

Department of Social Welfare—Continued

for a number of years, but little in the way of major departmentally initiated remedies has been noted. Since September 1964, the department has revised 51 sheets in its procedure manual. In the past 18 months, the department has issued 188 circular letters, 259 pages of information related to department bulletins, 57 procedure memorandums and has made 1,655 revisions in nine program and activity manuals. Copies of the 22 bound procedure and program manuals and record handbooks extend approximately five feet in length. In addition to the supplies required for the distribution of such a volume of material, the time consumed in initial preparation, typing, clearance with relevant departments, duplicating, and transmissions of these documents is not inconsiderable.

Three observations may be made here. First, certain revisions are, of course, necessary particularly following the substantial changes involved in 1963 legislation. However, the number and length of many of these revisions has heretofore been unwarranted, and the content and character of a number of others has been nonessential or inconsequential. Secondly, although it does have a number of directly administered programs, the department is charged with supervision and not administration of the six assistance programs. The establishment of supervisory rules and regulations need not be accomplished in such length and detail or with such frequent revision. Finally, however, perhaps the most deleterious effect of such a production of paper is upon the individual social workers themselves, who must read, review, and complete a number of forms and documents which requires them to devote a considerable amount of time to this sort of activity rather than to that for which they have been expressly trained and in which they can be most productive—i.e., in social work and consultation with their clients, endeavoring to assess and hopefully alleviate or remove the causes of the latter's dependency.

As a policy option, a positive directive may be in order from the Legislature to the Department of Social Welfare requiring them to review their entire system with regard to paper production and indicating that, should positive results in the way of a reduction in the issuance of such documents not be forthcoming in the next fiscal year, added steps may be taken to insure such a reduction through the budget process.

Department of Highway Transportation Agency

HIGHWAY TRANSPORTATION AGENCY ADMINISTRATOR

ITEM 169 of the Budget Bill

Budget page 587

FOR SUPPORT OF THE HIGHWAY TRANSPORTATION  
AGENCY ADMINISTRATOR FROM THE  
MOTOR VEHICLE FUND

Amount requested	\$75,701
Estimated to be expended in 1964-65 fiscal year	73,824
Increase (2.5 percent)	\$1,877
TOTAL RECOMMENDED REDUCTION	None

# Item 170

# Highway Transportation Agency

## Highway Transportation Agency—Continued

## ANALYSIS AND RECOMMENDATION

The Agency Administrator has the power of general supervision over the Department of Public Works, the Department of Motor Vehicles and the Department of the California Highway Patrol. He is directly responsible to the Governor for the operation of each department and reports to the Governor on programs relating to legislation, budget matters and administrative programs.

The amount requested for the fiscal year 1965-66 is \$75,701 which is an increase of \$1,877 over the amount estimated to be expended for the current fiscal year. There are no new positions requested. The increase is composed of merit salary increases and a slight increase in operating expenses.

*We recommend approval of the item as budgeted.*

### Overhead Charges to State Highway Fund

Sections 11270 et seq. of the Government Code require that the Board of Control determine the share of general administrative costs of the state that are to be charged to each state agency not entirely supported by the General Fund. The general overhead services include a pro rata share of the costs of the Controller, Treasurer, Personnel Board, State Employees' Retirement System, Department of Finance, and by amendment in 1959, a pro rata share of the costs of the Legislature. The Division of Highways has taken the position that this statutory provision conflicts with Article XXVI of the Constitution which restricts use of motor vehicle fuel tax revenue for highway purposes with the result that the Division of Highways share of the support costs of the Legislature for 1959-60 through 1963-64 now amounting to \$2,237,838.31 has not been paid. This is considered by the Controller to represent a General Fund account receivable and by the Division of Highways as an account payable. To resolve this question so that the payment will be made to the General Fund, *we recommend that the Department of Finance obtain an Attorney General's opinion on this question.*

