Union Avenue to the center line of Olympic Boulevard; thence southeasterly along the center line of Olympic Boulevard to the center line of Hill Street; thence northeasterly along the center line of Hill Street to the center line of 9th Street; thence southeasterly along the center line of 9th Street and continuing southeasterly along the center line of Olympic Boulevard to the center line of Alameda Street; thence southerly along the center line of Alameda Street to the boundary of the City of Los Angeles as it existed on April 30, 1961 near 25th Street; thence generally easterly and northerly along the boundary of the City of Los Angeles as it existed on April 30, 1961 to

the center line of Blanchard Street; thence easterly along the center line of Blanchard Street to the center line of Gage Avenue; thence northerly along the center line of Gage Avenue to the center line of Blanchard Street; thence easterly along the center line of Blanchard Street to the center line of Geraghty Avenue; thence northerly along the center line of Geraghty Avenue to the westerly prolongation of the center line of Fairmount Street; thence easterly along the westerly prolongation of the center line, the center line and the easterly prolongation of the center line of Fairmount Street, to the center line of Brannick Avenue; thence southerly along the center line of Brannick Avenue to the center line of Blanchard Street; thence easterly along the center line of Blanchard Street to the center line of Eastern Avenue; thence generally northerly along the center line of Eastern Avenue to the center line of State Highway 10 (San Bernardino Freeway); thence westerly along the center line of State Highway 10 (San Bernardino Freeway) to the center line of Indiana Street; thence northerly along the center line of Indiana Street to the center line of Valley Boulevard; thence westerly along the center line of Valley Boulevard to the center line of Mission Road; thence southwesterly along the center line of Mission Road to the center line of State Highway 5 (Golden State Freeway); thence northerly along the center line of State Highway 5 (Golden State Freeway) to the center line of State Highway 11 (Pasadena Freeway); thence southwesterly along the center line of State Highway 11 (Pasadena Freeway) to the center line of State Highway 101 (Hollywood Freeway); thence northwesterly along the center line of State Highway 101 (Hollywood Freeway) to the center line of Sunset Boulevard; thence westerly along the center line of Sunset Boulevard to the center line of Gower Street; thence northerly along the center line of Gower Street to the center line of State Highway 101 (Hollywood Freeway); thence northwesterly along the center line of State Highway 101 (Hollywood Freeway) to the center line of Franklin Avenue; thence westerly along the center line of Franklin Avenue to the center line of Highland Avenue; thence southwesterly along the center line of Highland Avenue to the center line of Franklin Avenue; thence westerly along the center line of Franklin Avenue to the point of beginning (the intersection of the center lines of Franklin Avenue (east) and La Brea Avenue) shall constitute the Thirtieth Congressional District.

31. All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the center line of Venice Boulevard with the center line of Centinela Avenue; thence southeasterly along the center line of Centinela Avenue to its intersection with the boundary of the City of Los Angeles as it existed on January 1, 1967 near Port Road; thence southeasterly and northeasterly along the boundary of the City of Los Angeles as it existed on January 1, 1967 to the center line

of Mesmer Avenue; thence southeasterly along the center line of Mesmer Avenue and its southeasterly prolongation to its intersection with the boundary of the City of Los Angeles as it existed on January 1, 1967 near Arizona Circle; thence southwesterly along the boundary of the City of Los Angeles (passing to the south of Hughes Airport) to the center line of Sepulveda Boulevard; thence southerly along the center line of Sepulveda Boulevard to its intersection with the north boundary of the City of Manhattan Beach as it existed on January 1, 1967; thence easterly along the north boundary of the City of Manhattan Beach as it existed on January 1, 1967 to its intersection with the east boundary of the City of Manhattan Beach as it existed on January 1, 1967 near Aviation Boulevard; thence northerly along the northerly prolongation of the east boundary of the City of Manhattan Beach as it existed on January 1, 1967 to the center line of Rosecrans Avenue; thence easterly along the center line of Rosecrans Avenue to its intersection with the west boundary of the City of Lawndale as it existed on January 1, 1967 near Ramonia Avenue; thence northerly, easterly and southerly along the boundary of the City of Lawndale as it existed on January 1, 1967 to the center line of Hawthorne Boulevard; thence northerly along the center line of Hawthorne Boulevard to the center line of El Segundo Boulevard; thence easterly along the center line of El Segundo Boulevard to the center line of Hoover Street; thence northerly along the center line of Hoover Street to the center line of Vernon Avenue; thence westerly along the center line of Vernon Avenue to the center line of Western Avenue; thence northerly along the center line of Western Avenue to the center line of Exposition Boulevard; thence westerly along the center line of Exposition Boulevard to the center line of La Brea Avenue; thence southerly along the center line of La Brea Avenue to its intersection with the easterly prolongation of the boundary of the City of Los Angeles as it existed on January 1, 1967 south of Veronica Street; thence southwestwesterly, westerly and northerly along the prolongation of the boundary and the boundary of the City of Los Angeles as it existed on January 1, 1967 to its intersection with the east boundary of the City of Culver City as it existed on January 1, 1967; thence southerly, westerly and southwestwesterly along the boundary of the City of Culver City as it existed on January 1, 1967 and its southwestwesterly prolongation to the center line of Overland Avenue near Northgate Street; thence northwestwesterly along the center line of Overland Avenue to the center line of Venice Boulevard; thence southwestwesterly along the center line of Venice Boulevard to the point of beginning (the intersection of the center line of Venice Boulevard with the center line of Centinela Avenue) shall constitute the Thirty-first Congressional District.

32. All of the following described territories:

(a) All that portion of the County of Orange bounded and described as follows:

Beginning at the intersection of the boundary common to the Counties of Orange and Los Angeles to its intersection with the south boundary of the City of Los Alamitos as it existed on January 1, 1967 near Katella Avenue; thence easterly, southerly and easterly along the boundary of the City of Los Alamitos as it existed on January 1, 1967, to its intersection with the boundary of the City of Seal Beach as it existed on January 1, 1967 near Manley Street; thence southerly along the boundary of the City of Seal Beach as it existed on January 1, 1967 to the center line of Bolsa Chica Road; thence southerly along the center line of Bolsa Chica Road to the center line of Edinger Avenue; thence easterly along the center line of Edinger Avenue to the center line of Beach Boulevard; thence southerly along the center line and the southerly prolongation of the center line of Beach Boulevard to the shoreline of the Pacific Ocean; thence northwesterly along the shoreline of the Pacific Ocean to the boundary common to the Counties of Orange and Los Angeles; thence generally northeasterly along the boundary common to the Counties of Orange and Los Angeles to the point of beginning.

(b) All that portion of Los Angeles County bounded and described as follows:

Beginning at the intersection of the shoreline of the Pacific Ocean with the boundary of the City of Los Angeles as it existed April 30, 1961, west of the Long Beach Harbor; thence generally northerly along the boundary of the City of Los Angeles as it existed on April 30, 1961, to its juncture with the west boundary of the City of Long Beach as it existed on January 1, 1967, near State Highway 1 (Pacific Coast Highway); thence generally northerly and easterly along the west and north boundary of the City of Long Beach as it existed on January 1, 1967, to a point common to the boundaries of the Cities of Paramount and Bellflower on Downey Avenue as they existed on January 1, 1967; thence easterly and northerly along the east boundary of the City of Paramount as it existed on January 1, 1967, to the center line of Alondra Boulevard; thence easterly along the center line of Alondra Boulevard to the center line of Lakewood Boulevard; thence southerly along the center line of Lakewood Boulevard to the southerly boundary of the City of Bellflower as it existed on January 1, 1967; thence westerly along the southerly boundary of the City of Bellflower as it existed on January 1, 1967, to its intersection with the northerly prolongation of the westerly boundary of the City of Lakewood near Coke Avenue as it existed on January 1, 1967; thence southerly along the northerly prolongation of the westerly boundary and the westerly boundary of the City of Lakewood as it existed on January 1, 1967, to the center line of South Street; thence easterly

along the center line of South Street to the center line of Lakewood Boulevard; thence southerly along the center line of Lakewood Boulevard to the center line of Del Amo Boulevard; thence easterly along the center line of Del Amo Boulevard to the center line of Bellflower Boulevard; thence southerly along the center line of Bellflower Boulevard to the center line of Carson Street; thence easterly along the center line of Carson Street to the center line of Woodruff Avenue; thence southerly along the center line of Woodruff Avenue to the center line of Wardlow Road; thence easterly along the center line of Wardlow Road to the center of the San Gabriel River; thence southerly along the center of the San Gabriel River to the westerly prolongation of the southerly boundary of the City of Long Beach near Stearns Street as it existed January 1, 1967; thence easterly along the westerly prolongation of the southerly boundary and the southerly boundary of the City of Long Beach as it existed on January 1, 1967, to the boundary common to the Counties of Los Angeles and Orange; thence generally southwestward along the boundary common to the Counties of Los Angeles and Orange to the shoreline of the Pacific Ocean; thence westerly along the shoreline of the Pacific Ocean to the point of beginning (the intersection of the shoreline of the Pacific Ocean with the boundary of the City of Los Angeles as it existed April 30, 1961, west of the Long Beach Harbor), shall constitute the 32nd Congressional District.

