

develop recommendations for revision of the law applicable to the state-supervised savings and loan industry, (2) \$15,000 to increase the EDP capability of the department's management information system to meet current information needs, and (3) \$5,484 for an additional clerical position to assist in the preparation of source documents for data processing and various other projects. The remaining increase is for merit salary increases and miscellaneous operational expenses.

Departmental Funding

The department is supported from the Savings and Loan Inspection Fund which derives its revenue from an annual assessment established within statutory limitations by the commissioner on all state-regulated associations. The assessment is proportional to association assets and is set at a level to cover the department's annual operating costs. At the end of the budget year the fund will have an estimated surplus of \$783,166 which is sufficient to support the department for approximately three months at the current level of operation.

Business and Transportation Agency

OFFICE OF TRANSPORTATION PLANNING AND RESEARCH

Items 169-172 from the General Fund, Harbors and Watercraft Revolving Fund and Motor Vehicle Account and Aeronautics Account in the State Transportation Fund

Budget p. 82 Program p. 409

Requested 1972-73.....	\$431,287
Estimated 1971-72	234,100
Actual 1970-71	80,241
Requested increase \$195,187 (83.4 percent)	
Total recommended reduction	\$101,393

SUMMARY OF MAJOR ISSUES AND RECOMMENDATIONS

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1. Transfer of Staff. Recommend legislation to transfer the office staff to the State Transportation Board. 419
2. *Delete New Positions. Reduce \$48,690.* Recommend the two proposed planning engineers be deleted. 420
3. *Operating Expenses. Reduce \$49,850.* Recommend reimbursement for "outside departments" be deleted from operating expenses. 422
4. *Clerical Needs. Reduce \$2,853.* Recommend salary and staff benefits for requested senior steno be reduced \$2,- 422

OFFICE OF TRANSPORTATION PLANNING AND RESEARCH—Continued

853 to avoid an excess appropriation for the position.

GENERAL PROGRAM STATEMENT

The Office of Transportation Planning and Research was established within the Business and Transportation Agency pursuant to Chapter 1551, Statutes of 1970. The major function of the office is to serve as both principal staff to the State Transportation Board and in the same capacity to the Secretary of Business and Transportation, in activities related to the growth and development of a balanced transportation system in the state. In fulfilling the latter function, the office undertakes research into the long range effectiveness of major transportation programs of local, regional, state and federal entities in meeting statewide transportation needs. In addition, the office aids in the coordination of planning projects relating to existing and future transportation systems.

Chapter 1551 provided a multifunded source of financial support for the office. The enabling legislation states that, "financial support of the Office of Transportation Planning and Research be provided from public funds supporting various modes of transportation in the approximate ratio of public financial assistance to each mode to the total public funds supporting all modes." The funding schedules for the current year and the proposed expenditure level for the 1972-73 fiscal year are shown on Table 1.

Table 1
Funding—Office of Transportation Planning and Research

	<i>Estimated</i> <i>1971-72</i>	<i>Percent of</i> <i>Total</i>	<i>Proposed</i> <i>1972-73</i>	<i>Percent of</i> <i>Total</i>
General Fund	\$8,000	3.4%	\$8,254	1.9%
Aeronautics Account	4,200	1.8	4,357	1.0
Harbors and Watercraft Revolving Fund	1,403	0.6	1,452	0.3
Motor Vehicle Account.....	220,497	94.2	417,224	96.8
Total.....	\$234,100	100%	\$431,287	100%

As shown in Table 1, highway users' taxes account for 96.8 percent of the office's financial support while revenues derived from funds representing other modes of transportation, i.e., public transportation, general aviation, and water borne transportation, account for 3.2 percent of the budget. In fact, of the proposed increase of \$195,187, in the office's budget for the 1972-73 fiscal year, 99.8 percent will be financed from highway users' taxes.

The budget for the current year is based on a staffing level of 7.3 positions. The staff consists of four technical and 3.3 clerical positions. The budget for the 1972-73 fiscal year proposes an increase of 5.2 positions over the current year which will consist of four technical positions and 1.2 clerical positions.

In addition to providing financial support for activities related to the

Office of Transportation Planning and Research, approximately \$1,800 is contained in this item for support of the State Transportation Board. The board was established in the Business and Transportation Agency pursuant to Chapter 1404, Statutes of 1969. Membership consists of seven members appointed by the Governor. Chapter 567, Statutes of 1971, provides that membership on the board will be based on staggered terms of four years as opposed to present statutes which dictate that members serve at the pleasure of the Governor. The Chairman of the Senate and Assembly Transportation Committees currently serve as ex officio members of the board. Chapter 226, Statutes of 1971, provides that the legislative members be appointed by the Senate Rules Committee and the Speaker of the Assembly respectively. The function and duties of the board, according to the implementing legislation, are to advise and assist the Secretary of Business and Transportation and the Legislature “. . . in formulating and evaluating state policy and plans for transportation programs within the state.”

ANALYSIS AND RECOMMENDATIONS

We recommend legislation to transfer the staff of the Office of Transportation Planning and Research to the State Transportation Board.

In the 1971-72 *Analysis of the Budget Bill*, we questioned whether the Office of Transportation Planning and Research or the State Transportation Board could function effectively as constituted. We indicated that the office is charged with the dual responsibility of functioning as the principal staff advisor to the Secretary of Business and Transportation in matters concerning the growth and development of transportation in the state and in an identical capacity to the State Transportation Board. While both the office and the board are statutorily constituted as functional units within the Business and Transportation Agency, the board also has a statutory responsibility to independently advise the agency secretary and the Legislature on broad based transportation policy matters. Thus, at least conceptually, the State Transportation Board, lacking an autonomous evaluation source, is not in a position to render independent advice to the agency secretary, because the latter by definition already possesses the same source of staff input. The Office of Transportation Planning and Research is in the difficult position of maintaining a dual role which on the one hand involves providing staff services to the agency secretary who is responsible for maintaining an ongoing day-to-day transportation policy, while in its other role the office is expected to provide objective staff input to the board in order that the latter may render independent advice and guidance to the agency secretary. We maintain that the two roles are incompatible.

The agency has argued that the office has provided the agency with a “multi-modal orientation in transportation” and that placing the staff solely under the board “would remove this capability.” However,

OFFICE OF TRANSPORTATION PLANNING AND RESEARCH—Continued

even cursory examination of the agency's ongoing transportation programs would reveal that the agency's role in transportation, with minor exception, is confined to providing highway facilities. Approximately 18,000 positions are employed within the agency to maintain and expand a system of highways and bridges. Conversely, the Office of Transportation Planning and Research is authorized a staff of 7.3 positions in the current year. A staff of 7.3 positions, only four of which are professional positions, is hardly in a position to give the agency a "multi-modal orientation in transportation."

A "multi-modal orientation in transportation" at the state level can only begin to become a reality when the state: (a) Defines its role in providing transportation services, (b) clarifies its relationship with local and regional entities in not only the transportation planning process but also relative to the decision-making process, (c) examines the validity of maintaining at the state level separate boards, commissions and authorities which approach transportation problems on the basis of a single mode of transportation and/or type of transportation facility, and (d) examines the long-run implications of providing approximately \$1 billion each year for highways, which is not subject to legislative appropriation, and which simply perpetuates a highways only solution for solving transportation problems at the state level.

The State Transportation Board could provide objective and constructive advice to the agency and the Legislature relative to formulating solutions to solve many of the pressing transportation problems throughout the state. However, neither the board or the Office of Transportation Planning and Research can render an effective service if the latter continues to maintain a dual role.

The Legislature transferred the support appropriation to the State Transportation Board for support of the activities of the board and the staff of the Office of Transportation Planning and Research. However, while the appropriation language in the Budget Bill reflects the action taken by the Legislature in the 1971 Budget Act, the budget document does not reflect a functional change relative to the relationship between the office and the board.

Legislation was introduced in 1971 (AB 721) that provided the necessary statutory changes for clarifying the office's role, vis-a-vis the agency secretary and the State Transportation Board but failed passage. We recommend legislation to transfer the staff of the office to the board.

PLANNING AND RESEARCH

We recommend that the proposed supervising engineer and the proposed senior engineer positions be deleted for a savings of \$48,690 (\$39,090 in salaries, \$5,300 in operating expenses and equipment and \$4,300 in staff benefits).

As stated previously, the major function of the office is to develop

and coordinate transportation planning relative to existing and future transportation systems in the state.

The office is requesting in the proposed budget \$339,972 to support the Planning and Research Program. This represents an increase of \$190,242 over the \$149,730 provided in the current year.

The office is currently authorized 7.3 positions. This consists of four professional positions, i.e., office chief, deputy chief, two principal engineers and 3.3 clerical positions. The 1972-73 budget proposes to increase the staffing level through the addition of 5.2 positions. The increase would consist of a supervising engineer, a senior engineer, an economist, a community planner and 1.3 clerical positions.

In addition to its current workload, the office is proposing to undertake the preparation of an "action orientated interim plan" which would deal with the most urgent transportation problems in the state for the next "five-to-ten years." This plan would involve the integration of planning data prepared by the office and other federal, state, regional and local planning entities. It is estimated that the plan will be a three-year endeavor with a related expenditure of approximately \$2.5 million. It is proposed that the interim plan will be an initial phase for the preparation by the office of a comprehensive state transportation master plan.

We agree that an "action orientated interim plan" could provide a sound basis for developing solutions to specific transportation problems that now exist in the state. However, while we recognize that some additional staffing will be required to formulate useful solutions to current transportation problems, it is our recommendation that even a tacit commitment by the Legislature to have the Office of Transportation Planning and Research prepare a statewide transportation master plan is inappropriate at this time.