## Department of Highway Transportation Agency

### VEHICLE EQUIPMENT SAFETY COMMISSION

ITEM 170 of the Budget Bill

Budget page 587

### FOR SUPPORT OF THE VEHICLE EQUIPMENT SAFETY COMMISSION FROM THE MOTOR VEHICLE TRANSPORTATION TAX FUND

Amount requested	\$11,335
Estimated to be expended in 1964-65 fiscal year	6,000
Increase (88.9 percent)	\$5,335
<b>TOTAL RECOMMENDED REDUCTION</b>	<b>\$4,000</b>

### Summary of Recommended Reductions

	Amount	Page	Budget Line
From amount requested to maintain existing level of service:			
Out-of-state travel expenses	\$4,000	587	59

**Vehicle Equipment Safety Commission—Continued  
ANALYSIS AND RECOMMENDATION**

The Vehicle Equipment Safety Compact was enacted into law by Chapter 238, Statutes of 1963. Article III of this chapter created an agency to carry out the purposes of the Vehicle Equipment Safety Compact of the party states to be known as the "Vehicle Equipment Safety Commission." Article X of this chapter states that the commissioner representing this state shall be the administrator of the Highway Transportation Agency.

The amount of \$6,000 estimated to be expended in the current year is for out-of-state travel expenses for the administrator or his alternate. The same amount is proposed for 1965-66 with the addition of \$5,335 to this item for California's share as a state to cover expenses of the commission.

The amount of \$6,000 budgeted for out-of-state travel for the commissioner or his alternate is not supported by any out-of-state travel schedule. This would appear to us to be excessive for this purpose and we recommend a reduction to \$2,000 for a savings of \$4,000 in the item. It is noted that the Highway Transportation Agency Administrator is otherwise budgeted for \$2,000 for out-of-state travel in Item 169 which, if allowed, would make a total of \$8,000 for out-of-state travel.

*We recommend approval of this item in the reduced amount of \$7,335.*

**DEPARTMENT OF THE CALIFORNIA HIGHWAY PATROL**

**ITEM 171 of the Budget Bill**

**Budget page 588**

**FOR SUPPORT OF CALIFORNIA HIGHWAY PATROL FROM  
THE MOTOR VEHICLE FUND**

Amount requested	\$47,746,709
Estimated to be expended in 1964-65 fiscal year	45,772,314
Increase (4.1 percent)	\$1,974,395

**TOTAL RECOMMENDED REDUCTION** None

**PROGRAM PLANS AND BUDGET**

The major duties and responsibilities of the Department of the California Highway Patrol are set forth in the Vehicle Code. Other limited duties and responsibilities appear in other codes. The purpose of the department is to execute those functions and services which will assure lawful, safe, rapid and economical use of the highway system of the State of California.

To comply with the legal provisions of the statutes and attain the objectives of the department, five major programs have been established.

## Expenditures by Major Program

	1963-64 (Actual)			1964-65 (Estimated)			1965-66 (Proposed)		
	Man- years	Percent of total	Amount	Auth. man- years	Percent of total	Amount	Auth. man- years	Percent of total	Amount
1. Road Patrol									
Patrol—Enforcement of the provisions of the statutes relating to the use of highways, i.e. issuing notices to appear in court for violations of the law, mechanical and verbal warnings, booking violators, preparation of cases, removal of traffic hazards from highways, assistance to motorists, stationary observation -----	1,692.6	72.07	\$20,074,683	1,942.8	72.99	\$22,213,194	1,922.1	72.30	\$22,611,498
Court—Attendance in court as a witness including conference with district attorneys and prisoner transportation -----	69.7	2.97	827,276	80.1	3.01	916,040	79.3	2.98	931,982
Warrant service—Service of warrants, briefs and subpoenas -----	4.9	.21	58,494	5.6	.21	63,910	5.5	.21	65,676
Fixed post—Traffic direction to relieve congestion -----	59.6	2.54	707,502	68.7	2.58	785,176	67.8	2.55	797,500
Auto theft—Investigation and recovering stolen or embezzled vehicles and apprehension of suspects -----	15.0	.64	178,268	17.3	.65	197,816	17.0	.64	200,157
Accident investigation—Assistance to victims and protection of property, determination of cause and reporting same, attendance at coroner's inquest. Maintenance of record file and furnishing information on request -----	194.0	8.26	2,300,775	206.3	7.75	2,358,573	235.3	8.84	2,764,670
School pupil safety—Examination of school buses and operators. Recruiting, training and inspection of school crossing guards and safety patrols ---	29.6	1.26	350,966	34.1	1.28	389,545	35.9	1.35	422,206
Scale and weight—Inspection of commercial vehicles for violations of weight, size, equipment or other inspection when applicable by statutes to commercial vehicles -----	123.5		1,465,143	148.8	5.59	1,701,216	145.1	5.45	1,704,463