33. All that portion of San Bernardino County bounded and described as follows:

Beginning at the intersection of the boundary common to the Counties of San Bernardino and Inyo with the boundary common to the Counties of San Bernardino and Kern; thence generally southerly along the boundary common to the Counties of San Bernardino and Kern and continuing southerly along the boundary common to the Counties of San Bernardino and Los Angeles to the southerly boundary of the City of Upland as it existed January 1, 1967 south of Blanchard Place; thence easterly and southerly along the southerly and westerly boundary of the City of Upland to the center line of Euclid Avenue; thence southerly along the center line of Euclid Avenue to the center line of H Street; thence westerly along the center line of H Street to the center line of Vine Avenue; thence southerly along the center line of Vine Avenue to the center line of Holt Boulevard; thence westerly along the center line of Holt Boulevard to its intersection with the west boundary of the City of Ontario as it existed on January 1, 1967, at Benson Avenue; thence southerly along the west boundary of the City of Ontario as it existed on January 1, 1967, to the center line of Phillips Boulevard; thence westerly along the center line of Phillips Boulevard to its intersection with the boundary common to the Counties of San Bernardino and Los Angeles; thence southwestward along the boundary common to the Counties of San

Bernardino and Los Angeles to its intersection with the boundary common to the Counties of San Bernardino and Orange; thence generally southeasterly along the boundary common to the Counties of San Bernardino and Orange to its intersection with the boundary common to the Counties of San Bernardino and Riverside; thence northeasterly and easterly along the boundary common to the Counties of San Bernardino and Riverside to the center line of Mulberry Avenue southwesterly of Fontana; thence northerly along the center line of Mulberry Avenue to the center line of Slover Avenue; thence easterly along the center line of Slover Avenue to the center line of Cherry Avenue; thence northerly along the center line of Cherry Avenue and its northerly prolongation to the center line of State Route 10 (San Bernardino Freeway); thence easterly along the center line of State Route 10 to the southerly prolongation of the center line of Meridian Avenue in Colton; thence northerly along the northerly prolongation and the center line of Meridian Avenue to its intersection with the boundary of the City of Colton as it existed on January 1, 1967; thence westerly along the boundary of the City of Colton to its intersection with the east boundary of the City of Rialto as it existed on January 1, 1967; thence northerly and easterly along the boundary of the City of Rialto to the center line of Mill Street; thence westerly along the center line of Mill Street and continuing westerly along the center line of Merrill Avenue to the center line of Sycamore Avenue; thence northerly along the center line of Sycamore Avenue to the center line of Foothill Boulevard; thence easterly along the center line of Foothill Boulevard to the center line of Pepper Avenue; thence northerly along the center line of Pepper Avenue to the center line of 9th Street; thence easterly along the center line of 9th Street and its easterly prolongation to the center line of Belden Street; thence northerly along the center line of Belden Street to the center line of Base Line Road; thence easterly along the center line of Base Line Road to the center line of Pennsylvania Avenue; thence southerly along the center line of Pennsylvania Avenue to the center line of 9th Street; thence easterly along the center line of 9th Street to the center line of Mt. Vernon Avenue; thence northerly along the center line of Mt. Vernon Avenue and its northerly prolongation to the center line of State Route 15; thence southeasterly and southerly along the center line of State Route 15 to the center line of Mill Street; thence easterly along the center line of Mill Street to the center line of Waterman Avenue; thence southerly along the center line of Waterman Avenue to the center line of State Route 10 (San Bernardino Freeway); thence westerly along the center line of State Route 10 to the center line of Mt. Vernon Avenue; thence southerly along the center line of Mt. Vernon Avenue to the center of Santa Ana Wash; thence southwestwardly along the center of Santa Ana Wash to the center line of La Cadena Drive; thence southerly and southwestwardly along the center line of La Cadena Drive to the

boundary common to the Counties of San Bernardino and Riverside; thence easterly along the boundary common to the Counties of San Bernardino and Riverside to the boundary common to the States of Arizona and California; thence generally northerly along the boundary common to the States of Arizona and California and continuing northwesterly along the boundary common to the States of California and Nevada to its intersection with the boundary common to the Counties of San Bernardino and Inyo; thence generally westerly along the boundary common to the Counties of San Bernardino and Inyo to the point of beginning (intersection of the boundary common to the Counties of San Bernardino and Inyo with the boundary common to the Counties of San Bernardino and Kern) shall constitute the 33rd Congressional District.

34. All of the following described territories:

(a) All that portion of the County of Orange bounded and described as follows:

Beginning at the intersection of the center line of Bolsa Chica Road and Edinger Avenue; thence easterly along the center line of Edinger Avenue to the center of the Santa Ana River; thence southerly along the center of the Santa Ana River to the center line of Talbert Avenue; thence easterly along the center line of Talbert Avenue to the southerly boundary of the City of Santa Ana as it existed January 1, 1967; thence easterly along the southerly boundary of the City of Santa Ana to the center line of Talbert Avenue; thence easterly along the center line of Talbert Avenue and Alton Avenue to the center line of Bristol Street; thence northerly along the center line of Bristol Street to the center line of Warner Avenue; thence easterly along the center line of Warner Avenue to the center of the right-of-way of the Southern Pacific Railroad; thence northerly along the center of the right-of-way of the Southern Pacific Railroad to the center line of Edinger Avenue; thence westerly along the center line of Edinger Avenue to the center line of Flower Street; thence northerly along the center line of Flower Street to the center line of Washington Avenue; thence westerly along the center line of Washington Avenue to the center line of Bristol Street; thence northerly along the center line of Bristol Street to the center line of 17th Street; thence westerly along the center line of 17th Street to the center of the Santa Ana River; thence northeasterly along the center of the Santa Ana River to the center line of State Highway 5 (Santa Ana Freeway); thence northwesterly along the center line of State Highway 5 (Santa Ana Freeway) to the southerly prolongation of the center line of West Street; thence northerly along the southerly prolongation of the center line and the center line of West Street to the center line of La Palma Avenue; thence easterly along the center line of La Palma Avenue to the center line of Harbor Boulevard; thence northerly along the center line of Harbor Boulevard to the center line of State Highway 91 (Riverside Freeway); thence westerly along the

center line of State Highway 91 to the southerly prolongation of the center line of Richman Avenue; thence northerly along the southerly prolongation of the center line and the center line of Richman Avenue to the center line of Valencia Drive; thence westerly along the center line of Valencia Drive to the center of the Fullerton Creek Channel; thence westerly along the center of the Fullerton Creek Channel to the center line of Gilbert Street; thence northerly along the center line of Gilbert Street to the center of the Atchison, Topeka and Santa Fe Railway right-of-way near Artesia Avenue; thence westerly along the Atchison, Topeka and Santa Fe Railway right-of-way to its intersection with the boundary common to the Counties of Los Angeles and Orange; thence generally southwesterly along the boundary common to the Counties of Los Angeles and Orange to its intersection with the south boundary of the City of Los Alamitos as it existed on January 1, 1967 near Katella Avenue; thence easterly, southerly and easterly along the boundary of the City of Los Alamitos to its intersection with the boundary of the City of Seal Beach as it existed on January 1, 1967 near Manley Street; thence southerly along the boundary of the City of Seal Beach to the center line of Bolsa Chica Road; thence southerly along the center line of Bolsa Chica Road to the point of beginning.