In addition, we have indicated that the agency has been reluctant to view transportation problems in terms of alternative solutions even when Division of Highways' studies have, in some instances, shown that highway additions in San Francisco and Los Angeles metropolitan areas doubling existing capacities cannot accommodate the anticipated traffic. Thus, what is necessary prior to the preparation of a statewide transportation master plan is a statement by the agency which identifies the policy of this state relative to planning and financing transportation facilities.

Presently, 18,000 positions in the agency and almost \$1 billion each year is committed to the maintenance and expansion of a highway system. However, even though the current transportation program of the agency is limited to a single mode, there are currently no statutory criteria for determining what facilities are eligible or ineligible for inclusion in the state highway system. The agency's present policy relative to multi-modal transportation relationships is effectively no policy. Thus, the preparation of a statewide transportation master plan

OFFICE OF TRANSPORTATION PLANNING AND RESEARCH—Continued

is an exercise in futility until such time as the agency determines a state transportation policy. Only after policy questions are decided will any basis exist for what is to be included or excluded in a master plan.

It is our position that the two additional engineer positions proposed in the budget are not justified and therefore should be deleted. The office currently is authorized two engineer positions. The integration of various transportation data from federal, state and local entities to form the basis for recommendations relative to alternative solutions for specific transportation problems in the short run and/or provide a data base for input into various federal studies does not require two additional engineering positions.

We recommend approval of the two proposed economist and community planner positions in order to staff the office with the mix of transportation planners that can provide necessary nontechnical inputs into the planning and research program.

Proposed Reimbursement for "Outside Departments"

We recommend a reduction of \$49,850 in operating expenses.

The proposed budget provides funding in the amount of \$49,850 for reimbursements related to inputs rendered by departmental sources outside the Office of Transportation Planning and Research. Because the vast majority of borrowed transportation planning inputs will be provided from sources that are within the Business and Transportation Agency and thus readily accessible to the office, it is our position that a fund for the reimbursement of constituent departments is unjustified and should be deleted. The budget contains \$75,650 for "Consultant and Professional Services" which appears to be an adequate amount for expenditures related to acquiring necessary inputs that cannot be provided by state departments.

Requested Additional Clerical Positions

We recommend that the proposed 1.2 additional clerical positions be approved. However, we recommend that \$2,853 in salary and staff benefits be deleted from the proposed senior steno position because of an error made in the budget calculation which appropriates funds in excess of what is required.

**Transportation Agency
DEPARTMENT OF AERONAUTICS**

Item 173 from the Aeronautics
Fund

Budget p. 84 Program p. 415

Requested 1972-73.....	\$555,740
Estimated 1971-72	453,638
Actual 1970-71	566,577
Requested increase \$102,102 (22.5 percent)	
Total recommended reduction	\$30,683

SUMMARY OF MAJOR ISSUES AND RECOMMENDATIONS

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| 1. Needs Study. Recommend expenditures incurred in providing departmental input to the national transportation needs study be limited to \$43,113. | 424 |
| 2. <i>Special Projects Element. Reduce \$30,683.</i> Recommend deletion of this program. | 426 |

GENERAL PROGRAM STATEMENT

The activities of the Department of Aeronautics include encouraging the development of private flying and general use of air transportation, fostering air safety, assisting in the development of a statewide system of airports through financial aid, and providing for cooperation with federal authorities in the development of a national system of civil aviation.

The programs administered by the department to accomplish its stated objectives include: (1) planning program, (2) facilities development and construction program, (3) general services and special projects, and (4) administration.

Support of the department is derived from the Aeronautics Fund, which receives revenues generated from a two-cents-per-gallon jet aircraft fuel tax and net revenues of two cents per gallon attributable to motor vehicle fuel (gasoline) used in propelling aircraft. Any revenue in the fund in excess of the amount required for support of the department is allocated to eligible airports for capital improvement projects. After a mandatory allocation of \$5,000 per eligible airport (estimated at \$700,000 for fiscal year 1972-73) the remaining balance is allocated at the discretion of the Aeronautics Board on a project-by-project basis for airport development.

The department's proposed budget contains authorization for 24.9 positions which represents the same number of positions authorized for the current year. Actual utilization of the authorized positions was reduced in the current year to 21.1 positions mainly as a result of a \$70,000 reduction in the department's operating budget made by the

DEPARTMENT OF AERONAUTICS—Continued

Legislature. Thus, the proposed increase of \$102,102 in the department's budget, i.e., \$555,740 versus \$453,638 in the current year, represents utilization of 24.5 positions plus adjustments in operating expenses as a result of price increases, thus effectively restoring the status that prevailed prior to the legislative cut.

1971-72 Budget Augmentation by the Legislature

The Legislature augmented the department's budget for the current year by \$160,000 (\$106,000 from the Aeronautics Fund and \$54,000 from the Harbors and Watercraft Revolving Fund) to continue the operation of a low frequency, hyperbolic navigational aid system for the Los Angeles area. The budget data indicate that the department has not expended any of the funds authorized by the Legislature for this program.

ANALYSIS AND RECOMMENDATIONS**AVIATION PLANNING**

The department is proposing an expenditure in the budget year of \$191,626 to support its planning effort. The program utilizes 2.2 positions and is divided into three program planning elements.

The first element is designated as, "California Aviation System Planning" which is basically the creation of the Statewide Master Plan of Aviation. The project began during the 1968-69 fiscal year and upon completion the master plan will provide a basis for airport development throughout the state for the subsequent 20-year period. The plan is being developed under contract with a private consultant with departmental staff providing overall supervision through review of progress reports. During the current year, a contract for the final phase of the study was initiated at a cost of \$677,271. The project will be completed in December 1973. The total contractual cost for the master plan will be \$1,133,766. The state share will be \$383,849 from the Aeronautics Fund, while federal financial participation will provide \$749,917.

The second element designated as, "National Airport and Airways Plan" involves a relatively minor ongoing program expenditure of \$4,225 to update this state's input into the national airport plan. The data are required under provisions of the Federal Airport and Airways Development Act of 1970 and are also required in order for local airports to receive federal financial aid.

The third element involves expenditures for a National Transportation Needs Study, which is a biennial, multimodal study required by the Federal Department of Transportation. The first "needs study" was submitted during the latter part of 1971. The Department of Aeronautics, through a federal grant administered by the Business and Transportation Agency, received a reimbursement of \$18,142 of its total cost of \$22,533 incurred as a result of its participation in the study.

The proposed budget indicates an expenditure of \$143,113 for the 1972-73 fiscal year for the department's input into the next needs study which will be submitted during the latter part of 1973. The department's budget proposes to utilize 0.4 man-year for this project.

Funding for the department's portion of the 1973 needs study will involve an expenditure of \$43,113 from the Aeronautics Fund and \$100,000 in federal funds proposed to be allocated by the Business and Transportation Agency at its discretion to the department.

It is our position that an expenditure of \$143,113 by the department for this study is inappropriate and represents duplication of effort for the following reasons:

- (1) The department is currently expending \$1,133,766 on a State-wide Master Plan for Aviation, which is, in fact, a "needs study," and
- (2) The department, on a continuing basis, is providing input to the federal Department of Transportation for the national airport system plan which is an estimate of airport development needs for a 10-year period.

Further, the department's proposed budget does not provide the staffing capability to utilize effectively the proposed expenditure.

Through contacting the federal Department of Transportation, it is our understanding that the Business and Transportation Agency will receive approximately \$150,000 as a partial reimbursement for the 1973 multimodal needs study. Perhaps the weakest portion of the 1971 study involved the financial needs associated with providing public transportation services in California. It is our position that discretionary federal funds for the needs study could be more effectively utilized if an effort was made by the Business and Transportation Agency to better coordinate the input relative to local and regional public transportation requirements.

We recommend that the department's "needs study" effort be limited to an expenditure of \$43,113 for the 1972-73 fiscal year regardless of source of funding.

FACILITIES DEVELOPMENT AND CONSTRUCTION PROGRAM

The objective of this program is to plan for the optimum use of available air space and to provide technical and financial assistance toward the development of general aviation and related navigational facilities. The department advises and assists local airport jurisdictions in airport development programs, site selection, engineering, land use, and safety requirements. The department also reviews plans for proposed public school sites and state building sites to assure that the full utilization of such sites would not be hampered by aviation activities. The departmental support costs for this program during the budget year propose an expenditure of \$327,099.

During the budget year, the State Aeronautics Board will allocate

DEPARTMENT OF AERONAUTICS—Continued

approximately \$2,690,000 from the Aeronautics Fund to assist local airport entities in developing and improving local airport facilities.

GENERAL SERVICES AND SPECIAL PROJECTS

With minor exception, the eight elements which are included under this program relate to the educational and/or public relations aspects of the department's total aeronautics program. The program proposes the utilization of 4.5 positions at a cost of \$149,377.

Special Projects Element

We recommend this program element be deleted and the department budget be reduced in the amount of \$30,683.

The program element designation of "special projects" is descriptive of a function which is unlike any of the other workload elements in the department's program in that the equivalent of one full-time position and funding in the amount of \$30,683 is included in the department's budget based on a contingency workload of an unspecified nature. Sufficient flexibility is already contained in the department's total budget to cope with minor fluctuations in the day-to-day workload. Providing an increment of financial support in the department's budget for a contingent program lacking any specified justification is inappropriate and not justified.

