

BOWRON AND DARBY PRESS ROAD PLAN

Mayor, Supervisor Say Senate Bill No. 5 Imperative for Desperately Needed System

Metropolitan Los Angeles' expressways, desperately needed to alleviate the traffic problem, will be delayed indefinitely unless the Assembly approves Senate Bill No. 5, it was asserted yesterday in a joint statement issued by Mayor Bowron and Raymond V. Darby, chairman of the Board of Supervisors.

The statement follows in full: "The hope of a permanent solution to the traffic problems of the Los Angeles metropolitan area is being deliberately crushed now in Sacramento. Unless Senate Bill No. 5, which has been approved by the Senate and is now before the Assembly, is approved with adequate revenues, our desperately needed expressways will be delayed indefinitely.

No Other Solution Seen

"Without adequate expressways into, out of, and through the metropolitan area, there can be no solution to the present intolerable traffic situation. Without these expressways, the mass transportation problem cannot be solved. Without these expressways, proper steps to alleviate the present accident rate, the highest in the land, cannot be taken.

"The solution to the Los Angeles problem is a part of a State-wide program that has been carefully planned after years of study. This solution is being thwarted by members of the Assembly, many of whom represent the Los Angeles metropolitan area. Some of these Assemblymen state that they have not had sufficient time to study this important problem. Two years ago they said the same thing.

"In that period a complete study has been made which has shown exactly how much should be built throughout the State; how much it will probably cost, what the present revenues are, and how the new money should be raised equitably. If these Assemblymen do not know the answer now, it is doubtful if they will know it a year from now.

Reviewed in Detail

"Business and civic organizations throughout the State and in Southern California have reviewed the proposed legislation in detail and, with suggestions for certain modifications and amendments, have approved it.

"The opponents agree that the program is necessary, but urge delay for various reasons. The same opponents two years ago urged the same delay and in the meantime traffic problems have become increasingly more acute.

When the Collier Committee met in April in Los Angeles, there was complete agreement among representatives of the county, the cities, the business groups, and the present opponents of the highway program, that the Los Angeles metropolitan area needed about 170 miles of expressways. These expressways had been tentatively planned and later were included in the Kennedy engineering report and are now included in Senate Bill No. 5.

Debate on Revenue

"The present debate is primarily not one about needs, not one about estimated cost, but simply this: Should the new revenue be raised now, and how should it be raised? The business organizations which have for years protected the taxpayers and the automobile clubs which have traditionally protected the motorists believe that it will take about \$80,000,000 a year of additional revenue to build the new highways, including the expressways for metropolitan Los Angeles, which all agree are so essential. These organizations further believe the best use of the taxpayer's money can be made by paying for these roads as they are built—they believe in a pay-as-you-go policy.

"The users of the highways should pay this bill. This tax should be distributed equitably. The proponents of necessary legislation have determined that nominal increases in the gasoline and Diesel taxes, reasonable increases in truck taxes and certain relatively small increases in registration and drivers' license fees are necessary to raise this money.

Amendments Flayed

"Senate Bill No. 5, as amended by the action of the Revenue and Taxation Committee, will not accomplish this program. Adequate highway legislation should be passed that is substantially the same as that which has been passed by the

Senate. It should include equitable allocations to the Southern counties and protection for a State-wide and metropolitan expressway system.

"There is no more important matter, in so far as the metropolitan area of Los Angeles is concerned, before the Legislature than Senate Bill No. 5.

"Some Assemblymen from the area realize the importance of this, and are doing a fine job. Others, apparently, either do not understand what will happen to the Los Angeles area if the traffic problem is not solved, or they are not representing the people who elected them.

Taxes Called Necessary

"A few Assemblymen have apparently made up their minds that the highway program is only good if there is no increase in the gasoline tax, or no adequate increase in the trucking tax. They offer no other solution for the raising of adequate revenues because there is none. They advocate the construction of highways and at the same time vote against revenues necessary for constructing them.

"Some Assemblymen from the Los Angeles area have adopted a partisan attitude, when obviously the solving of our great traffic problem is not a partisan matter.

"At least 40 per cent of the population of California reside in Los Angeles County; 40 per cent of the automobile registrations of the State are in this county. Our Assemblymen should be the men voting to put through proper legislation to solve this problem. Instead, many of them apparently are the obstructionists to the entire program.

Citizens Held Agreeable

"The citizens of the Los Angeles area know how vital this problem is. They know it must be solved and that the beginning of the solution must be now. They know that adequate revenues must be equitably provided to complete this plan. They should make their views known to their representatives in Sacramento before it is too late.

"These Assemblymen must be told and we are telling them now—that we are holding them responsible for an adequate freeway program in Los Angeles.

"Our crisis is at hand today. The story is clear to us, and should be to our representatives. If it is not clear to our Assemblymen, it is the job of Los Angeles to rise up now and tell these representatives to provide them with the expressway system so necessary to the life of our metropolitan area."

Many Back Statement

Giving unequivocal support to the statement were Harry Bauer, president, Automobile Club of Southern California; Asa Call, president, State Chamber of Commerce; Eugene P. Clark, president, Central Business District Association; Henry Delev.

president, El Monte Chamber of Commerce; R. W. Denaple, president, North Hollywood Chamber of Commerce; Carl J.

Chamber of Commerce; Russell Kliegel, president, Burbank Chamber of Commerce; Clifford Lance, president, Arcadia Chamber of Commerce; Clyde Marsh, president, Los Angeles County Division, League of California Cities; B. O. Miller, president, Downtown Business Men's Association; Neil Petree, chairman, Metropolitan Traffic and Transit Committee, Los Angeles Chamber of Commerce; D. W. Pontius, president, Greater Los Angeles Safety Council; Robert Rosberg, president, Anaheim Chamber of Commerce; A. W. Spaulding, president, Crenshaw Chamber of Commerce; Cecil L. Thomas, president, San Pedro Chamber of Commerce; Claire Thompson, president, Bellflower Chamber of Commerce; Robert Warner, president, Manhattan Beach Chamber of Commerce; Walter G. Linch, president, Redondo Beach Chamber of Commerce; James A. Gerrard, president, Whittier Chamber of Commerce; W. J. Craig, president, Culver City Chamber of Commerce; E. L. Pratt, president, South Gate Chamber of Commerce; Harry Repella, president, Hawthorne Chamber of Commerce; John H. Mead, president, Long Beach Chamber of Commerce; W. W. Jones, president, Lynwood Chamber of Commerce; A. H. Meham, president, Van Nuys Chamber of Commerce; Laurence Hull, president, Hermosa Beach Chamber of Commerce, and J. R. Hatch, president, Maywood Chamber of Commerce.