(b) All that portion of the County of Los Angeles bounded and described as follows:

Beginning at the intersection of the boundary common to the Counties of Los Angeles and Orange and the center line of Wardlow with its intersection of the boundary of the City of Long Beach as it existed on January 1, 1967 near 226th Street; thence generally westerly and northerly along the boundary of the City of Long Beach to its intersection with the boundary of the City of Cerritos at South Street as it existed on January 1, 1967; thence westerly and northerly along the boundary of the City of Cerritos to its intersection with the boundary of the City of Bellflower as it existed on January 1, 1967 near Allington Street; thence westerly along the boundary of the City of Bellflower to its intersection with the northerly prolongation of the westerly boundary of the City of Lakewood near Coke Avenue as it existed on January 1, 1967; thence southerly along the northerly prolongation of the westerly boundary and the westerly boundary of Lakewood to the center line of South Street; thence easterly along the center line of South Street to the center line of Lakewood Boulevard; thence southerly along the center line of Lakewood Boulevard to the center line of Del Amo Boulevard; thence easterly along the center line of Del Amo Boulevard to the center line of Bellflower Boulevard; thence southerly along the center line of Bellflower Boulevard to the center line of Carson Street; thence easterly along the center line of Carson Street to the center line of Woodruff Avenue; thence southerly along the center line of Woodruff Avenue to the center line

of Wardlow Road; thence easterly along the center line of Wardlow Road to the center of the San Gabriel River; thence southerly along the center of the San Gabriel River to the westerly prolongation of the southerly boundary of the City of Long Beach near Stearns Street as it existed January 1, 1967; thence easterly along the westerly prolongation of the southerly boundary and the southerly boundary of Long Beach to the boundary common to the Counties of Los Angeles and Orange; thence northeasterly along the boundary common to the Counties of Los Angeles and Orange to the point of beginning shall constitute the 34th Congressional District.

35. All of the following described territories:

(a) All that portion of the County of Orange bounded and described as follows:

Beginning at intersection of the southerly prolongation of the center line of Beach Boulevard with the shoreline of the Pacific Ocean; thence northerly along the center line of Beach Boulevard to the center line of Edinger Avenue; thence easterly along the center line of Edinger Avenue to the center of the Santa Ana River; thence southerly along the center of the Santa Ana River to the center line of Talbert Avenue; thence easterly along the center line of Talbert Avenue to the southerly boundary of the City of Santa Ana as it existed January 1, 1967; thence easterly along the southerly boundary of the City of Santa Ana as it existed on January 1, 1967, to the center line of Talbert Avenue; thence easterly along the center line of Talbert Avenue and Alton Avenue to the center line of Bristol Street; thence northerly along the center line of Bristol Street to the center line of Warner Avenue; thence easterly along the center line of Warner Avenue to the center of the right-of-way of the Southern Pacific Railroad; thence northerly along the center of the right-of-way of the Southern Pacific Railroad to the center line of Edinger Avenue; thence westerly along the center line of Edinger Avenue to the center line of Flower Street; thence northerly along the center line of Flower Street to the center line of Washington Avenue; thence westerly along the center line of Washington Avenue to the center line of Bristol Street; thence northerly along the center line of Bristol Street to the center line of 17th Street; thence westerly along the center line of 17th Street to the center of the Santa Ana River; thence northeasterly along the center of the Santa Ana River to the center line of State Highway 5 (Santa Ana Freeway); thence northwesterly along the center line of State Highway 5 (Santa Ana Freeway) to the southerly prolongation of the center line of West Street; thence northerly along the southerly prolongation of the center line and the center line of West Street to the center line of La Palma Avenue; thence easterly along the center line of La Palma Avenue to the center line of Harbor Boulevard; thence southerly along the center line of Harbor Boulevard to the center line of Sycamore Street; thence northeasterly along the center line of Sycamore Street to the center line of East

Street; thence northerly along the center line of East Street to the center line of State Highway 91 (Riverside Freeway); thence generally easterly along the center line of State Highway 91 (Riverside Freeway) to the center of the channel of the Santa Ana River; thence easterly along the center of the channel of the Santa Ana River to the boundary common to the Counties of Riverside and Orange; thence southeasterly and southwesterly along the boundary common to the Counties of Riverside and Orange to the boundary common to the Counties of San Diego and Orange; thence generally southwesterly along the boundary common to the Counties of San Diego and Orange to the shoreline of the Pacific Ocean; thence northwesterly along the shoreline of the Pacific Ocean to the point of beginning (the intersection of the shoreline of the Pacific Ocean with the southerly prolongation of the center line of Beach Boulevard).

(b) All that portion of San Diego County bounded and described as follows:

Beginning at the intersection of the boundary common to the Counties of Orange and San Diego with the shoreline of the Pacific Ocean; thence northeasterly along the boundary common to the Counties of Orange and San Diego to the boundary common to the Counties of Riverside and San Diego; thence easterly along the boundary common to the Counties of Riverside and San Diego to the west boundary of the Anza-Borrego Desert State Park; thence generally southerly along the west boundary of the Anza-Borrego Desert State Park to the center line of Grapevine Canyon Road; thence southeasterly along the center line of Grapevine Canyon Road to the center line of State Highway 78; thence southwesterly along the center line of State Highway 78 to the center line of County Road Z 1423 as shown on sheet No. 3 of the San Diego County Road System Map prepared by the California Division of Highways; thence southerly and westerly along the center line of County Road Z 1423 to the center line of State Highway 79; thence southerly along the center line of State Highway 79 to the center line of Sunrise Highway; thence southeasterly along the center line of Sunrise Highway to the center line of State Highway 8 (formerly known as U. S. Highway 80); thence northwesterly along the center line of State Highway 8 (formerly known as U. S. Highway 80) to the center of the channel of Pine Valley Creek; thence southwesterly along the center of the channel of Pine Valley Creek to the center of Skye Valley Truck Trail; thence generally northwesterly along the center of Skye Valley Truck Trail to the center of Barrett Truck Trail near the site of Barrett Honor Camp; thence northeasterly along the center of Barrett Truck Trail to the center of Japatul Lyons Valley Road near the west line of Section 27, T. 16S, R. 3E, S.B.B. & M.; thence northerly along the center line of Japatul Lyons Valley Road to the center line of Japatul Dehesa Road; thence northwesterly along

the center line of Japatul Dehesa Road to the center of the Loveland Reservoir in the SE $\frac{1}{4}$ of Section 11, T. 16S, R. 2E, S.B.B. & M.; thence westerly along the center of Loveland Reservoir to the center of the channel of Sweetwater River; thence generally westerly along the center of the channel of Sweetwater River to the center line of Sloan Ranch Truck Trail as delineated on U. S. Geological Survey Map (Alpine Quadrangle), dated 1955; thence northerly along the center line of Sloan Ranch Truck Trail to the center line of Dehesa Road; thence northerly and northeasterly along the center line of Dehesa Road to the east line of Section 6, T. 16S, R. 2E, S.B.B. & M.; thence northerly along the east line of Section 6, T. 16S, R. 2E, S.B.B. & M. and continuing northerly along the east line of Sections 31, 30, 19, 18, 7 and 6, T. 15S, R. 2E, S.B.B. & M. to the easterly prolongation of the township line between townships 15 South and 14 South, S.B.B. & M.; thence westerly along the prolongation of the township line and the township line between townships 15 South and 14 South S.B.B. & M. to the center line of Pomerado Road; thence southwesterly along the center line of Pomerado Road and continuing along the center line of Miramar Road; thence westerly and southwesterly along the center line of Miramar Road to the center of the right-of-way of the Atchison, Topeka and Santa Fe Railway near Linda Vista; thence southwesterly along the center of the right-of-way of the Atchison, Topeka and Santa Fe Railway passing through Rose Canyon to the center line of the access road leading to the railway station at Elvira; thence southwesterly along the center line of the access road leading to the railway station at Elvira to the center line of State Highway 5; thence generally southerly along the center line of State Highway 5 to the easterly prolongation of the center line of Loring Street; thence westerly along the easterly prolongation of the center line, the center line, and the westerly prolongation of the center line of Loring Street to its intersection with the northerly prolongation of the center line of Academy Drive from Beryl Street; thence southerly on a northerly prolongation of Academy Drive to its intersection with the center line of Beryl Street; thence westerly along the center line and the prolongation of the center line of Beryl Street to the shoreline of the Pacific Ocean; thence generally northerly along the shoreline of the Pacific Ocean to the point of beginning (the intersection of the boundary common to the Counties of Orange and San Diego with the shoreline of the Pacific Ocean), shall constitute the Thirty-fifth Congressional District.