**Business and Transportation Agency
CALIFORNIA HIGHWAY PATROL**

Item 174 from the Motor
Vehicle Fund

Budget p. 85 Program p. 421

Requested 1972-73.....	\$133,551,245
Estimated 1971-72	130,484,449
Actual 1970-71	121,933,482
Requested increase \$3,066,796 (2.35 percent)	
Total recommended reduction	\$646,153

SUMMARY OF MAJOR ISSUES AND RECOMMENDATIONS

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1. Traffic supervision and services on the state highway system. *Reduce \$634,378.* Delete 45.6 proposed additional positions. 430
2. Electronic data processing. California Highway Patrol should phase out IBM 360/30 computer and transfer all EDP administration applications to the Department of Public Works 360/65 computer. 434
3. *Minor capital outlay. Reduce \$11,775.* Delete three pro- 436

jects.

GENERAL PROGRAM STATEMENT

The California Highway Patrol is constituted by the Vehicle Code as a department in the Business and Transportation Agency. As a primary mission, the code assigns to the Highway Patrol the responsibility and authority for control and regulation of activities of all vehicles and equipment legally authorized to use the state's roads and highways. The system over which the Highway Patrol has jurisdiction is defined as all state freeways whether constructed in incorporated or unincorporated areas and all other roads and highways in unincorporated areas. However, it should be pointed out that the Highway Patrol as a peace officer organization has the authority to act and carry out its normal functions on streets, roads and highways in incorporated areas when the occasion requires or presents itself.

Program Organization

To carry out its mission, the Highway Patrol is organized to implement two broad programs.

The first is the control and surveillance of moving vehicles or vehicles otherwise occupying legal roadways in order to expedite the safe movement of people and goods. This is accomplished by extensive and continuous patrol of the highways by patrolmen in cars and on motorcycles. Patrolmen render aid to distressed motorists, expedite the clearance and removal of damaged vehicles and debris resulting from accidents, investigate the causes of such accidents and expedite the rendering of medical assistance to injured people. In addition, the patrolmen render assistance to other law enforcement agencies and to other state agencies requiring aid in both routine and special circumstances. The patrol operates through zone and area offices which are knit together with the patrol cars and motorcycles by a sophisticated radio network system permitting constant communication between department vehicles, vehicles to zone and area offices and ultimately to headquarters with access to pertinent and vital information stored in central data banks.

The second broad program is concerned with the enforcement of regulations dealing with the physical characteristics of vehicles and their equipment and inspection of various types of vehicles and equipment, including inspection of certain specified places of business involved in maintenance and servicing of vehicles and the sale of specified replacement or additive parts and equipment. In contrast with the first broad program, the inspection and regulation activities are not carried out exclusively by uniformed officers but by a mix of officers and nonuniformed civilian specialists. The regulation activities include the testing and approval of devices to be sold in retail stores for installation on vehicles already in use or devices and systems to be included in new vehicles offered for sale.

CALIFORNIA HIGHWAY PATROL—Continued

The two broad programs are supported by a headquarters operation which provides the top level conventional "housekeeping" administrative services and control. In addition, the headquarters staff provides for systemwide operational planning and analysis, training for new uniformed recruits, refresher courses for established patrolmen at all levels and, to the extent that time and facilities are available, for traffic and other peace officers of other governmental jurisdictions through the Highway Patrol Academy located in Sacramento. The headquarters operation also provides the central records system which contains information concerning stolen vehicles, accidents, personnel activity on the highways and elsewhere and general data to assist in maximizing the effectiveness of patrolmen on the highway and the other personnel dealing with regulation and inspection. The data are also used in providing management information for significant management decisions.

The program organizational structure of the department will be displayed in the course of the analysis of the proposed budget.

ANALYSIS AND RECOMMENDATIONS

The two broad programs or "sub-missions" and the administrative backup described in the foregoing general program statement are delineated in the "program budget" format in the form of six major programs, each of which is divided into two or more subprograms for purposes of demonstrating some form of cost-benefit or cost-activity relationship. However, it should be pointed out that the program segregation does not coincide with the actual physical organization which consists of personnel and equipment deployed in the field acting under the zone and area offices and the personnel and equipment attached to and part of the headquarters operation under basic administration. The physical organization is perhaps best described by the format of the salaries and wages schedule as set forth in the Supplement for Salaries and Wages. The difference between the two forms leads to many arbitrary cost assignments.

The bulk of the departmental manpower operates in the field from six zone offices. Each zone is further divided into numerous area offices, each of which functions as the actual point of manpower deployment. To the extent to which the public makes office contacts with the Highway Patrol, the greatest number of these occur in the area offices. Both patrolmen or other uniformed higher level officers and civilian employees operate in or from these field offices. The first three of the six major programs which account for the bulk of the total of manpower use and dollar expenditure of the California Highway Patrol function out of the field offices. The balance of the programs operate essentially in or out of the Sacramento headquarters complex and the training academy.

I. TRAFFIC SUPERVISION AND SERVICES ON THE STATE HIGHWAY SYSTEM

This major program represents approximately 75 percent of the total departmental expenditures and uses approximately an equal percentage of its uniformed manpower.

However, the second major program, "selective deployment on the county road system," is functionally an integral part of the first program in that the manpower used on patrol of the county road system is interchangeable with that used on the state highway system. Consequently, the two should be considered together in terms of the share of total expenditures and total use of manpower in the department. The two programs together account for approximately 85 percent of the total expenditures of the department and use approximately the same percentage of total uniformed manpower. In addition, these two programs utilize approximately 30 percent of the total nonuniformed manpower of the department. A major portion of this nonuniformed field personnel is directly involved with the patrol, surveillance, accident prevention and road services activities by virtue of operating the radio communications system, maintaining and servicing vehicles and handling field reports.

The total cost for program I for the budget year is proposed at \$99,716,314, which includes a pro rata share of administrative support (program VI). This is \$1,619,342 or 1.65 percent more than the \$98,096,972 estimated to be expended in the current fiscal year. Manpower for the budget year is projected at 5,007.5 positions, which is an increase of 49.6 positions or 1 percent more than the 4,957.9 positions estimated to be in service during the current fiscal year.

These figures cover two subprograms: (a) surveillance and services and (b) accident control. However, the accident control element is to some extent artificial in that it actually represents an after-the-fact accounting for the time field officers spend in contacting violators, writing citations or warnings and otherwise discussing violations with the motorists.

In the 1970-71 fiscal year it is estimated that 55 billion vehicle-miles were driven by motorists on the state highway system as compared with 57.5 billion for the current fiscal year, representing a 4.5 percent increase, and 59.5 billion for the budget year, representing a 3.5 percent increase over the current fiscal year. Relating these total vehicle miles to field manpower, they amount to about 13,500,000 miles per man in the 1970-71 fiscal year to slightly over 13,300,000 miles in the current fiscal year, and something over 13,600,000 in the budget year.

As to "reportable accidents" for the 1970-71 fiscal year these totaled 32,500 representing approximately 7.9 accidents per man. In the current year these are expected to total 34,000 or slightly under 7.9 per man and in the budget year they are projected to total 35,000 which would be approximately eight accidents per man.

The most significant area is the one designated as "enforcement

CALIFORNIA HIGHWAY PATROL—Continued

actions." During the 1970-71 fiscal year these averaged 731.5 per man, in the current fiscal year. They are projected to drop to slightly over 694 per man, and for the budget year they are expected to rise again to slightly over 702 actions per man.

Using the above criteria, it might reasonably be assumed that the proposed level of service closely parallels the current and immediately prior fiscal years. However, we should point out that while manpower figures are reasonably finite and reliable, and reportable accidents have a fairly solid statistical projectability, the total number of vehicle miles traveled is only an estimate and has no such reliability and projectability. In connection with the program of establishing workload standards for uniformed field personnel and demonstrating some cause and effect relationship between manpower and vehicle activities, we recently asked the department for information to support proposals for new area office buildings on the basis of shifts in deployment of field manpower. The data provided indicated a number of criteria for determining the manpower required in program IA, including a statement which was indicative of the lack of solid bases for the need and predictability of manpower. The statement is quoted herewith: "II. Since the number of traffic officer positions calculated (2,627.81) was not equal to the actual number available for program element IA, the calculated total was proportionally adjusted to the correct total (2,956) using the adjustment factor of 1.12489. Lastly, each area was adjusted to its percentage of the original total."

From the above it may be seen that whatever criteria are used, they are then adjusted by an arbitrary factor to make supposedly needed manpower equal to the actual manpower available. This approach can hardly engender confidence in the rationality and reliability of the criteria and methods used. Nor does it take into account physical improvements in the state highway system or in the county road system. These may well be of more significant value than manpower numbers or deployment schedules.

In view of the foregoing, we suggest that there is no sound justification for either the 27 additional uniformed or the 18.6 nonuniformed positions proposed. Therefore, we recommend that these positions be denied, at a savings of \$634,378 which includes salaries and wages, operating expenses and equipment.

II. SELECTIVE DEPLOYMENT ON THE COUNTY ROAD SYSTEM

This program is divided into two elements which essentially describe the activities of the assigned manpower on so-called high volume roads in the counties as differentiated from low volume roads. They are referred to as: A. "Accident prevention" (high volume roads) and B. "Selective enforcement" (low volume roads). Proposed expenditures for this program are \$13,802,659 which is \$213,573 or 1.57 percent more than the \$13,589,086 that is estimated for the current

fiscal year. With respect to uniformed manpower assignment, the budget year will approximate the current fiscal year at 597.8 man-years. This static manpower need occurs despite the fact that the data indicate a substantially more critical condition on the county roads than on the state highways.