## Expenditures by Major Program—Continued

	1963-64 (Actual)			1964-65 (Estimated)			1965-66 (Proposed)		
	Man- years	Percent of total	Amount	Auth. man- years	Percent of total	Amount	Auth. man- years	Percent of total	Amount
Special protection—Escort vehicles or people relative to safe movement of traffic. Transportation of life-saving instruments, human tissue and blood	3.5	.15	\$41,782	3.7	.14	\$42,606	3.7	.14	\$43,784
Emergency planning—Developing plans and dissemination of information related to natural or war-caused disasters	4.7	.20	55,709	5.1	.19	57,823	4.8	.18	56,294
Emergency operation—Execution of plans and traffic control service for natural disasters under the California Disaster Relief Act and war-caused disasters	1.2	.05	13,927	.5	.02	6,087	.3	.01	3,127
Traffic safety education—Preparation and showing of films at public gatherings and schools, safety talks, demonstrations to elementary schools, news releases, talks on radio and TV and to clubs on specific problems	16.7	.71	197,766	18.4	.69	210,069	17.8	.67	209,539
In-service meets and training	102.2	4.35	1,211,667	109.1	4.10	1,247,702	104.1	3.91	1,222,838
Miscellaneous—All activities that cannot be classified under the above	31.2	1.33	370,464	21.3	.80	243,466	23.1	.77	240,814
Totals—Road patrol	2,348.4	100.00	\$27,854,422	2,661.8	100.00	\$30,433,223	2,661.8	100.00	\$31,274,548

1963-64 (Actual)		1964-65 (Estimated)		1965-66 (Proposed)	
Man- years	Amount	Auth. man- years	Amount	Auth. man- years	Amount

## 2. Safety Services

Commercial procedures—Supervision and development of procedures and regulations on pupil transportation, emergency vehicles, light and brake stations, transportation of explosives, etc., special permits and motor vehicle pollution control station licensing

4.4	\$46,606	6.0	\$51,545	7.0	\$57,021
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Engineering—Establishment of standards for testing required motor vehicle devices and special equipment. Issuance of approvals for brake equipment for commercial vehicles-----	9.8	\$105,968	13.5	\$98,961	13.5	\$164,529
Motor carrier safety—Supervision of safety regulations of motor carriers. Inspection of terminals and vehicles for compliance with safety regulations.						
Headquarters -----	1.7	20,031	2.0	21,267	2.0	25,270
Field -----	5.6	62,958	55.0	293,183	55.0	519,222
Administrative regulations—Supervision, development and issuance of regulations for Title 13, Administrative Code. Conduct public hearings -----	2.8	33,086	5.0	45,845	5.0	48,982
Motor vehicle pollution control—Headquarters -----	1.2	20,682	4.0	44,669	4.0	29,755
Motor vehicle pollution control—Field -----	-	-	62.0	510,571	62.0	572,271
Communications—Supervision, receipt and dispatch of all messages.						
Headquarters -----	24.4	244,611	25.0	232,613	27.0	221,946
Field -----	146.7	1,166,601	152.0	1,257,897	154.0	1,312,209
Auto theft (headquarters)—Maintenance and updating of statewide file of stolen, recovered, stored, embezzled, abandoned and wanted vehicles, lost license plates. Transmission of information regarding same to all law enforcement agencies -----	16.0	110,153	23.0	207,602	23.0	264,808
Information and education—Administration of departmental safety education program. Preparation of articles for magazines, television, radio scripts and news releases. Installation of booths at fairs, etc.						
Headquarters -----	4.0	49,235	4.0	57,942	4.0	56,417
Field -----	2.0	27,546	2.0	28,652	2.0	31,868
Totals—Safety Services -----		\$1,887,477		\$2,850,747		\$3,304,298
3. Training						
Field extension training -----	1.6	\$11,187	2.5	\$24,355	2.5	\$24,754
Training development -----	1.8	21,037	2.5	24,313	2.5	26,044
Academy -----	42.1	426,360	42.5	463,251	42.5	486,509
Totals—Training -----		\$458,584		\$511,919		\$537,307