36. All that portion of San Diego County bounded and described as follows:

Beginning at the intersection of the shoreline of the Pacific Ocean with the prolongation of the center line of Beryl Street; thence easterly along the prolongation of the center line and the center line of Beryl Street to the intersection of the center line of Academy Drive; thence northerly on a northerly

prolongation of the center line of Academy Drive to its intersection with the westerly prolongation of the center line of Loring Street; thence easterly along the westerly prolongation of the center line, the center line and the easterly prolongation of the center line of Loring Street to the center line of State Highway 5; thence generally northerly along the center line of State Highway 5 to the center line of the access road leading to the railway station at Elvira; thence northeasterly along the center line of the access road leading to the railway station at Elvira to the center line of the right of way of the Atchison, Topeka, and Santa Fe Railway; thence northeasterly along the center line of the right of way of the Atchison, Topeka, and Santa Fe Railway passing thru Rose Canyon to its intersection with the center line of Miramar Road near Linda Vista; thence northeasterly and easterly along the center line of Miramar Road and continuing along the center line of Pomerado Road to the township line between townships 14 south and 15 south S.B.B. & M.; thence easterly along the township line between townships 14 south and 15 south S.B.B. & M. and the easterly prolongation thereof to the east line of Section 6, T. 15S, R. 2E, S.B.B. & M.; thence southerly along the east line of Sections 6, 7, 18, 19, 30 and 31 of T. 15S, R. 2E, S.B.B. & M. and continuing southerly along the east line of Section 6, T. 16S, R. 2E, S.B.B. & M. to the center line of Dehesa Road; thence southwestwardly along the center line of Dehesa Road to the center line of Willow Glen Road; thence southerly and southwestwardly along the center line of Willow Glen Road to the center line of Hillsdale Road; thence westerly along the center line of Hillsdale Road to the center line of Jamacha Road; thence northerly along the center line of Jamacha Road to the center line of Chase Avenue; thence westerly along the center line of Chase Avenue to the center line of Fuerte Drive; thence generally westerly along the center line of Fuerte Drive to the center line of Grandview Drive; thence generally westerly along the center line of Grandview Drive and Edgewood Drive to the center line of Bancroft Drive; thence southerly along the center line of Bancroft Drive to the center line of Mariposa Street; thence generally westerly along the center line of Mariposa Street to the center line of State Route 125; thence southwestwardly along the center line of State Route 125 and continuing southwestwardly and westerly along the center line of State Route 94 to the center line of Waite Drive; thence northwestwardly along the center line of Waite Drive to the center line of Murray Hill Road; thence northerly along the center line of Murray Hill Road to its intersection with the southerly boundary of the City of La Mesa as it existed on January 1, 1967; thence northerly, westerly, northerly and northeasterly along the westerly boundary of the City of La Mesa to the center line of El Cajon Boulevard; thence westerly along the center line of El Cajon Boulevard to the center line of

Park Boulevard; thence southerly and southwesterly along the center line of Park Boulevard to the prolongation of the center line of Cedar Street; thence westerly along the prolongation of the center line and the center line of Cedar Street to the center line of Pacific Highway; thence northwesterly along the center line of Pacific Highway to the center line of Laurel Street; thence southwesterly along the center line and the southwesterly prolongation of Laurel Street to the middle of the San Diego Bay; thence southeasterly and southerly along the middle of the San Diego Bay to the boundary common to the Cities of Coronado and San Diego (within San Diego Bay) as it existed January 1, 1967; thence generally southerly along the boundary common to the Cities of Coronado and San Diego to the boundary common to the Cities of Coronado and Imperial Beach as it existed January 1, 1967; thence southwesterly along the boundary common to the Cities of Coronado and Imperial Beach as it existed January 1, 1967 to the shoreline of the Pacific Ocean; thence northerly along the shoreline of the Pacific Ocean to the point of beginning (the intersection of the shoreline of the Pacific Ocean with the prolongation of the center line of Beryl Street) shall constitute the Thirty-sixth Congressional District.

37. All that portion of San Diego County bounded and described as follows:

Beginning at the intersection of the boundary common to the Counties of Riverside and San Diego with the west boundary of Anza-Borrego Desert State Park; thence easterly along the boundary common to the Counties of Riverside and San Diego to the boundary common to the Counties of Imperial and San Diego; thence southerly along the boundary common to the Counties of Imperial and San Diego to the International Boundary with the Republic of Mexico; thence westerly along the International Boundary with the Republic of Mexico to the shoreline of the Pacific Ocean; thence northerly along the shoreline of the Pacific Ocean to the boundary common to the Cities of Coronado and Imperial Beach as it existed January 1, 1967; thence northeasterly along the boundary common to the Cities of Coronado and Imperial Beach to the boundary common to the cities of Coronado and San Diego as it existed January 1, 1967; thence generally northerly along the boundaries common to the cities of Coronado and San Diego to the middle of the San Diego Bay; thence northerly and northwesterly along the middle of the San Diego Bay to the southwesterly prolongation of Laurel Street; thence northeasterly along the southwesterly prolongation and the center line of Laurel Street to the center line of Pacific Highway; thence southeasterly along the center line of Pacific Highway to the center line of Cedar Street; thence easterly along the center line and the prolongation of the center line of Cedar Street to the center line of Park Boulevard; thence northeasterly and northerly along the center line of Park Boulevard to the center line of El Cajon Boulevard; thence easterly along the center

line of El Cajon Boulevard to its intersection with the westerly boundary of the City of La Mesa as it existed on January 1, 1967; thence southwesterly, southerly, easterly and southerly along the westerly boundary of the City of La Mesa to the center line of Murray Hill Road; thence southerly along the center line of Murray Hill Road to the center line of Waite Drive; thence southeasterly along the center line of Waite Drive to the center line of State Route 94; thence easterly and northeasterly along the center line of State Route 94 and continuing northeasterly along the center line of State Route 125 to the center line of Mariposa Street; thence generally easterly along the center line of Mariposa Street to the center line of Bancroft Drive; thence northerly along the center line of Bancroft Drive to the center line of Edgewood Drive; thence easterly along the center line of Edgewood Drive and Grandview Drive to the center line of Fuerte Drive; thence generally easterly along the center line of Fuerte Drive to the center line of Chase Avenue; thence easterly along the center line of Chase Avenue to the center line of Jamacha Road; thence southerly along the center line of Jamacha Road to the center line of Hillsdale Road; thence easterly along the center line of Hillsdale Road to the center line of Willow Glen Road; thence northeasterly and northerly along the center line of Willow Glen Road to the center line of Dehesa Road; thence easterly along the center line of Dehesa Road to the center line of Sloan Ranch Truck Trail, as delineated on U. S. Geological Survey Alpine Quadrangle, dated 1955; thence southerly along the center line of Sloan Ranch Truck Trail as delineated on the U. S. Geological Survey Alpine Quadrangle, dated 1955, to the center of the channel of Sweetwater River; thence generally easterly along the center of the channel of Sweetwater River to the Loveland Reservoir; thence easterly along the north shore of the Loveland Reservoir to the center line of Japatul Dehesa Road in the South East $\frac{1}{4}$ of Section 11, T. 16S, R. 2E, S.B.B. & M.; thence southeasterly along the center line of Japatul Dehesa Road to the center line of Japatul Lyons Valley Road; thence southerly and southwesterly along the center line of Japatul Lyons Valley Road to the center of Barrett Truck Trail near the west line of Section 27, T. 16 S., R. 3 E., S.B.B. & M.; thence southwesterly along the center of Barrett Truck Trail to the center of Skye Valley Truck Trail near the site of Barrett Honor Camp; thence generally southeasterly along the center of Skye Valley Truck Trail to the center of the channel of Pine Valley Creek; thence northeasterly along the center of the channel of Pine Valley Creek to the center line of State Highway 8 (formerly known as U.S. Highway 80); thence southeasterly along the center line of State Highway 8 (formerly known as U.S. Highway 80) to the center line of Sunrise Highway; thence northeasterly and northwesterly along the center line of Sunrise Highway to the center line of State Highway 79; thence northerly along the center line of State Highway 79 to the center line of

County Road Z1423 as shown on sheet No. 3 of the San Diego County Road System Map, prepared by the California Division of Highways; thence easterly and northerly along the center line of County Road Z1423 to the center line of State Highway 78 at Banner; thence northeasterly along the center line of State Highway 78 to the center line of Grapevine Canyon Road; thence northwesterly along the center line of Grapevine Canyon Road to west boundary of the Anza-Borrego Desert State Park; thence generally northerly along the west boundary of the Anza-Borrego Desert State Park to the point of beginning (the intersection of the boundary common to the Counties of Riverside and San Diego with the west boundary of Anza-Borrego Desert State Park), including all crews on vessels, shall constitute the Thirty-seventh Congressional District.

