

Assembly, Senate Win in Compromise State Budget

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By WCENT THOMAS
Assemblyman, 68th District

The \$1.19 billion budget for the current fiscal year was brought into balance just minutes before the end-of-the-year deadline, thus giving the Governor barely time enough to sign the budget bill before the midnight hour arrived, though enactment of the financing tax bill was the most important matter before of recent special session, it was not until after the long Independence Day week-end that both our houses succeeded in winding up the formalities so the ses-

sion could be adjourned. The tax bill which finally emerged from the conference committee was quickly approved by both houses, and hurried on to the Governor. As everybody expected, its provisions represented a compromise between the views of the Senate and the Assembly. At the insistence of the former house, the final version included a tax on leases of cars and heavy equipment at the sales tax rate, as well as an extension of the sales tax to single sales by private owners of cars, boats, or airplanes.

THE ASSEMBLY won its victory in the retention of the speed-up of sales tax collections, so that approximately two months' revenue will be paid in this year, instead of next year as would be the case under the usual quarterly procedure. The combined effect of the various changes will be to produce an additional \$105 million of revenue this year, thus balancing the budget with some to spare. To keep further legislative control over fiscal affairs, we put in a provision to earmark \$25 million of added revenue for capital

outlay, based upon appropriations we may make. Several observers have commented that inclusion of the tax collection speed-up will give Assembly proponents of the omnibus tax reform bill which died in the Senate during the general session a tactical advantage when it comes to consideration of tax legislation at our next session. They point out that the speed-up benefits the current, 1965-66 fiscal year to the tune of some \$90 million, but at the expense of the next, 1966-67 year. Since this "helping Peter by rob-

bing Paul" technique requires replacement of this revenue before any new funds can be provided for increased costs next year, they feel the huge tax reform package will stand a better chance.

THE BILL to enact a California "medicare" law, which was lost in the Senate during the general session, had an even tougher time in the special session. Even with the strong support of the administration, majority party leadership in the Assembly, and the healing professions,

it proved impossible to get the Senate version out of committee in that house. The supervisors' association fought the bill hard, even though its member counties were not unanimous. If the federal medicare bill is passed soon, the Governor has said he will recall us to Sacramento in the fall to act on the matter.

A compromise bill appropriating \$8.4 million of Parks funds to buy land for a Lake Tahoe State Park was passed. Also going to the Governor were bills to appropriate necessary funds for the spe-

Foundation Soil Tests Save Money

A \$1,400 expenditure by the Torrance Board of Education last May will save the school district ten times that amount.

cial session, to appropriate a small amount for fish conservation, and to make a technical change in property assessments. No action was taken on bills relating to retirement benefits for Legislators affected by reapportionment.

On May 3, trustees approved the hiring of soils engineers to make recommendations for foundations systems at North High School.

For the past two months engineers have been testing the soil and compiling their findings.

The investigation has resulted in design of foundation systems for new buildings which will eliminate the need to excavate adobe.

It is estimated that this procedure will save \$14,200 on future construction projects at North High.

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Chevrolet	Most '55-'64	\$16.97	11.97
Chevy II	Most '62-'65	\$17.97	12.97
Chrysler	Many '56-'58 and '61-'65	\$16.97	11.97
De Soto	Most '56-'61	\$16.97	11.97
Dodge			
and Dart	Most '56-'65	\$16.97	11.97
Ford	Most '56-'64	\$17.97	12.97
Fairlane	Most '62-'65	\$17.97	12.97
Falcon and Mustang	Most '60-'65	\$17.97	12.97
Mercury	Most '56-'64	\$17.97	12.97
Comet	Most '60-'63	\$17.97	12.97
Olds	Many '62-'63	\$17.97	12.97
Plymouth	Most '64-'65	\$16.97	11.97
Metzler	Most '56-'65	\$16.97	11.97
Pontiac	Most '55-'65	\$16.97	11.97
Tempest	'61-'65 6 cyl.	\$17.97	12.97
	'63-'65 8 cyl.	\$16.97	11.97
Rambler	1956-'65	\$16.97	11.97
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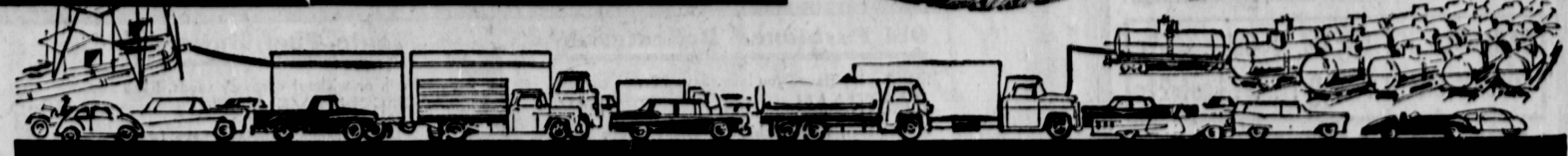
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