# Expenditures by Major Program—Continued

	<u>1963-64 (Actual)</u>		<u>1964-65 (Estimated)</u>		<u>1965-66 (Proposed)</u>	
	<i>Man- years</i>	<i>Amount</i>	<i>Auth. man- years</i>	<i>Amount</i>	<i>Auth. man- years</i>	<i>Amount</i>
4. Operational Planning and Analysis—Development of plans for field operations, operating policies and procedures, deployment of personnel and continuous analysis of these plans and procedures to obtain maximum efficiency of manpower. Maintenance of records and dissemination of information on all accidents reported in the state.						
Operational planning -----	11.0	\$116,145	12.0	\$121,364	11.0	\$113,961
Operational analysis -----	9.5	97,183	11.0	94,438	11.0	105,034
Statistical -----	24.8	166,397	22.0	122,117	25.0	156,751
Electronic data processing -----	27.5	278,527	33.0	302,060	39.0	432,128
Graphic arts and photography -----	2.9	29,909	3.0	29,127	3.0	26,694
Totals—Operational Planning and Analysis -----		\$688,161		\$669,106		\$834,618
622 5. Departmental Administration						
Office of commissioner -----	14.3	\$193,761	14.0	\$197,460	14.0	\$267,204
Headquarters administrative staff -----	12.0	187,118	12.0	200,076	12.0	240,355
Field command -----	146.3	2,383,083	145.0	2,444,021	146.0	2,433,751
Field supervision and administration -----	652.5	5,840,106	726.9	6,021,161	737.9	6,327,019
Fiscal management -----	3.1	30,144	4.0	33,926	4.0	61,963
Accounting -----	26.0	176,062	28.6	183,914	31.6	255,853
Communications -----	7.0	558,248	12.0	952,484	12.0	747,897
Facilities -----	5.6	51,879	6.0	58,968	6.0	70,810
Motor transport -----	20.2	165,631	23.8	180,608	24.8	245,299
Office services -----	22.3	139,230	26.0	166,858	27.0	213,205
Stores and equipment -----	15.2	119,829	15.0	125,963	15.0	141,560
Pro rata charges -----	—	473,830	—	560,863	—	561,407
Personnel -----	20.7	148,428	26.0	181,017	26.0	229,615
Totals—Departmental Administration -----		\$10,467,399		\$11,307,319		\$11,795,938
TOTALS FOR ALL PROGRAMS -----	3,633.4	\$41,356,043	4,183.1	\$45,772,314	4,213.1	\$47,746,700
Reimbursement for testing devices -----		88,653				
		\$41,444,696				

## Item 171

## Highway Patrol

Department of the California Highway Patrol—Continued  
REVIEW OF AGENCY ACCOMPLISHMENTS IN 1963-64

The budget act appropriation for the fiscal year 1963-64 was \$40,909,497 and the total expenditure was \$41,800,287 or an increase of \$890,790. This increase was due to certain augmentations, an unexpended balance and an amount made available for the 1964-65 fiscal year. A reconciliation with the appropriation is as follows.