The rate of vehicle mile growth on the county highways is more rapid than on the state highways. The rate of growth of reportable accidents is also more rapid and the number of enforcement actions is proportionately much greater. For the budget year in the high volume areas, the assigned manpower related to reportable accidents results in 25.4 accidents per man as compared with the state highway system where the projected accident rate is approximately eight accidents per man. In the low volume areas, the relationship is much worse resulting in 163.8 accidents per man. Similarly, enforcement actions per man, on both high- and low-volume roads is approximately four times greater than on the state highways. It should also be pointed out that vehicle miles driven on the low-volume roads is estimated at approximately one-fourth the miles driven on the high-volume roads, yet the reportable accidents are almost 35 percent greater on the low-volume roads. This might suggest that the relationship of reportable accidents to miles traveled on the county road system is more heavily influenced by the nature of the roads than by the amount of patrol work.

In view of the fact that no increase in manpower is being proposed and that increased costs for program II are principally in salary adjustments and increased costs of goods and services, we recommend approval as budgeted. However, we suggest again that more intensive and more innovative studies are needed to find rational relationships between manpower needs and accident prevention and control.

III. REGULATION AND INSPECTION

This program is the most fragmented of the six major programs of the department. It includes 17 separate elements lettered A through Q. In the last completed fiscal year, 1970-71, the program as a whole employed 1,379 man-years of personnel. This included almost 639 uniformed personnel and 740 nonuniformed personnel. As a result of recommendations made to the Legislature at the 1971 session, agreements were reached whereby a greater proportion of nonuniformed people are to be used in certain activities, thus reducing the numbers of more costly uniformed personnel. For the current fiscal year, it is estimated there will be 1,411 man-years of which 521.8 will be uniformed and over 889 nonuniformed. In the budget year there is a slight increase to a total of 1,415 with the increase being reflected entirely in the nonuniformed positions.

During the budget hearings at the 1971 session of the Legislature, the Commissioner of the California Highway Patrol indicated that it was his policy to shift more and more of the regulation and inspection

CALIFORNIA HIGHWAY PATROL—Continued

activities to nonuniformed, less costly personnel, thereby releasing uniformed personnel to more important active patrol duties. It is evident from the manpower figures above that no further substitutions are proposed for the budget year.

The cost of program III is proposed at \$17,452,638, which is \$796,189 or almost 4.8 percent more than the \$16,656,449 estimated for the current fiscal year. The two most significant cost elements are "E. Commercial vehicle inspection at facilities," which uses 170 man-years, the same as the current fiscal year, of which more than two-thirds are nonuniformed, and "P. Passenger vehicle inspection," which uses 434 man-years, virtually the same amount as in the current fiscal year and of which the uniformed personnel represent approximately 55 percent of the manpower. This was the area in which the Legislature in 1971 adopted the policy of using more nonuniformed personnel and fewer uniformed ones. In the 1970-71 fiscal year, there were 451 man-years, of which over 82 percent were uniformed personnel.

The activity in this program which uses the most manpower is "A. School pupil safety," where the manpower has been fairly constant at about 455 man-years. Over 90 percent of these positions are nonuniformed and represent the fully reimbursed pedestrian crossing guard program which the California Highway Patrol carries on for counties under contract.

Since program III proposes no increased service levels and increased costs merely reflect merit salary adjustments and the increased cost of goods and services, we recommend approval as budgeted. However, we continue to urge that more shifts be accomplished from uniformed to nonuniformed personnel.

IV. RECORDS

This program, which is divided into three elements, provides the basic data essential to departmentwide management decisions, manpower deployment, and service to other departments, particularly the Department of Motor Vehicles and the Division of Highways at the state level, and to local law enforcement agencies throughout the state in connection with stolen vehicles, accident records, stolen license plates, etc. The data accumulation, control and dissemination activities dealing with stolen vehicles and license plates is in the process of being transferred to the Department of Justice, which will probably take most if not all of the budget year to accomplish.

The manpower for this program is proposed to be increased from 192.8 man-years in the current fiscal year to 206.7 man-years in the budget year. All but one of these are nonuniformed personnel. The increase of 20 nonuniformed positions is accomplished by the transfer of seven positions from the Department of Motor Vehicles and 13 from the Division of Highways. Seven of the 20 positions are expected to be

transferred during the current fiscal year.

For the budget year, the cost of the activity is proposed at \$3,110,666, which is \$89,039 or almost 3 percent more than the \$3,021,627 estimated to be expended in the current fiscal year. However, it should be pointed out that there is a significant increase in the cost to the Motor Vehicle Fund. The \$3,021,627 in the current fiscal year was abated by \$344,332 in reimbursements, reducing the cost to the Motor Vehicle Fund to \$2,677,295. For the budget year the reimbursements are estimated at only \$600, so that the entire cost falls upon the Motor Vehicle Fund. The reimbursements were from the federal government in the form of special grants which have now expired and will not be repeated in the budget year.

The records keeping program of the department is at the heart of any research into accident causative factors, driver behavior, highway conditions and design, vehicle inadequacies and malfunctions and Highway Patrol personnel activities. Such research requires a comprehensive data bank. It also requires appropriate and innovative use of the data in order to reveal logical and acceptable cause and effect relationships. *We recommend approval of the budget as proposed.*

V. AUTO THEFT

Auto theft in California has been steadily rising. It represents the second highest monetary loss of all crimes against property, the first being that of burglary. The California Highway Patrol has relatively little involvement in direct recovery of stolen vehicles, since most of the recoveries are made by local police. However, the department does provide central data support and a statewide training and investigative backup as well as rendering technical assistance to local law enforcement agencies.

The program includes a special study which was directed by Chapter 1015, Statutes of 1970, with an appropriation of \$180,000. The study is under way with the aim of determining methods for reducing the incidence of vehicle thefts and facilitating the recovery of stolen vehicles.

For the budget year, the cost of this program is estimated at \$1,074,870 compared with \$1,056,630 in the current fiscal year. This is a small increase representing principally merit salary adjustments and increased cost of services and materials. Manpower remains at about 55 man-years, most of which is uniformed personnel with six nonuniformed positions. *We recommend approval of this program as budgeted.*

VI. ADMINISTRATIVE SUPPORT

This program, the cost of which is distributed to the other five programs on a pro rata basis, consists of five elements. The first of these, "A. Management and command," uses the most manpower both uniformed and nonuniformed and represents one of the two

CALIFORNIA HIGHWAY PATROL—Continued

major expenditure areas in the program. The second largest element is "E. Administrative services" which, while it has fewer positions, costs almost as much as element A because it includes the general housekeeping services for the department such as central files, duplicating, mail and messenger services, automotive management and the communications systems as well as other activities.

For the program as a whole, the manpower proposals for 821.9 positions is only slightly above the 817.4 of the current fiscal year. About 30 percent of the positions are uniformed and the balance nonuniformed. The cost of the program is proposed at \$13,722,451, which is \$369,695 or slightly more than 2.7 percent higher than the \$13,352,756 estimated to be expended in the current fiscal year. The net cost to the Motor Vehicle Fund is reduced by \$143,600 from reimbursements in the budget year as against \$223,753 in the current fiscal year.

It should be pointed out that element "A. Management and command," in addition to the commissioner and his immediate headquarters staff, includes the offices of the zone commanders and the area commanders together with their directly related staffs. The actual Sacramento headquarters function employs a little over one-half the total personnel charged to the program. The balance functions in the field in the zone and area offices or in the academy training program. Most of the headquarters staff are nonuniformed personnel. *We recommend approval of the budget proposed for administrative support.*

Electronic Data Processing

We recommend that the California Highway Patrol take steps to phase out its IBM 360/30 computer and transfer all electronic data processing administrative applications to the Department of Public Works IBM 360/65 computer.

The department currently operates an IBM 360/30 (a small-scale third-generation computer) which is used for administrative data processing. This installation provides support for the following programs: (1) Traffic supervision and services of the state highway system, (2) selective deployment on the county road system, (3) regulation and inspection, (4) records, and (5) administrative support.

Auto-Statix System Transferred to the Department of Justice

The Department of Justice, with assistance from the California Highway Patrol (CHP), is currently engaged in converting the California Highway Patrol's automatic statewide auto theft inquiry system (Auto-Statix) to the Justice Law Enforcement Data Processing Center. The CHP has successfully operated Auto-Statix for the past six years, and this system is considered a pioneer among random-access, second-generation computer systems. However, when the Depart-

ment of Justice began development of a new California Law Enforcement Telecommunication System (CLETS) and the California Criminal Justice Information System (CJIS) in 1966, it was planned that Auto-Statix would become an integrated part of the overall Criminal Justice Data Processing Service Center.

We evaluated these systems and recommended in the Analysis of the budget Bill for 1970-71 and 1971-72 that the CHP Auto-Statix System become a part of the Justice Statewide Law Enforcement System, thereby releasing two CHP computers, and not acquiring two new dedicated computers proposed by the patrol. The Legislature adopted this recommendation and included language in the Supplementary Report of the Committee on Conference. Although the CHP did not originally support this approach, we can now report that after nearly two years of negotiation, the patrol has agreed that Auto-Statix will be integrated at the Department of Justice. The conversion is expected to be approximately two-thirds complete by the end of the current fiscal year and fully operational by October 1, 1972.