38. The Counties of Imperial and Riverside together with all that portion of the County of San Bernardino bounded and described as follows:

Beginning at the intersection of the boundary common to the Counties of San Bernardino and Riverside with the center line of Mulberry Avenue southwesterly of Fontana; thence northerly along the center line of Mulberry Avenue to the center line of Slover Avenue; thence easterly along the center line of Slover Avenue to the center line of Cherry Avenue; thence northerly along the center line of Cherry Avenue and its northerly prolongation to the center line of State Route 10 (San Bernardino Freeway); thence easterly along the center line of State Route 10 to the southerly prolongation of the center line of Meridian Avenue in Colton; thence northerly along the northerly prolongation and the center line of Meridian Avenue to its intersection with the boundary of the City of Colton as it existed on January 1, 1967; thence westerly along the boundary of the City of Colton to its intersection with the east boundary of the City of Rialto as it existed on January 1, 1967; thence northerly and easterly along the boundary of the City of Rialto to the center line of Mill Street; thence westerly along the center line of Mill Street and continuing westerly along the center line of Merrill Avenue to the center line of Sycamore Avenue; thence northerly along the center line of Sycamore Avenue to the center line of Foothill Boulevard; thence easterly along the center line of Foothill Boulevard to the center line of Pepper Avenue; thence northerly along the center line of Pepper Avenue to the center line of 9th Street; thence easterly along the center line of 9th Street and its easterly prolongation to the center line of Belden Street; thence northerly along the center line of Belden Street to the center line of Base Line Road; thence easterly along the center line of Base Line Road to the center line of Pennsylvania Avenue; thence southerly along the center line of Pennsylvania Avenue to the center line of 9th Street, thence easterly along the center line of 9th Street to the center line of Mount Vernon Avenue; thence northerly

along the center line of Mt. Vernon Avenue and its northerly prolongation to the center line of State Route 15; thence southeasterly and southerly along the center line of State Route 15 to the center line of Mill Street; thence easterly along the center line of Mill Street to the center line of Waterman Avenue; thence southerly along the center line of Waterman Avenue to the center line of State Route 10 (San Bernardino Freeway); thence westerly along the center line of State Route 10 to the center line of Mt. Vernon Avenue; thence southerly along the center line of Mt. Vernon Avenue to the center of Santa Ana Wash; thence southwesterly along the center of Santa Ana Wash to the center line of La Cadena Drive; thence southerly and southwesterly along the center line of La Cadena Drive to the boundary common to the Counties of San Bernardino and Riverside; thence westerly and northerly along the boundary common to the Counties of San Bernardino and Riverside to the point of beginning shall constitute the 38th Congressional District.

CHAPTER 3

An act to amend Section 18242 of the Revenue and Taxation Code, relating to averaging of income under the Personal Income Tax Law, to take effect immediately, tax levy.

[Approved by Governor December 12, 1967. Filed with
Secretary of State December 12, 1967.]

The people of the State of California do enact as follows:

SECTION 1. Section 18242 of the Revenue and Taxation Code is amended to read:

18242. (a) For purposes of this article—

(1) The term "averageable income" means the amount (if any) by which adjusted taxable income exceeds 133 $\frac{1}{3}$ percent of average base period income.

(2) If—

(A) The average base period capital gain net income, exceeds

(B) The capital gain net income for the computation year,

then the term "averageable income" means the amount determined under paragraph (1), reduced by an amount equal to such excess.

(b) For purposes of this article, the term "adjusted taxable income" means the taxable income for the computation year, decreased by the sum of the following amounts:

(1) The amount (if any) of the capital gain net income for the computation year.

(2) (A) The amount of net income attributable to an interest in property where such interest was received by the taxpayer as a gift, bequest, devise, or inheritance during the computation year or any base period year. This paragraph shall not apply to gifts, bequests, devises, or inheritances between husband and wife if they make a joint return for the computation year.

(B) Unless the taxpayer otherwise establishes to the satisfaction of the Franchise Tax Board, the amount of net income for any taxable year attributable to an interest described in subparagraph (A) shall be deemed to be 6 percent of the fair market value of such interest (as determined in accordance with the provisions of the Inheritance or Gift Tax Laws, as the case may be).

(C) This paragraph shall apply only if the sum of the net incomes attributable to interests described in subparagraph (A) exceeds three thousand dollars (\$3,000).

(D) For purposes of this paragraph, the term "net income" means, with respect to any interest, the excess of—

- (i) Items of gross income attributable to such interest, over
- (ii) The deductions properly allocable to or chargeable against such items.

For purposes of computing such net income, capital gains and losses shall not be taken into account.

(3) The amount (if any) by which the gains from wagering transactions for the computation year exceed the losses from such transactions.

(c) For purposes of this article—

(1) The term "average base period income" means one-fourth of the sum of the base period incomes for the base period.

(2) The base period income for any taxable year is the taxable income for such year decreased (but not below zero) by the capital gain net income and for taxable years beginning prior to January 1, 1967, increased by the amount of the deductions for personal exemption claimed for such year.

If the decrease provided by paragraph (2) of subsection (b) applies to the computation year, the taxable income shall be decreased under the rules of such paragraph (2) (other than the limitation contained in subparagraph (C) thereof).

(d) For purposes of this article—

(1) The term "capital gain net income" means the amount equal to 50 percent of the excess of the net long-term capital gain over the net short-term capital loss.

(2) The term "average base period capital gain net income" means one-fourth of the sum of the capital gain net incomes for the base period. For purposes of the preceding sentence, the capital gain net income for any base period year shall not exceed the base period income for such year com-

puted without regard to the decrease in the capital gain net income required by subsection (c)(2).

(e) For purposes of this article—

(1) The term “computation year” means the taxable year for which the taxpayer chooses the benefits of this article.

(2) The term “base period” means the four taxable years immediately preceding the computation year.

(3) The term “base period year” means any of the four taxable years immediately preceding the computation year.

(4) The term “joint return” means the return of a husband and wife made under Section 18402.

SEC. 2. This act provides for a tax levy within the meaning of Article IV of the Constitution and shall go into immediate effect.

CHAPTER 4

An act to amend Sections 14115 and 14616 of the Welfare and Institutions Code, relating to the California Medical Assistance Program.

[Approved by Governor December 12, 1967. Filed with Secretary of State December 12, 1967.]

The people of the State of California do enact as follows:

SECTION 1. Section 14115 of the Welfare and Institutions Code is amended to read:

14115. Bills for service under this chapter shall be submitted not more than two months after the month in which the service is rendered, and shall be in the form prescribed by the director, except that the administrator may, where he finds that the delay in the submission of bills was caused by circumstances beyond the control of the provider, extend this period for a period not to exceed one year.

SEC. 2. Section 14616 of the Welfare and Institutions Code is amended to read:

14616. Bills for service under this chapter shall be submitted not more than two months after the month in which the service is rendered, and shall be in the form prescribed by the director, except that the administrator may, where he finds that the delay in the submission of bills was caused by circumstances beyond the control of the provider, extend this period for a period not to exceed one year.

SEC. 3. This act shall become operative on July 1, 1968.

CONCURRENT AND JOINT RESOLUTIONS

SECOND EXTRAORDINARY SESSION

1967

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CONCURRENT AND JOINT RESOLUTIONS

Adopted at the 1967 Second Extraordinary Session
of the Legislature

RESOLUTION CHAPTER 1

*Senate Concurrent Resolution No. 1—Relative to
parking of vehicles.*

[Filed with Secretary of State November 9, 1967.]

WHEREAS, Section 22518 of the Vehicle Code, as added by Chapter 396, Statutes of 1967, which will become effective November 8, 1967, provides that “no person shall park any trailer coach, housecar, or vehicle equipped with a camper upon any highway during the hours of darkness except in an area clearly designated to permit such parking or when necessary to make emergency repairs”; and

WHEREAS, It was not the intent of the Legislature to prohibit the parking of such vehicles, in the nighttime, on a highway in a business or residential area, for this would inconvenience the owner of such vehicle in that he would be unable to park such vehicle in front of his own home or in front of a business establishment where he might trade; now, therefore, be it

Resolved by the Senate of the State of California, the Assembly thereof concurring, That the California Legislature requests the California Highway Patrol and all city and county law enforcement agencies to delay the enforcement of Section 22518 of the Vehicle Code (Ch. 396, Stats. 1967) for a period of 120 days from its effective date of November 8, 1967, due to the public inconvenience and unintended hardship that such legislation would create in restricting nighttime parking of trailer coaches, housecars or vehicles equipped with a camper upon any highway in a business or residential area; and be it further

Resolved, That the Secretary of the Senate be hereby directed to transmit copies of this resolution to the Commissioner of the California Highway Patrol and to all city and county law enforcement agencies.

RESOLUTION CHAPTER 2

Senate Concurrent Resolution No. 3—Relative to Retarded Children's Week.

[Filed with Secretary of State November 9, 1967.]