Budget act appropriation -----	\$40,909,497
Deficiency appropriation:	
Motor vehicle pollution control program (Chapter 999 and 2028, Statutes of 1963, 67 positions authorized) -----	\$437,102
Motor carrier safety program (Chapter 2148, Statutes of 1963, 57 positions authorized) --	98,620
Compensation insurance -----	318,759
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	854,481
Allocation from contingency reserve (increase in expense of motor vehicle operation) -----	73,734
Salary increase authorization -----	724,552
OASDI authorization -----	28,456
Chapter 2113, Statutes of 1963 (Payment of judgment) -----	350,000
Chapter 2152, Statutes of 1963 (Measurement of motor vehicle noise) -----	10,000
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Total -----	\$42,950,720
Unexpended balance, estimated savings:	
Excess salary savings -----	\$873,033
Unexpended operating expense allotment -----	155,099
Unexpended equipment balance -----	104,081
Excess reimbursements -----	13,811
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	—1,146,024
Available in subsequent year (balance of continuing appropriation from Chapter 2152, Statutes of 1963, noise level measurement) -----	—4,409
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Total actual expenditure -----	\$41,800,287

There is no workload standard which can be used accurately to determine the number of state traffic officers required. The department does use the volume and quality of actions taken by state traffic officers as an indicator of the efficiency of these officers. Complete accomplishment data for all activities of the five programs shown in the preceding tables are not available.

The material available which we believe is significant is shown as follows:

1. Road Patrol	<i>Actual</i> 1963-64	<i>Estimated</i> 1964-65	<i>Estimated</i> 1965-66
Patrol:			
Arrests -----	1,246,462	1,329,975	1,419,083
Warnings of mechanical defect -----	84,956	77,055	69,889
Verbal warnings -----	472,086	517,406	567,077



# Highway Patrol

Item 171

## Department of the California Highway Patrol—Continued

	<i>Actual</i> 1963-64	<i>Estimated</i> 1964-65	<i>Estimated</i> 1965-66
Out-of-state vehicles entering			
California -----	2,904,405	3,488,157	3,875,342
Motor vehicles registered -----	10,508,000	10,904,000	11,251,000
Trucks registered -----	1,205,000	1,265,000	1,335,000
Total vehicle miles driven ---	92,027,023,600	113,377,293,075	139,680,824,051
Population -----	18,234,000	18,815,000	19,389,000
Accidents investigated -----	110,933	115,700	120,700
School pupil safety:			
Number of elementary			
schools -----	5,225	5,329	5,429
School buses examined -----	9,343	9,508	10,430
School crossing guards -----	340	375	325
Scale and weight:			
Number of trucks checked ---	947,195	1,168,876	1,442,393
2. Safety Services			
Motor carrier safety:			
Inspection of motor carrier			
vehicles -----	3,148	69,000	244,279
Inspection of terminals -----	861	5,400	18,301
Motor vehicle pollution control:			
Testing and certifying adjust-			
ers and implementing in-			
spection function -----	8,000	8,500	14,400
3. Training			
Academy:			
Number of uniformed person-			
nel trained in the acad-			
emy -----	814	1,138	1,200

### Field training:

Limited facilities at the patrol's academy curtailed the department's in-service training program during 1964. To encourage the self-improvement of job skill and knowledge of each member in the field, a series of open book examinations were developed. The examinations are based on subjects which have a direct relation to the duties of an enforcement officer. Five examinations have been distributed to all members thus far. Members complete the examination on their own time which takes approximately 5 to 10 hours. When the examinations have been completed, they are corrected and discussed with a supervisory officer on state time during briefing sessions.

### 4. Operational Planning and Analysis

In cooperation with seven other states traversed by U.S. Highway 66, the department participated in a joint engineering and enforcement study during June, July and August 1964. Single vehicle accident characteristics and the levels of enforcement contacts and services to motorists were studied. The information obtained was reported to and collated by the U.S. Bureau of Public Roads. After final compilation and analysis, the results will be published.