Remaining Batch Processing Requirements at the California Highway Patrol

In our Analysis of the 1971 Budget Bill we also suggested the possibility of converting the patrol's remaining administrative (batch) data processing work to the IBM 360/65 computer at the Department of Public Works. We outlined the following reasons for that suggestion: (1) The Department of Public Works has one shift daily and three shifts each weekend available for the CHP work, (2) there is a similarity in the highway accident and traffic statistics compiled by both departments. In fact, the two departments have just completed a joint study in this program area, (3) both departments are in the same agency so that there is a continuity in management direction at the agency level, (4) significant hardware and personnel savings should be achieved when the 360/30 at the CHP is released, and (5) another step towards statewide consolidation will be achieved pursuant to legislative intent. These reasons are still valid except that the Department of Public Works is now in the process of considering an upgrade of its computer system. Any upgrade would undoubtedly have a beneficial effect upon the CHP merger because the Department of Public Works would then be able to provide a more powerful computer capability to meet present as well as future CHP objectives.

We therefore recommend that the CHP take steps to convert its EDP administrative applications to the Department of Public Works computer and release the IBM 360/30 computer.

Minor Construction

The minor capital outlay request is for nine projects at a total cost of \$100,170. *We recommend approval of \$88,395 for the funding of six projects as outlined below:*

- | | |
|--|----------|
| (a) Modifications to Merced state-owned facility | \$20,000 |
|--|----------|

CALIFORNIA HIGHWAY PATROL—Continued

(b) Concrete block fencing, Truckee.....	\$5,000
(c) Construct—Concrete block service facility, Zone II, headquarters, Sacramento	\$15,500
(d) Improvements to driveways at public parking Zone V, Los Angeles	\$4,300
(e) Purchase relocatable lease buildings, Oakland.....	\$33,595
(f) Lump-sum appropriation for unforeseen altera- tions	\$10,000

With respect to project (e) it should be noted that these facilities are in good condition and should be used to fill the need for a field office at another location at the time a permanent facility is constructed at the Oakland site.

We recommend the following be deleted in the amount of \$11,775:

(g) Pave unimproved portion of service yard, Porter- ville	\$1,275
(h) Pave unimproved portion of service yard and install additional area lighting, Sacramento.....	\$5,500

The sites for these facilities are larger than the standard requirement, hence the excess land was left unimproved. The request for improvement is basically for weed control and is not due to an increase in space needs. *Therefore, we recommend that these projects be deleted and that weed control be applied using support maintenance funds.*

(i) Connect shops and stores facilities to Sacramento city water system, academy	\$5,000
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This request is in anticipation of the relocation of the academy to the new site in Bryte, Yolo County. The present water supply for the entire academy, including shops and stores, is from wells. This proposal would connect the shops and stores to the city water system. When the academy is relocated, the shops and stores facilities for the Highway Patrol will remain at the Meadowview site. However, the earliest possible time for relocation of the academy would be late 1974. At that time, the decision to declare the academy as surplus to state needs or to be continued as a state facility will determine the need for this project. *Hence, the project at this time is premature and we recommend that it be deleted.*

**Department of the California Highway Patrol
DEFICIENCY PAYMENT**

Item 175 from the Motor Vehicle Fund Budget p. 87 Program p. 421

Requested 1972-73.....	\$500,000
Total recommended reduction	None

ANALYSIS AND RECOMMENDATIONS

We recommend approval.

The Department of the California Highway Patrol receives its support from the Motor Vehicle Fund. Section 42272 of the Vehicle Code prohibits the creation of deficiency payments in support of this department and it cannot obtain aid from the Emergency Fund. The Legislature realized that emergencies could occur in a department of this size and, beginning with the Budget Act of 1957, has provided an annual amount for the purpose of funding unanticipated contingencies involving purchase and operation of patrol vehicles.

However, in the budget year it is proposed to remove the restrictive language in the Budget Bill which limits application of the deficiency procedure to patrol vehicles. This will permit the appropriation to be used for any legitimate deficiency.

**Department of the California Highway Patrol
VEHICLE EQUIPMENT SAFETY COMMISSION**

Item 176 from the Motor Vehicle Transportation Tax Fund Budget p. 88 Program p. 441

Requested 1972-73.....	\$11,641
Estimated 1971-72	10,107
Actual 1970-71	8,571
Requested increase \$1,534 (15.17 percent)	
Total recommended reduction	None

GENERAL PROGRAM STATEMENT

Cooperation by the State of California in the "Vehicle Equipment Safety Compact" was authorized by the Legislature in Chapter 238, Statutes of 1963. Generally, the purpose of the state's involvement was to promote uniformity in standards for equipment and their application, uniformity of law and administrative practice and the encouragement and utilization of research. The Administrator of the

VEHICLE EQUIPMENT SAFETY COMMISSION—Continued

Transportation Agency was designated as the representative to the "Vehicle Equipment Safety Commission" which was created by the compact. He in turn delegated representation to the Commissioner of the California Highway Patrol.

ANALYSIS AND RECOMMENDATIONS

We recommend approval.

The costs of the activities of the Vehicle Equipment Safety Commission are borne by the 44 states which are members of the compact on the basis of equal sharing of one-third of the total cost with the balance shared in proportion to the vehicle registration of each state.

Based on this formula, California's share is \$11,641 which is \$1,534 or nearly 15.2 percent more than the \$10,107 estimated be expended in the current fiscal year. During the 1971 session the Legislature reviewed the desirability of California remaining in the compact, and a decision was made to continue the cooperation at least until it was demonstrated that no particular value was accruing to the state from its association.

**Department of Motor Vehicles
FOR SUPPORT OF THE DEPARTMENT OF MOTOR
VEHICLES**

Items 177-180 from various funds	Budget p. 89	Program p. 442
<hr/>		
Requested 1972-73.....		\$70,354,568
Estimated 1971-72		66,428,118
Actual 1970-71		61,447,625
Requested increase \$3,926,450 (5.9 percent)		
Increase to improve level of service \$161,626		
Total recommended reduction		\$106,352
<hr/>		

SUMMARY OF MAJOR ISSUES AND RECOMMENDATIONS

*Analysis
page*

1. *Drivers Licenses. Reduce \$106,352.* Recommend deletion of request for additional staff to issue drivers' licenses with color photographs. 443

GENERAL PROGRAM STATEMENT

The Department of Motor Vehicles is part of the Business and Transportation Agency along with the Department of Public Works and the California Highway Patrol. This arrangement is to facilitate a cooperative approach to the development and operation of a safe and effective highway system.

The principal objectives of the department are to:

- (a) Identify ownership of vehicles through registration,
- (b) Promote highway safety by licensing and controlling drivers,
- (c) Provide consumer protection by licensing and regulating occupations and business related to the manufacture, transporting, sale and disposal of vehicles and driving schools and instructors,
- (d) Promote security following accidents by assuring the financial ability to respond to cost of damages by persons involved in accidents, and
- (e) Provide to the public and other state agencies services not directly related to motor vehicle or driver licensing.

Programs designed to achieve these objectives are: (1) vehicle licensing and titling, (2) driver licensing and control, (3) occupational licensing and regulations, (4) security following accidents, (5) associated services, and (6) administration.

ANALYSIS AND RECOMMENDATIONS

The total proposed expenditure for the 1972-73 fiscal year is \$76,385,594. This represents an increase of \$4,027,536 or 5.5 percent over the amount estimated for the current fiscal year. The foregoing amounts differ from the Budget Bill appropriations because the department is reimbursed for some of its services. For purposes of our analysis, total proposed expenditures will be considered. Table 1 summarizes annual expenditures by program for a three-year period. Table 2 shows the proposed funding for the budget year.

**TABLE 1
SUMMARY OF PROGRAM EXPENDITURES**

	<i>Actual 1970-71</i>	<i>Estimated 1971-72</i>	<i>Estimated 1972-73</i>	<i>Increase Over 1971-72</i>
I. Vehicle licensing and titling	\$30,724,597	\$33,533,788	\$35,594,610	\$2,060,822
II. Driver licensing and control	30,136,748	31,505,645	33,158,372	1,652,727
III. Occupational licensing and regulation	2,491,180	3,083,858	3,158,918	75,060
IV. Security following accident law	1,803,361	1,926,633	2,012,449	85,816
V. Department of Motor Vehicles associated services	1,825,019	2,100,996	2,253,363	152,367
VI. Administration undistributed.....	202,286	207,138	207,882	744
Administration distributed to programs	(\$3,844,845)	(\$3,993,088)	(\$4,228,921)	(\$235,833)
Totals	\$67,183,191	\$73,358,058	\$76,385,594	\$4,027,536

FOR SUPPORT OF THE DEPARTMENT OF MOTOR VEHICLES—Continued

**TABLE 2
FUNDING SOURCES**

Item 177—Motor Vehicle Fund	\$60,535,401
Item 178—Motor Vehicle License Fee Fund	8,930,621
Item 179—Harbors and Watercraft Revolving Fund	650,686
Item 180—California Environmental Protection Program	237,860
Total Proposed Appropriation for 1972-73	\$70,354,568
Driver Training Penalty Assessment Fund	58,511 ¹
Reimbursements	5,972,515
Total proposed expenditures	\$76,385,594

¹ This amount is from an appropriation provided for a study of commercial driving school training as directed by Chapter 1454, Statutes of 1969 and can be spent without regard to fiscal years. \$51,532 is provided in the current fiscal year and \$126,664 was provided in 1970-71.

The increases in expenditure outlined in Table 1 are identified in more detail in Table 3.