WHEREAS, Mental retardation is a problem which affects almost six million individuals in America today; and

WHEREAS, Approximately six hundred thousand mentally retarded children and adults live in California; and

WHEREAS, The most effective weapons for the prevention and alleviation of this serious affliction are public knowledge and understanding; and

WHEREAS, During the month of November, the California Council for Retarded Children and seventy local units of the National Association for Retarded Children are carrying on educational and fund-raising campaigns; now, therefore, be it

Resolved by the Senate of the State of California, the Assembly thereof concurring, That Governor Ronald Reagan is respectfully requested to proclaim the period from November 12 to November 23, 1967, as Retarded Children's Week; and be it further

Resolved, That the Secretary of the Senate is directed to transmit a copy of this resolution to Governor Ronald Reagan.

RESOLUTION CHAPTER 3

Senate Concurrent Resolution No. 4—Relative to the ratification of the California Constitution.

[Filed with Secretary of State November 13, 1967.]

WHEREAS, November 13, 1967, is the 118th anniversary of the ratification of the first Constitution of the State of California by the people of California at an election held on the 13th day of November, 1849; and

WHEREAS, Respect for the law, the maintenance of peace and tranquillity, and the securing of the blessings of freedom are of primary concern to Californians now as in the past; and

WHEREAS, Both the letter and the spirit of the Constitution of California and the Constitution of the United States are the basis of our democratic society and institutions; now, therefore, be it

Resolved by the Senate of the State of California, the Assembly thereof concurring, That the members request that the Governor of the State of California proclaim November 13, 1967, California Citizenship Day as a day of reaffirmation of and rededication to, the highest ideals, rights and traditions of American citizenship, together with the duties and responsibilities that the people have assumed pursuant to the Consti-

tutions of the State of California and of the United States of America; and be it further

Resolved, That the Secretary of the Senate shall transmit a copy of this resolution to Governor Ronald Reagan.

RESOLUTION CHAPTER 4

Assembly Concurrent Resolution No. 4—Relative to commending the Legionarios del Trabajo in America.

[Filed with Secretary of State November 15, 1967.]

WHEREAS, The Legionarios del Trabajo in America was founded in America on April 11, 1924, in San Francisco, California, by a group of Legionarios del Trabajo who came to this country, and was later incorporated under the laws of California, New York, Hawaii and other states of the Union; and

WHEREAS, The first lodge organized was the Worshipful Mayon Lodge No. 459, named after the most perfect volcanic cone in the world, Mayon Volcano of Albay, Philippines; and

WHEREAS, From this small beginning the Legionarios del Trabajo in America has grown to 66 lodges with over 2,500 members, with members from all walks of life, of all races, colors, and creeds; and

WHEREAS, The objectives of this fraternal order are to honor and glorify God, to promote social, economic, moral and spiritual welfare for themselves and posterity, and to secure the benefits of liberty, equality, and fraternity for everyone; and

WHEREAS, The Legionarios del Trabajo in America is meeting in its second triennial convention in Sacramento, from November 6 to November 12, 1967; now, therefore, be it

Resolved by the Assembly of the State of California, the Senate thereof concurring, That the members extend their heartiest commendation to the Legionarios del Trabajo in America on the fine example of service, dedication and brotherhood manifest in the organization on this, the occasion of the second triennial convention of the Legionarios del Trabajo in America; and be it further

Resolved, That the Chief Clerk of the Assembly be directed to transmit a copy of this resolution to the Legionarios del Trabajo in America.

RESOLUTION CHAPTER 5

Assembly Concurrent Resolution No. 5—Relative to motor vehicle air pollution control.

[Filed with Secretary of State November 22, 1967.]

WHEREAS, Hearings held in October 1967 by the Assembly Committee on Transportation and Commerce developed evi-

dence that 90 percent of the air pollution problems in the Counties of Los Angeles, San Diego and Sacramento are caused by motor vehicle emissions; and

WHEREAS, The United States Congress has exempted California from the Federal Air Quality Act of 1967, permitting this state to continue regulating and controlling its air pollution problems; and

WHEREAS, California has pioneered in the field of air pollution because it was the first state where pollution became a menace to health and property; and

WHEREAS, Medical evidence presented before the Assembly Transportation and Commerce Committee proved that increasing air pollution is seriously aggravating respiratory and pulmonary ailments, including emphysema and bronchitis; and

WHEREAS, Such medical evidence also established that although human beings build up some tolerance to the day-to-day living in areas with air pollution problems, the constant irritation caused by the constant presence of severe quantities of pollutants does in fact shorten human life by many years; and

WHEREAS, There was no evidence at the hearings of the Assembly Transportation and Commerce Committee to indicate that the automobile industry cannot now comply with the emission standards for motor vehicles with respect to every new motor vehicle sold in this state; and

WHEREAS, The former Motor Vehicle Pollution Control Board permitted emission standards for motor vehicles to be applied to a small random sampling of new motor vehicles and considered the standards to be met if all the sampled motor vehicles "average out" within the emission standards; now, therefore, be it

Resolved by the Assembly of the State of California, the Senate thereof concurring, That the newly created State Air Resources Board is directed to apply the emission standards to each and every new gasoline-powered, reciprocating-engine passenger vehicle sold in this state; and be it further

Resolved, That the Chief Clerk of the Assembly is directed to transmit copies of this resolution to the State Air Resources Board.

RESOLUTION CHAPTER 6

Assembly Concurrent Resolution No. 7—Relative to state-supported bands.

[Filed with Secretary of State November 22, 1967]

WHEREAS, A question has arisen as to whether Section 6650 of the Government Code applies outside the state so as to prevent the band or orchestra of any California school receiving public funds from performing outside of the state at an event where an admission is charged by a private person, partner-

ship operating for profit, or corporation organized for profit; and

WHEREAS, It was not the intention of the Legislature, in enacting Section 6650 of the Government Code, to prevent publicly supported school musical organizations from performing outside of the state; now, therefore, be it

Resolved by the Assembly of the State of California, the Senate thereof concurring, That Section 6650 of the Government Code should not be construed to bar a performance by a publicly supported school band outside of the state.

RESOLUTION CHAPTER 7

Assembly Joint Resolution No. 1—Relative to the State of California's right to regulate air pollutant emissions from motor vehicles.

[Filed with Secretary of State November 27, 1967.]

WHEREAS, The State of California has a unique and pressing air pollution problem, which is caused in large part by the emission of motor vehicle air pollutants; and

WHEREAS, The State of California was the first state to adopt motor vehicle emission control standards, has continued to be a leader in the field of regulating air pollutants emitted from motor vehicles, and has recently enacted legislation which will enable this state to strengthen and make stricter present standards and controls over such emissions; and

WHEREAS, The creative role of this state in devising an effective motor vehicle emission control program to combat air pollution, should not be stifled by federal legislation; and

WHEREAS, The ever-increasing quantity of toxic and noxious gases in our atmosphere constitutes a serious health hazard to the people of this state, which is becoming increasingly worse, especially in the Los Angeles basin, where the problem exceeds that found in any other major city in this country; and

WHEREAS, The United States Congress has recently taken action which permits the State of California to continue regulating and controlling its own air pollution problems; now, therefore, be it

Resolved by the Assembly and Senate of the State of California, jointly, That the Legislature of the State of California respectfully commends the Congress of the United States for not precluding California from adopting stricter standards for the control of emissions of air pollutants from motor vehicles, as this is a matter of state concern which can be effectively dealt with only on a local basis as the need arises; and be it further

Resolved, That the California Legislature particularly commends the concerted action of the California congressional

delegation and other state and local government officials in securing the deletion of a proposed amendment to the Federal Air Quality Act which would have eliminated the right of this state to establish and enforce new motor vehicle smog control standards; and be it further

Resolved, That the Chief Clerk of the Assembly be hereby directed to transmit copies of this resolution to the President and Vice President of the United States, to the Speaker of the House of Representatives, and to each Senator and Representative from California in the Congress of the United States.

RESOLUTION CHAPTER 8

Senate Joint Resolution No. 1—Relating to petitioning the Postmaster General of the United States to issue a stamp commemorating California's bicentennial.

[Filed with Secretary of State November 27, 1967.]