In coordination with the Judicial Council, the California Highway Patrol is developing a uniform traffic citation and complaint which

## Department of the California Highway Patrol—Continued

can be used by the courts, law enforcement, and allied agencies. It is anticipated that the adoption of a uniform traffic citation by the Judicial Council for this and other agencies will be accomplished in 1965.

Due to the value of push bumpers in clearing traffic lanes and relieving congestion, the department started equipping all class "A" patrol vehicles with push bumpers on October 5, 1964. During the calendar year of 1964, approximately 40 percent of the class "A" patrol cars were equipped with push bumpers. By the end of the 1965 calendar year, all class "A" patrol cars will be equipped with push bumpers.

The program to install shotguns in all class "A" patrol vehicles, as authorized by the 1964 session of the Legislature, was accomplished to the following extent:

All 2,950 uniformed personnel have been trained in the use of the shotgun and procedures concerning its use. From the funds that were supplied, 670 weapons were purchased. Lectro-Lok gun protective devices were installed in all of the 1,020 patrol vehicles.

A manual was published governing the care and use of the shotguns and this was distributed to all personnel.

An extensive study was undertaken to develop a plan that would provide up-to-the-minute stolen car information on a statewide basis. It was decided that the IBM 7740 system would provide necessary services and be compatible with other data processing equipment already installed by the patrol. Discussions were held with interested agencies where procedures and record format were developed. Computer and terminal equipment has been delivered at headquarters and is currently being installed. Nine central dispatch points located in patrol offices and over 50 local agencies will be a part of this system scheduled to be operational April 1, 1965. Other agencies desiring to connect to the system may apply and will be added to the system when necessary communication facilities have been installed.

"Operation 101," which doubled the manpower on a 36-mile stretch of highway on US 101 outside of Oceanside was completed on January 5, 1965. It will furnish over 2,500,000 pieces of information on roadway activities and the traffic officers' relation to these activities. This study will attempt to relate traffic, traffic needs and roadway to manpower needs of the department. By defining an environment of traffic level and traffic behavior in terms of drivers' violations and type of roadway, it is hoped that a level of manpower can be estimated which will allow accident control of the roadway. From a preliminary analysis of the first 10 months of data, two items of immediate interest come to light. The first is that the involvement of San Diego County residents in traffic accidents on this stretch of roadway has decreased significantly. The second is that projecting the effect of the study effort on accidents through the end of the study, it is estimated that 85 fatal and injury accidents will have been prevented with a result that at least 138 persons will have been saved from death or injury.

**Department of the California Highway Patrol—Continued**

Single car accidents, which account for approximately 50 percent of the fatal accidents, are being looked at from many different angles. In one study the personal and psychological characteristics of drivers in nonfatal accidents are being explored and in another study the presence of carbon monoxide, alcohol, and drugs in the blood system of the drivers in fatal accidents is examined. The latter study is being carried on jointly by the Highway Patrol, Public Health, Justice and the county coroners.

**ANALYSIS AND RECOMMENDATION**

The amount of \$47,768,109 is requested for support of the department for the 1965-66 fiscal year. This is an increase of \$1,995,796 or 4.1 percent over the amount estimated to be expended in the current fiscal year.

All expenditures for the California Highway Patrol are charged to the Motor Vehicle Fund. After all expenditures for the patrol and the Department of Motor Vehicles have been deducted, the balance can be used by the state, cities and counties for highway and road construction and related safety devices. This presents a choice as to the amounts appropriated from this fund to the California Highway Patrol, Department of Motor Vehicles and the Highway Transportation Agency Administrator. Due to the fact that there is a choice and the request for an appropriation for the California Highway Patrol is being considered, we believe that the purpose and the responsibility of the California Highway Patrol should be clearly stated.