**TABLE 3
Explanation of Difference from Current Year Program**

	<i>Man-years</i>	<i>Amount</i>
1. Workload adjustment	154.4	\$2,072,959
2. Merit salary adjustment	—	646,728
3. Increase staff benefits costs of authorized positions	—	260,607
4. Salary savings due to personnel turnover	—	-18,000
5. Equipment costs not related to proposed new positions	—	49,427
6. Price change	—	305,179
7. Prorated interdepartmental charges	—	78,000
8. Research on highway safety (fully reimbursed)	-9.8	-112,245
9. Federal grant, SR 160 (fully reimbursed)	-0.2	-65,876
10. Training positions:		
a. Personnel and training	4	38,046
b. Driver improvement	5.5	49,109
11. Additional staff positions:		
a. Personnel analyst	1	11,795
b. Associate counsel	1	18,431
c. Assistant management analyst and two administrative trainees	3	31,856
d. Senior special investigator	1	12,389
12. Study of commercial driving school training fully reimbursed by Driver Training Penalty Assessment Fund, Chapter 1454, 1969 ..	—	6,979
13. Transfer of accident reports typing and filing function to California Highway Patrol	—	-49,000
14. Study of commercial vehicle population, SCR 87, Chapter 228, 1970	—	-80,200
15. New laws:		
a. SB 222, Chapter 1324, 1971 requires the department to issue drivers licenses with color photographs	16.5	771,352
Total	176.4	\$4,027,536

VEHICLE LICENSING AND TITLING

The purpose of this program is to register vehicles, collect fees and record vehicle transactions. There are four program elements: (1) vehicle ownership, registration documentation and certificate issu-

ance, (2) vehicle fee collection and accounting, (3) vehicle record and file maintenance, and (4) vehicle information and sale of records.

The department's request for this program for fiscal year 1972-73 totals \$35,594,610, an increase of \$2,060,822 over the current year. The increase is primarily for additional staff to accommodate increased workload. The volume of activity is indicated below:

	<i>Estimated</i> 1971-72	<i>Estimated</i> 1972-73	<i>Increase</i> (Decrease)
Vehicle registrations	14,626,000	15,265,000	639,000
Registration, weight, related fees....	\$271,500,000	\$281,500,000	\$10,000,000
Files pulled and filed	40,443,500	33,572,000	(6,871,500)
Information requests	8,858,000	9,208,000	350,000

A large reduction in the number of files pulled and refiled is estimated in the alphabetical files category. This change reflects the conversion of manual records to provide computer access by alphabetical reference. It is estimated that an increase in the correspondence and numerical files categories will partially offset the reduction mentioned.

The department is proposing to allocate an additional 101.8 man-years to this program because of workload. Of that increase, 94.5 man-years are for program elements (1) and (2) encompassing vehicle registration and fee collection.

Vehicle Information and Sale of Records

This program element provides registration information from the correspondence, alphabetical and numerical files previously discussed. The Legislature at the 1970 session, on our recommendation, approved a higher fee schedule for sale of vehicle information. The most significant was the bulk sale increase from \$7 to \$25 per thousand. For other types of information provided private citizens, companies and corporations, the department attempts to recover the cost of producing the information. It is estimated that income from sales to nongovernmental agencies in the budget year will total \$758,500. Expenditures for this program element are estimated at \$1,503,711 for the 1972-73 fiscal year. It should be noted that information is furnished free to governmental agencies, and represents almost 96 percent of the workload.

DRIVER LICENSING AND CONTROL

The primary objectives of this program are to license drivers, promote safe driving practices and exercise control over those drivers who are judged to be unsafe. Program elements include: (1) driver's license issuance, (2) postlicensing control, (3) certificate issuance, and (4) information services.

The amount requested for this program for the budget year totals \$33,158,372. This represents an increase of \$1,752,727 over the current year. The request includes an additional 34.2 man-years to accommodate increased workload estimates, establish a new training program and implement new legislation. The latter two new functions account for 22 man-years.

FOR SUPPORT OF THE DEPARTMENT OF MOTOR VEHICLES—Continued**Postlicensing Control**

The purpose of this program element is to identify those drivers who are: (1) convicted of serious offenses, (2) have had more than one accident or several moving traffic violations, and (3) who have physical or mental disorders of a nature that would impair their driving ability. The postlicensing control effort is an integral part of the overall traffic safety system involving the department, law enforcement, and the courts. With respect to the department's role, it initiates the following processes.

1. When information is received such as abstracts of conviction, medical reports and referrals from enforcement agencies, courts, the medical profession and citizens indicating that an individual has a driving problem, the record is pulled and reviewed by specialized personnel.

2. When the record shows the driver has been convicted of a major offense and the statutes provide for mandatory action, it is taken based on the court abstract.

3. When a record shows that a driver is not maintaining safe driving standards, the department may institute such action as it deems necessary. Under this discretionary program, persons who are classified as negligent drivers by their convictions and/or accident rates are brought into a driver improvement program where an effort is made to change their driving habits.

We questioned the latter segment of the postlicensing control activity in our 1970-71 Analysis. We noted that the cost of the program element that deals with discretionary action exceeded the benefits. We further indicated that the methods being used might not be an effective approach to this problem. Subsequently, the department contracted with a private consulting firm to develop a system for reporting and evaluating the effectiveness of postlicensing control activities.

Consultant Study

The final report submitted by the consultant in March of 1971 describes a "conceptual system design for continuous reporting and evaluation." Our review of the report indicates that to achieve its original goal, the department faces the formidable task of detailed design, development and implementation of an effective reporting and evaluation system. The report contemplated a phased implementation effort involving one half-time senior project director, a full-time system design team and an experienced programming team.

The department has applied for federal funding under the provisions of the National Highway Safety Act to develop and implement the system. At this writing, the department's request has not been approved. In fact, it is in the process of redrafting the grant proposal.

We have received some indication that the magnitude of the request is between \$300,000 and \$400,000 for 18 months. We understand the department intends to retain the consulting company on a consulting basis to monitor its efforts.

New Training Program

As part of its effort to improve the postlicensing control program, the department's 1972-73 fiscal year request includes an additional 5.5 man-years at an estimated cost of \$49,109 to establish a formal ongoing training program for driver improvement analysts. Currently there is no such program. Consequently, the approaches taken by individual driver improvement analysts lack uniformity of procedure, policy and goals.

A six-month federal grant of \$40,424 will permit the department to initiate this program during the current year. The amount will provide for a training officer to supervise and coordinate the program and also includes the cost of clerical assistance and travel expenses. The 1972-73 budget request provides state support for those positions and establishes 3.5 man-years of temporary funds to provide an equivalent of two hours training per month for all existing driver improvement analysts as well as training time for newly hired or promoted driver improvement analysts.

Driver's License Issuance

To obtain a driver's license, an applicant must fill in a department form, take a written test, and an eye test, and be photographed. In some cases, an oral and a driving test are given. Some applicants may also be required to submit a medical report. The motorist may apply for a driver's license at any one of the 147 field offices or use the services provided by mobile crews.

We recommend that the additional 16.5 man-years requested in connection with the issuance of drivers' licenses with color photographs be denied as not necessary for a saving of \$106,352.

Chapter 1324 enacted in the 1971 session, requires the department to issue drivers' licenses in color beginning July 1, 1972. To implement this legislation, the department is requesting \$771,352 for the 1972-73 fiscal year. Of that amount, \$677,000 is to contract with a vendor for the necessary equipment, film and processing. The remaining \$106,352 is for an additional 16.5 man-years to accommodate the increased workload which collecting fees generates for the clerk-typists. The legislation establishing the program increased the application fee for various licenses issued by the department as shown below:

	<i>Current fee</i>	<i>New fee</i>
Original or renewal driver's license		
or identification card.....	\$3.00	\$3.25
Duplicate driver's license.....	\$1.00	\$1.25
Duplicate identification card	\$2.00	\$2.25

FOR SUPPORT OF THE DEPARTMENT OF MOTOR VEHICLES—Continued

The department estimates that the introduction of coins into its fee collection process will require approximately an additional 10 to 12 seconds per item processed. Applying this time factor to an estimated workload volume of 4,513,000 items generates the request for additional positions. The workload associated with driver's license issuance does not peak like vehicle registration. It is generally distributed throughout the year. Consequently, we do not believe 16.5 man-years of temporary help can be distributed among 147 field offices as well as various travel service locations, to actually handle the type of workload increase that might be involved. Taking into consideration the few seconds required to make change in coin as estimated by the department, coupled with the simultaneous nature of the task involved, we do not believe a fractional increase in staff for each office is warranted. Actual field experience following activation of the color license should provide a better basis for future adjustments.

OCCUPATIONAL LICENSING AND REGULATION

The purpose of this program is to protect the public in its dealings with persons and firms engaged in the business of manufacturing, selling, buying, transporting or dismantling vehicles. The department's efforts include maximum enforcement, education and preventive measures as well as providing methods of remedial or recovery action for victims of financial loss. In addition, the department initiates appropriate action against persons engaged in fraudulent, deceptive or otherwise unlawful practices. This includes:

- (1) Investigating applicants for an occupational license,
- (2) Denying licenses to those deemed unqualified,
- (3) Initiating disciplinary action,
- (4) Effecting compliance from persons operating without a license, and
- (5) Determining that license applicants and holders establish and maintain proof of financial responsibility.

This program is divided into two elements, licensing and regulation. Included in the latter element is the New Car Dealers Policy and Appeals Board which was created by legislation enacted in the 1967 legislative session. The major duties of this board involve regulation and licensing of new car dealers.

The cost of the total program for the budget year is estimated at \$3,158,918, an increase of \$75,060 over the current year. It is proposed to allocate an additional 11.8 man-years to this program to cover the anticipated workload increase. The estimated staffing level for the current year is 233.3 man-years. Workload statistics are shown in Table 4.