WHEREAS, In the year 1769 the first permanent settlement in California was established in what is now the City of San Diego by Governor Gaspar de Portolá and Fray Junípero Serra; and

WHEREAS, In that same year, 1769, Governor Portolá led an expedition up the California coast to a point in what is now San Mateo County, overlooking San Francisco Bay, making the first landward sighting of the Golden Gate by civilized man; and

WHEREAS, This expedition was the beginning of California's first and most famous highway, the El Camino Real, which served to connect the 21 missions of California; and

WHEREAS, The State of California has in the intervening years grown with a glory which has been second to none; and

WHEREAS, California's contribution to the United States has been truly magnificent and without parallel; and

WHEREAS, It is most fitting that the unique history of California be honored; and

WHEREAS, The San Diego committee has devised a design for a commemorative stamp under the leadership of Frank Quintana in connection with the bicentennial which is applicable to all of California; now, therefore, be it

Resolved by the Senate and Assembly of the State of California, jointly, That the members petition the Postmaster General of the United States to have issued in the year 1969 a commemorative stamp in honor of California's bicentennial and of those two brave and dedicated men, Governor Gaspar de Portolá and Fray Junípero Serra; and be it further

Resolved, That the Secretary of the Senate transmit a copy of this resolution to the Postmaster General of the United States.

RESOLUTION CHAPTER 9

Assembly Concurrent Resolution No. 6—Relative to notaries public.

[Filed with Secretary of State December 1, 1967.]

WHEREAS, The Legislature enacted Assembly Bill No. 794 at the 1967 Regular Session of the Legislature, the bill was signed into law by the Governor on August 14, 1967, and has become Chapter 1139 of the Statutes of 1967; and

WHEREAS, The chapter requires, in part, that notaries public shall satisfactorily answer a written questionnaire regarding basic statutory law relating to notaries public; and

WHEREAS, A question has arisen as to whether the requirement of the answering of the questionnaire applies to a person seeking to renew his commission as notary public; now, therefore, be it

Resolved by the Assembly of the State of California, the Senate thereof concurring, That the Legislature, in enacting Assembly Bill No. 794 of the 1967 Regular Session, did not intend that the requirement of the satisfactory answering of the questionnaire as provided for in Section 8201 of the Government Code, as amended by Section 2 of the bill, apply to a person seeking renewal of his commission as notary public, but rather that it apply only to those persons making new applications for such a commission.

RESOLUTION CHAPTER 10

Assembly Joint Resolution No. 2—Relative to the Captain Charles M. Weber Memorial Foundation.

[Filed with Secretary of State December 1, 1967.]

WHEREAS, The Captain Charles M. Weber Memorial Foundation, a nonprofit, educational, California corporation, has been associated for the past 20 years with the Legislature of the State of California in the field of conservation and planning; and

WHEREAS, During the past 35 years, Charles M. Weber, a civil engineer, has been a leader in the movement to establish research, factfinding, and planning procedures in national, state, and local government; and

WHEREAS, A former Member of the California Legislature for 16 years, he has been authorized by the Legislature for the past 17 years to plan, advise and report to it in the field of conservation and planning; and

WHEREAS, The Captain Charles M. Weber Memorial Foundation, under the leadership of President Charles M. Weber, has contributed substantial amounts of moneys and services to

the State of California in connection with the preparation of various reports relative to a statewide, comprehensive plan for basin development and public works, particularly in the field of water resources and water pollution control; and

WHEREAS, The State Senate, by the adoption of Senate Resolution No. 376 of the 1967 Regular Session, has again granted Charles M. Weber certain powers and duties in regard to such studies and has broadened the scope of these studies; and

WHEREAS, The Captain Charles M. Weber Memorial Foundation is under the joint direction of F. Z. Pirkey, B.S., M.C.E., LL.D., Colonel of U.S. Corps of Engineers (Retired), and formerly in charge of research and development in the office of the Chief of Engineers, U.S. Army; John W. Greene, former Director of Public Relations, Office of Defense Mobilization, former consultant, California Department of Water Resources, director and general manager of research, public relations, financing and publicity, Weber Foundation; and Charles M. Weber, B.S., C.E., M.C.E.; and

WHEREAS, The foundation, whose responsibilities are now rapidly expanding, has filed an application with the Office of Water Resources Research of the United States Department of the Interior for a substantial grant of funds to support the performance of such responsibilities; now, therefore, be it

Resolved by the Assembly and Senate of the State of California, jointly, That the Legislature of the State of California respectfully memorializes the President and the Congress to take such steps as may be necessary to ensure that the application of the Captain Charles M. Weber Memorial Foundation to the Office of Water Resources Research of the United States Department of the Interior for a grant of funds be given immediate consideration, and that such funds be granted as requested in order that the vitally important work of the foundation may be continued; and be it further

Resolved, That the Chief Clerk of the Assembly be hereby directed to transmit copies of this resolution to the President and Vice President of the United States, to the Secretary of the Interior, to the Speaker of the House of Representatives, and to each Senator and Representative from California in the Congress of the United States.

RESOLUTION CHAPTER 11

Assembly Concurrent Resolution No. 9—Relative to motor vehicle windows.

[Filed with Secretary of State December 6, 1967.]

WHEREAS, Section 26708 of the Vehicle Code, as amended by Chapter 546 of the Statutes of 1967, effective November 8, 1967, provides in part that "No person shall drive any motor

vehicle with any object or material placed upon the windshield, side or rear windows . . . ”; and

WHEREAS, It was not the intent of the Legislature to prohibit the operation of motor vehicles which have tinting material placed upon the rear windows in cases where such motor vehicles are equipped with outside rearview mirrors on the left- and right-hand sides; now, therefore, be it

Resolved by the Assembly of the State of California, the Senate thereof concurring, That the California Legislature requests the California Highway Patrol and all county and city law enforcement agencies to delay, for a period of 120 days from the effective date of November 8, 1967, the enforcement of Section 26708 of the Vehicle Code (Ch. 546, Stats. 1967) insofar as such section may prohibit the operation of any motor vehicle which has tinting material placed upon the rear window or rear windows in any case where such motor vehicle is equipped with outside mirrors on both the left- and right-hand sides of the vehicle so located as to reflect to the driver a view of the highway through each mirror for a distance of at least 200 feet to the rear of such vehicle; and be it further

Resolved, That the Chief Clerk of the Assembly is hereby directed to transmit copies of this resolution to the Commissioner of the California Highway Patrol and to all county and city law enforcement agencies.

RESOLUTION CHAPTER 12

Assembly Concurrent Resolution No. 16—Relating to the Proclamation of Pearl Harbor Remembrance Day.

[Filed with Secretary of State December 7, 1967.]

WHEREAS, December 7th, 1941, was the day of the attack on Pearl Harbor which marked United States entry into World War II; and

WHEREAS, December 7th, 1941, shall always be a reminder of America's need for vigilance and preparedness; and

WHEREAS, December 7th, 1941, was the beginning of a time of great trial for Californians of Japanese ancestry whose loyalty to the United States was unjustly questioned; now, therefore, be it

Resolved by the Assembly of the State of California, the Senate thereof concurring, That the Members of these bodies request the Governor to proclaim December 7th, 1967, as Pearl Harbor Remembrance Day and urge the citizens of California to join in prayer in memory of those who lost their lives in the attack, to honor those who survived to carry on to ultimate victory and to pay tribute to the Japanese-American citizens of California who have by their own efforts, found an honored place in the life of the Golden State; and, be it further

Resolved, That the Chief Clerk of the Assembly is hereby directed to transmit a copy of this resolution to Governor Ronald Reagan.

RESOLUTION CHAPTER 13

Senate Concurrent Resolution No. 2—Relating to the naming of a portion of State Highway Route 73 as the Veterans Memorial Freeway.

[Filed with Secretary of State December 7, 1967.]

WHEREAS, There are approximately 26 million living veterans in the United States; and

WHEREAS, California has the largest number of veterans of the 50 states; and

WHEREAS, The number of these veterans now totals approximately 3 million; and

WHEREAS, California contains no permanent memorial which serves the purpose of honoring all of its veterans, both the living and the dead; and

WHEREAS, A highway would serve as a lasting monument to the men and women of our state and nation who dedicated their lives, or a portion of them, to safeguard the cause of freedom and justice for all people; and

WHEREAS, State Highway Route 73 constitutes the connecting link between State Highway Route 1 in Newport Beach and Palisades Road and is presently developed as an expressway as far as Palisades Road and will ultimately be developed to a full freeway to intersect Interstate 405 in the vicinity of Orange County Airport, a distance of 6.8 miles; now, therefore, be it

Resolved by the Senate of the State of California, the Assembly thereof concurring, That State Highway Route 73 between State Highway Route 1 and Palisades Road be designated and named the Veterans Memorial Highway in recognition of the service California's veterans have rendered to this state and to our nation; and be it further

Resolved, That the Division of Highways in the Department of Public Works is hereby requested to erect and maintain appropriate signs on such portion of Route 73 showing this official designation; and be it further

Resolved, That the Secretary of the Senate is hereby directed to transmit copies of this resolution to the Director of Public Works and the Director of Veterans Affairs and to the Department Commanders of the American Legion, Disabled American Veterans, Veterans of Foreign Wars, AMVETS, California Catholic War Veterans, Jewish War Veterans, Military Order of the Purple Heart, Veterans of World War I, United Spanish War Veterans, and the Marine Corps League.

RESOLUTION CHAPTER 14

*Assembly Joint Resolution No. 5—Relative to the
California Migrant Master Plan.*

[Filed with Secretary of State December 8, 1967.]

WHEREAS, Despite the increasing trend toward mechanization of agriculture in California, the need continues to exist for a migrant labor force to meet the labor needs of the state's number one industry; and

WHEREAS, There exists a need at the present time for 700 additional migratory family housing units and related programs and facilities; and

WHEREAS, This need will continue to expand, as knowledgeable governmental officials have recently indicated that they anticipate the flow of migratory farm families will increase; and

WHEREAS, In the approximate two and one-half years the Office of Economic Opportunity has been in operation in California some 1,566 migratory farm family housing units in 11 counties have been provided and nearly 25,000 people have been benefited by related programs, such as those for health, day care, and education, including preschool, in-school, and adult education; and

WHEREAS, The success of these various programs of the Office of Economic Opportunity would not have been possible but for the excellent cooperation of various agencies, such as the State Departments of Public Health, Education, and Employment, together with that of the growers, the workers, local school districts and medical societies and county boards of supervisors; and

WHEREAS, The implementation of these various pilot programs has helped to enhance the image of and to give dignity to those engaged in farm labor, which in turn has led to a stabilization of the labor force and a revitalization of many of our smaller agricultural communities; now, therefore, be it

Resolved by the Assembly and Senate of the State of California, jointly, That the Legislature of the State of California respectfully memorializes the Director of the United States Office of Economic Opportunity to use his good offices to expand housing and related programs under the California Migrant Master Plan; and be it further

Resolved, That the Chief Clerk of the Assembly be hereby directed to transmit copies of this resolution to the President and Vice President of the United States, to the Director of the United States Office of Economic Opportunity, to the Speaker of the House of Representatives, and to each Senator and Representative from California in the Congress of the United States.

RESOLUTION CHAPTER 15

Assembly Concurrent Resolution No. 11—Relative to the financing of the Medi-Cal program.

[Filed with Secretary of State December 12, 1967.]

WHEREAS, The California Supreme Court has ruled that proposed regulations of the Health and Welfare Agency reducing state Medi-Cal benefits are illegal; and

WHEREAS, Pending congressional action, which will substantially affect the services, eligibility and financing of California's Medi-Cal program, has not yet been completed; and

WHEREAS, The September 15, 1967, report of the California Hospital Association sponsored independent Medi-Cal audit stated that expenditures for the 1967-68 fiscal year will be \$61.5 million less than anticipated by the state and that development of sound cost projections is hindered by deficiencies in data available; and

WHEREAS, The California Medical Association Statement of Principle on Medi-Cal of November 4, 1967, concluded that \$50 million of the stated Medi-Cal deficit represents past nonrecurring debits which should not be part of an annual operating budget and that approximately \$102 million of the estimated \$153 million cost of nursing home care are expended for custodial type care and should be removed from the Medi-Cal budget and be provided for by other means; and

WHEREAS, The Legislature appropriated the full amount requested in the 1967-68 executive budget to finance the Medi-Cal program; and

WHEREAS, The magnitude of a Medi-Cal deficit, if any, will not be precisely known until January 1968; and

WHEREAS, Hasty legislative or administrative action may increase the financial burden of the local property taxpayer; and

WHEREAS, Immediate hasty legislative or administrative action would only add to the complexity of the already difficult policy, legal and fiscal issues confronting the state in attempting to develop long-range solutions to providing health care services for the needy; now, therefore, be it

Resolved by the Assembly of the State of California, the Senate thereof concurring, That because of the many serious unanswered fiscal, policy and federal legislative questions regarding the Medi-Cal program, it is the intent of the Legislature there be a moratorium on California legislative and administrative action which would reduce Medi-Cal benefits or eligibility until the committee created by this resolution makes its report to the 1968 Legislature; and be it further

Resolved, That a special eight-member joint legislative committee be immediately created consisting of two Republican and two Democratic Members of the Assembly, appointed by the Speaker of the Assembly and two Republican and two Democratic Members of the Senate appointed by the Senate

Rules Committee to immediately begin an intensive fiscal review of the Medi-Cal program; and be it further

Resolved, That such committee utilize the services of independent actuaries and render a report to the 1968 Legislature not later than January 31, 1968, on the magnitude of a deficit if any, and on projected Medi-Cal costs for the next five years; and be it further

Resolved, That such committee be authorized to appoint a representative advisory committee of medical and fiscal experts to provide advice and assistance; and be it further

Resolved, That it is the intent of the Legislature, early in the 1968 legislative session, to evaluate all the evidence available, especially the findings of the independent actuaries and the special joint legislative committee, and to then decide whether additional funds should be provided or whether the program must be modified to reduce costs; and be it further

Resolved, That there is allocated out of the Senate and Assembly Contingent Funds, in equal shares, the sum of forty thousand dollars (\$40,000) to the joint committee established by this resolution.

RESOLUTION CHAPTER 16

Assembly Concurrent Resolution No. 15—Relative to the Crippled Children Services Program.

[Filed with Secretary of State December 12, 1967.]

WHEREAS, On August 15, 1967, the Department of Public Health by the issuance of Crippled Children's Services Bulletin 67-4 eliminated 100 medical conditions from coverage under the Crippled Children Services Program in the case of children of families having annual income of four thousand dollars (\$4,000) or more in order to control expenditures within the amount appropriated by Item 277 of the Budget Act of 1967 (A.B. 303); and

WHEREAS, These program cutbacks mean that an estimated 5,000 to 7,000 handicapped children, who would have received Crippled Children Services care prior to August 15, 1967, will not be accepted for Crippled Children Services care this fiscal year as a result of the August 15 cutbacks; and

WHEREAS, These cutbacks exclude from coverage under the program children of families having annual income of four thousand dollars (\$4,000) with serious diseases affecting eyes, ears, the circulatory system, the respiratory system, skin, neoplasms, bones, and congenital malformations; and

WHEREAS, The Crippled Children Services Program serves many families with low incomes to whom large medical expenses can be catastrophic; now, therefore, be it

Resolved by the Assembly of the State of California, the Senate thereof concurring, That the Governor, the Health and Welfare Agency, and the State Department of Public Health are respectfully requested to rescind Crippled Children Services Bulletin 67-4; and be it further

Resolved, That the Director of Finance is encouraged to authorize expenditure by the counties upon the Crippled Children Services Program of the states' share of all moneys received as reimbursement from parents of children treated under the Crippled Children Services Program; and be it further

Resolved, That the Chief Clerk of the Assembly is hereby requested to transmit copies of this resolution to the Governor, the Administrator of the Health and Welfare Agency, and the Director of Finance.

RESOLUTION CHAPTER 17

Assembly Concurrent Resolution No. 17—Relative to final adjournment of the 1967 Second Extraordinary Session of the Legislature.

[Filed with Secretary of State December 12, 1967.]

Resolved by the Assembly of the State of California, the Senate thereof concurring, That the 1967 Second Extraordinary Session of the Legislature shall adjourn sine die at 12 noon on December 8, 1967.

RESOLUTION CHAPTER 18

Assembly Joint Resolution No. 6—Relative to Special Visual Flight Rules weather minimums.

[Filed with Secretary of State December 12, 1967.]

WHEREAS, The Federal Aviation Administration is considering amending the Federal Aviation Regulations to make the Special Visual Flight Rules weather minimums applicable only to helicopter operations; and

WHEREAS, If the Federal Aviation Regulations are so amended, private general aviation in California will be virtually ended because of air pollution and other weather conditions special to this state; and

WHEREAS, Under Special Visual Flight Rules weather minimums where there is complete control by airport towers for both arrival and departure of aircraft, the safety of pilots and aircraft is adequately ensured; now, therefore, be it

Resolved by the Assembly and Senate of the State of California, jointly, That the Legislature of the State of California memorializes the Federal Aviation Agency not to amend or discontinue the Special Visual Flight Rules weather minimums now in effect; and be it further

Resolved, That the Chief Clerk of the Assembly be hereby directed to transmit a copy of this resolution to the Administrator of the Federal Aviation Administration.