TABLE 4
WORKLOAD STATISTICS—OCCUPATIONAL
LICENSING AND REGULATION

	<i>Estimated</i> 1971-72	<i>Estimated</i> 1972-73	<i>Increase</i>
Licenses processed and issued	86,625	92,345	5,720
Complaints against licensees	8,750	9,200	450
Dealer and dismantler reviews	1,480	1,530	50
Administrative action against licensees	1,235	1,260	25
Field review of driving schools	1,321	1,568	247

Additional Staff Position

In addition to the workload adjustment of 11.8 man-years, the department is proposing to allocate one-half of a senior special investigator position for compliance services to this program. The other half of this requested new position is allocated to departmental administration. Our comments appear under the latter program on *Analysis* page 447.

SECURITY FOLLOWING ACCIDENT LAWS

The objective of this program is to protect the insured drivers or those who can satisfy a judgment when they are involved in accidents with the noninsured who do not have the financial ability to satisfy a judgment. Each driver and/or owner of a vehicle involved in a reportable accident is required to file a report within 15 days after the accident. Unless the report establishes that the driver was not at fault or evidences the existence of liability insurance, the department evaluates the injuries and damages and requires a cash security deposit. Noncompliance results in suspension of driving privileges and vehicle registration.

The budget request for the program is \$2,012,449, representing an increase of \$85,816 over the current year. This reflects the allocation of an additional 4.5 man-years to the current year level of 180.5. In terms of the program's two elements: (1) registration and driver privilege control, and (2) information services, this amounts to an increase of 6.8 man-years for the former and a decrease of 2.3 man-years for the latter.

DEPARTMENT OF MOTOR VEHICLES ASSOCIATED SERVICES

Through its headquarters operation and network of 147 field offices, the department provides certain services to the general public which are not directly related to motor vehicles or driver licensing. These services include:

- (1) California identification card issuance,
- (2) Undocumented vessel registration and fee collection,
- (3) Personalized license plates registration and fee collection, and
- (4) Use tax computation and collection.

Workload data for these associated services are shown in Table 5.

FOR SUPPORT OF THE DEPARTMENT OF MOTOR VEHICLES—Continued

**Table 5
Workload Statistics—Associated Services**

	<i>Estimated 1971-72</i>	<i>Estimated 1972-73</i>	<i>Increase</i>
Identification cards issued	73,000	97,000	24,000
Undocumented vessel registration and fee collection transactions	566,000	623,000	57,000
Personalized license plates transactions	78,000	98,000	20,000
Use taxes collected.....	\$39,900,000	\$41,500,000	\$1,600,000

Fees collected during the undocumented vessel registration period are credited to the Harbors and Watercraft Revolving Fund. With respect to personalized plates, net revenues are deposited in the Environmental Protection Program Fund. This program element and fund was established by the 1970 Legislature. The use tax collected by the department is the equivalent to the state-city-county 5 percent sales tax on private sales of vehicles. The revenue is deposited in the General Fund and the department is reimbursed for its costs.

For the budget year, the total program is estimated to cost \$2,253,363. This is an increase of \$152,367 over the current year and reflects the allocation of an additional 11.6 man-years to the program.

DEPARTMENTAL ADMINISTRATION

The purpose of this program is to provide the director and his administrators with the management services necessary to carry out their executive duties. The available services include: (1) executive, (2) program administration, (3) fiscal and business management, (4) personnel and training, (5) operations and management analysis, (6) research and statistics, (7) public information, and (8) electronic data processing (EDP) services. The cost of this program for the budget year is estimated at \$4,228,921. Of this amount, \$4,021,039 is distributed to other programs, leaving \$207,882 undistributed. The increase of \$235,833 over the current year is for a workload adjustment and additional staff positions. The workload adjustment amounts to 2.5 man-years and reflects the administrative portion of the total department workload adjustment of 154.4 man-years indicated in Table 3, *Analysis* page 440.

Additional Training Positions

The department is proposing four positions in the personnel and training section to develop, conduct and administer various training programs. The present training staff consists of the departmental training officer. With this minimal staff, the department is unable to initiate the training and development programs required to implement the Governor's policies in the area of supervision and management training. To alleviate this problem, the department is requesting

two training assistant positions plus two supporting clerical positions.

Additional Staff Positions

In addition to the above, the department is requesting the following:

- (1) An assistant personnel analyst for the personnel and training section,
- (2) An associate counsel for the legal section,
- (3) An assistant management analyst and two administrative trainees for the operations and management analysis section, and
- (4) A senior special investigator for compliance services (this position is identified as half time to occupational licensing and control and half time to departmental administration).

The assistant personnel analyst position is requested to enable the personnel and training section to conduct research into all areas of departmental personnel management. The department states that the current staff is sufficient to handle day-to-day problems but precludes research into areas such as sick leave administration, exit interviewing, and overall use of the classification and pay plan.

The associate counsel position is to handle the increased workload experienced by the department's legal section. This primarily involves increases in the number of administrative cases, legislative analyses and legal opinions. In addition, there is an increasing need to analyze federal laws and court decisions and reevaluate their effect upon existing state laws. The legal section currently has six authorized counsel positions.

The operations and management analysis section has been assigned additional functions, such as cost analysis studies, systems studies and greater involvement in the personal services budget data collection and manpower projections. Because of this additional workload, the section has been unable to adequately meet its responsibility to maintain standards, look for ways to improve departmental procedures and provide management with timely reports and useful statistical data. It is anticipated that an assistant management analyst and two administrative trainees will alleviate this situation.

The senior special investigator is needed to: (1) evaluate and maintain program budgeting and related management reports for compliance services, (2) assist in legislative analysis and recommendations, (3) assist in work and management improvement studies and their implementation, and (4) assist in planning and evaluating program objectives and goals of compliance services.

FOR SUPPORT OF THE DEPARTMENT OF MOTOR VEHICLES—Continued**ELECTRONIC DATA PROCESSING****Automated Management Information System (AMIS)**

The installation of an Automated Management Information System (AMIS) in the Department of Motor Vehicles was authorized by the Legislature in 1965. As originally presented, AMIS was intended to serve as a total management information system for the department which would suppress the trend of increasing Department of Motor Vehicle employees and costs as well as more efficiently process essential transactions, respond to legally authorized inquiries, perform accounting and provide meaningful management reports.

To accomplish this, the department installed four third-generation RCA computers, 21 RCA mass storage units to provide random access to data, video data terminals for data input, and a large complement of other electronic data processing (EDP) peripheral devices.

Basic Records Conversion Complete

The first task of the automation program was to convert the massive files which are an integral part of the Department of Motor Vehicles operation. The vehicle registration files did not present a significant problem because the original vehicle registration system was processed on a second-generation computer and the records were contained on magnetic tape. In the case of driver's license records, a total conversion from manual records was necessary. The conversion using video data terminals as input devices experienced considerable problems and delays. However, all driver records were converted in June 1970.

The Department of Motor Vehicles automated files now contain 12,500,000 drivers' records and 20 million vehicle records, which means that the AMIS system now provides real time access to over 32,500,000 driver and vehicle records 24 hours per day, 365 days per year. The achievement of operational status of the California Law Enforcement Telecommunication System (CLETS) on April 1, 1970, now makes it possible for the Department of Motor Vehicles computers to provide instantaneous information from their files to law enforcement agencies through over 1,000 terminals in the CLETS network.

Automated Name Index Operational

The department has recently developed an automated name index file for accessing the driver's license files using name and specific identifying criteria (rather than driver's license number). This file, which became operational on July 1, 1971, will eliminate the need for the Division of Driver's Licenses to manually inquire against a Soudex hard copy manual file. A similar system for vehicle registration will be available in July 1972. For those records where the driver's

license and vehicle registration name or names and addresses are the same, the automated name index file will be merged to become one record.

As a result of adding this name searching feature to the system which has proven to be extremely valuable to law enforcement agencies and with increased availability of data through CLETS terminals, the number of urgent inquiries into DMV files increased from 966,456 for the month of December 1970 to 1,704,345 for November 1971. Total urgent inquiries into DMV files for that same period totaled 16,564,434.

Enhancements of the Basic AMIS

Although the AMIS program is a large and complex EDP operation, it should be noted that the basic AMIS approach as outlined above is only the first phase of system implementation. As we have discussed in previous analyses, the original presentation of the AMIS program to the Legislature conveyed the concept that on-line issuance of drivers' licenses was possible. The instantaneous issuance of drivers' licenses in the 146 Department of Motor Vehicles field offices was presented as a potential major improvement in service to the driving public. We further noted that the department was not doing advance planning in this regard or in the provision of other services to field offices, and in fact, had presented data to our office which indicated that the costs would exceed those of present procedures with few related benefits.

Recognizing that a number of other states were successfully using EDP to provide service to field offices or provide remote on-line issuance of drivers licenses, we recommended that the Department of Motor Vehicles survey comparable states with automated systems to determine ways in which a reduction in personnel or a reduction in the number of paper transactions required in license or vehicle registration information could be achieved through the application of EDP. This became a recommendation of the Supplementary Report of the Committee on Conference (Budget Bill of 1970-Item 234).

On-Line Issuance Study Results Due In June 1972

The Department of Motor Vehicles completed the required survey of comparable states and transmitted the final report on December 3, 1970. As a result of the study, the department concluded that "although additional field office costs for equipment and personnel could be significant, they might be offset by savings in headquarters processing and mailing costs."

A followup to the recommendations of the 1970 Committee on Conference Report was the recommendation in the supplementary report of the Committee on Conference (Budget Bill of 1971) that the department make available as soon as possible, but not later than the 1972 session, the results of in-depth studies of various automated processes for improving service and achieving economies through the use of its data-processing equipment.

FOR SUPPORT OF THE DEPARTMENT OF MOTOR VEHICLES—Continued

The department has indicated that the results of the in-depth studies relative to the potential for on-line issuance of drivers' licenses or other improved EDP processes to reduce the number of proper transactions required will be made available to the legislative fiscal and policy committees in February 1972. These studies will determine the potential benefits of the following:

1. Automatic generation of drivers' licenses renewal notices for persons with good driving records.
2. On-line issuance of drivers' licenses using remote terminal devices connected to the central computer.
3. Use of multipurpose vehicle registration forms (so that only one form will be necessary) and the insertion of all forms with the same name and address into a single envelope to achieve postage savings.
4. On-line issuance of vehicle registrations and an automated accounting system.
5. Microfilming or batch filing of the millions of documents which now are hand filed and rarely accessed.

We will analyze the results of these studies once they are released to the Legislature.

Centralization of Data-Processing Services

On July 1, 1971, the Department of Motor Vehicles consolidated three separate data process entities into a new Division of EDP Services. Previously, both the Division of Drivers' Licenses and Vehicle Registration maintained separate EDP units which were coordinated by a special assistant to the director for EDP who headed an AMIS coordination unit.

This centralization was recommended in our last year's *Analysis* and also adopted by the Committee on Conference (Budget Bill of 1971). We stated that there would be better control, coordination, and use of equipment and technical resources if the two EDP groups were merged.

To complete this consolidation, \$430,660 will be required for site modification and movement of current equipment into one central location. This one-time expense should be significantly offset by savings resulting from better utilization of the four existing computer systems or integration of all processes if a new computer system is selected.

To improve coordination between the new EDP Division and the users, DMV has established in the current year an AMIS Coordination Unit in the Division of Registration with three staff positions which is identical to a unit already functioning in the Drivers' License Division. Funding for this unit which will consist of a manager III and two manager I positions was made possible through the abolishment of six key entry operator positions which will not be required due to improvement in data entry methods.

The primary function of this unit will be planning, controlling, analysis and coordination of all activities related to automated processing of vessel and vehicle registration work. We concur on the need for this unit because user involvement in defining EDP systems is mandatory when dealing with a separate EDP service division.

RCA Withdraws From Computer Business

In September 1971, the Radio Corporation of America (RCA) notified by telegram all of its customers that it intended to withdraw from the general purpose computer business. This meant, according to the telegram, the discontinuance by RCA of the manufacture and marketing of general purpose central processors, commonly known as main frames processors, and related peripheral equipment.

The State of California is currently utilizing 16 RCA computers and the largest user is DMV with an installation of two RCA Spectra 70/45 computers, two Spectra 70/55 computers, RCA mass storage units and numerous video display units. Following the RCA announcement, there was much concern among RCA users regarding level of service and contractual obligations which were in effect although RCA promised an orderly transition as a result of the announcement.

In December 1971, the state was informed that the Univac Division of Sperry Rand Corporation had reached an agreement to assume responsibility for RCA's existing general purpose computer customers with a commitment to retain all RCA computer personnel. The announcement indicated that Univac with an existing total of \$3.2 billion worth of computer systems installed would add the \$1 billion worth of RCA systems to broaden its market share in such areas as state and local government.

Adequacy of Existing RCA Equipment

In last year's *Analysis*, we questioned the adequacy of the existing RCA equipment because it was becoming increasingly apparent that the current product line of installed equipment would not support such advanced applications as on-line issuance of drivers' licenses. However, this feature which was described as rapid, over-the-counter, one-stop service in the RCA proposal in 1965 was represented as being feasible with the Spectra 70 series. The major problem that concerned us was that newly announced disk storage devices necessary for on-line issuance were not compatible with the installed equipment. We therefore recommended that RCA take the necessary engineering steps to make these devices compatible with the Spectra 70 series. As a result of our concern which was shared by DMV and transmitted to RCA headquarters, the company submitted a proposal to interface the new disk storage devices with the present system. This proposal was evaluated and found to be technically feasible and certain other alternatives were considered including an unsolicited proposal from IBM.

Because of the RCA announcement, the Department of Motor Vehi-

FOR SUPPORT OF THE DEPARTMENT OF MOTOR VEHICLES—Continued

cles now plans to complete a feasibility study in January 1972 and develop a request for proposal for a new computer system for submission to vendors by the end of 1972. The feasibility study will assist us in evaluating the validity of this proposal.

1972-73 EDP Budget Request

The funds proposed for AMIS in the budget year total \$10,366,442. Of this amount \$2,840,358 represents equipment costs and \$6,780,429 represents personnel and software costs. The proposed budget represents an increase of \$530,406. The increase is due primarily to higher monthly maintenance rates effective July 1, 1972, additional mass storage units required for file expansion and a new disk storage system for the alpha name index.

Costs attributed to rental of EDP equipment will begin to decrease in fiscal year 1973-74 due to the payoff of RCA equipment per the current lease purchase contract.

We recommend approval.

**Department of Motor Vehicles
For Payment of Deficiencies in Appropriations**

Item 181 from the Motor Vehicle Fund

Budget p. 90

Requested 1972-73	\$500,000
Estimated 1971-72	500,000
Actual 1970-71	250,000
Requested increase—None	
Total recommended reduction	None

ANALYSIS AND RECOMMENDATIONS

We recommend approval.

Existing statutes forbid the creation of a deficiency in appropriations from the Motor Vehicle Fund. This means that the Department of Motor Vehicles cannot borrow from the regular Emergency Fund to meet unforeseen and unanticipated financial needs. In recognition of this the Legislature for many years has provided a special contingency authorization to protect the Department of Motor Vehicles. In 1965 and 1966, the amount was \$350,000 in each year. In 1967 and 1968, it was \$500,000 in each year and in 1969 and 1970, it was \$250,000.

In recognition of rising costs of services and supplies and the still unresolved problems with electronic data processing, this contingency was increased to \$500,000 in 1971. The same amount is included for the budget year. It does not appear in the Budget Bill as an expend-

iture amount nor does it appear in the Governor's Budget since no actual expenditure from it is forecast.

**Public Utilities Commission
GRADE CROSSING PROTECTION WORKS**

Item 182 from the State Highway Account, State Transportation Fund

Budget p. L15 Program p. 474

Requested 1972-73	\$1,000,000
Estimated 1971-72	1,000,914
Actual 1970-71	1,100,776
Requested decrease \$914	
Total recommended reduction	None

GENERAL PROGRAM STATEMENT

The Public Utilities Commission administers three interrelated railroad crossing safety programs. Financial support for the programs is derived from the State Highway Account in the State Transportation Fund.

1. Chapter 1302, Statutes of 1961, requires the commission to allocate to cities and counties such monies as may be appropriated by the Legislature to assist local entities in financing the installation of grade-crossing automatic protection devices. The Budget Bill has been used subsequently as the appropriation mechanism for this first railroad crossing safety program and this is the purpose of this budget item. The state contributes 25 percent of the cost of installing each crossing device, local government matches the 25 percent and the railroad company pays the balance.

2. Chapter 1644, Statutes of 1965, amended the Public Utilities Code to provide support for maintenance of the grade-crossing protection devices using the same cost-sharing formula. Prior to adoption of the amendment, the railroad companies were responsible for assuming the full cost of maintenance. The 1965 amendment provides for a continuing appropriation of the funds required as determined by the Public Utilities Commission, up to a maximum of \$1 million per year for maintenance purposes.

3. The third railroad crossing safety program is the support of grade-separation construction which physically separates a rail facility from a roadway. Currently, the grade-separation program is supported by a continuing appropriation of \$5 million annually. However, Chapters 1243, 1663, and 1798, Statutes of 1971, will have the combined effect of increasing the annual appropriation for this program. During the 1972-73 and 1973-74 fiscal years, \$15 million will be made available

GRADE CROSSING PROTECTION WORKS—Continued

from the State Highway Account for support of the program. In subsequent years, \$10 million per year will be provided from the State Highway Account.

ANALYSIS AND RECOMMENDATIONS

We recommend approval.

The demand expressed by local government for matching funds has been used by the commission to substantiate its request for funds to support the grade-crossing protection program. Based on projected demand for state matching funds for the 1972-73 fiscal year, the commission estimates a need of \$1 million.

Resources Agency

TAHOE REGIONAL PLANNING AGENCY

Item 183 from the General

Fund	Budget p. 95	Program p. 545
Requested 1972-73.....		\$50,000
Estimated 1971-72.....		100,000
Actual 1970-71.....		80,000
Requested decrease \$50,000 (50 percent)		
Total recommended reduction.....		None

GENERAL PROGRAM STATEMENT

The Tahoe Regional Planning Compact was established by Chapter 1589, Statutes of 1967. The purpose of the compact was to coordinate and enforce planning between California and the State of Nevada to preserve and enhance the environment of the Lake Tahoe Basin. This compact has been adopted by California, Nevada and Congress.

ANALYSIS AND RECOMMENDATIONS

Approval is recommended.

This item appropriates \$50,000 from the General Fund for the Tahoe Regional Planning Agency as a contribution from the State of California to its support in 1971-72. The act which created the Tahoe Regional Planning Agency required the adoption of both interim and comprehensive regional plans by the agency relative to environmental control in the Lake Tahoe Basin. The agency adopted on December 22, 1971, a comprehensive land use plan for the Lake Tahoe Basin.

The General Fund support appropriation for the Tahoe Regional Planning Agency decreases from \$100,000 to \$50,000 in the budget year. The Governor's Budget for the current year originally appropriated \$50,000 to the Tahoe Regional Planning Agency. However, Assembly Bill 78 (Chapter 1409, Statutes of 1971) appropriated an