The purpose of the California Highway Patrol is "to perform those functions and services which will assure the safe, lawful, rapid and economical use of the highways system of the State of California". The responsibilities and duties are defined primarily in the Vehicle Code. The functions, man-days and amounts of money to carry out the provisions of the statutes are shown on pages 619 to 622 of our analysis.

It should be pointed out that the California Highway Patrol does not exercise these functions in incorporated areas except by request for a limited time until the city can arrange for its own enforcement unit. Also, when requested the California Highway Patrol will accept responsibility for patrolling state highways within cities when such highways are adjacent to existing beats. Furthermore, the only official actions taken by the patrol on violators of the law are physical arrest in those cases provided by law, issuance of a notice to appear in court, issuance of a written mechanical warning and issuance of a verbal warning. The courts adjudicate the cases resulting in arrests and subsequent actions are taken by the Department of Motor Vehicles in accordance with the statutes.

The loss of life, the costs and suffering from injuries and property loss due to accidents is appalling. The California Highway Patrol made 1,246,462 arrests in 1963-64 and estimates that 1,419,083 arrests will be made in 1965-66. The number of arrests resulting from local law enforcement is not available. We do not know the action taken by the courts on these arrests, although it is fundamental that this action is directly related to the efficiency and effectiveness of the patrol function.

Table 1

JANUARY-NOVEMBER 1964/1963

	<i>Unincorporated</i>			<i>Incorporated</i>			<i>Statewide</i>			<i>C.H.P.</i>		
	<i>1964</i>	<i>1963</i>	<i>Percent change</i>	<i>1964</i>	<i>1963</i>	<i>Percent change</i>	<i>1964</i>	<i>1963</i>	<i>Percent change</i>	<i>1964</i>	<i>1963</i>	<i>Percent change</i>
Fatal victims -----	2,377	2,231	+6.5	1,869	1,632	+14.5	4,246	3,863	+9.9	2,603	2,425	+7.3
Injured victims -----	64,942	59,602	+9.0	128,981	119,673	+7.8	193,923	179,275	+8.2	73,564	67,315	+9.3
Fatal accidents * -----	1,948	1,859	+4.8	1,706	1,477	+15.5	3,654	3,336	+9.5	2,131	2,022	+5.4
Injury accidents -----	39,685	36,167	+9.7	86,182	79,756	+8.1	125,867	115,923	+8.6	45,031	40,908	+10.1
H.B.D. fatal accidents †	697	705	-1.1	447	460	-2.8	1,144	1,165	-1.8	765	787	-2.8
H.B.D. injury accidents †	9,788	9,024	+8.5	14,371	13,274	+8.3	24,159	22,298	+8.3	10,974	10,073	+8.9

\* Approximately 50 percent are single car.

† H.B.D. means "had been drinking."

Department of the California Highway Patrol—Continued

We believe that data should be gathered that would be a basis for determining the number of these arrests which result in convictions and the sentences handed down by the courts to evaluate the effectiveness of giving citations as a deterrent to repeat violations.

The following table shows fatal, injury and had-been-drinking accidents occurring in unincorporated and incorporated areas, statewide and in California Highway Patrol jurisdictions, for the period January to November of 1963 and 1964. It should be noted that fatal accidents increased 15.5 percent in the incorporated areas and only 4.8 percent in the unincorporated areas and 5.4 percent in the areas covered by the California Highway Patrol.

The increase of \$1,974,395 for 1965-66 over 1964-65 is explained as follows:

	<i>Estimated 1964-65</i>	<i>Proposed 1965-66</i>	<i>Change from 1964-65</i>	<i>Percent increase or decrease</i>
Support, Motor Vehicle Fund	\$45,772,314	\$47,746,709	\$1,974,395	4.31
Authorized positions	4,183.1	4,213.1	30.0	.72
			<i>Authorized positions</i>	<i>Amount</i>
Work load increase			32.0	\$767,039
Positions terminated June 30, 1965			-2.0	-9,742
Merit salary adjustment				649,448
Reduction in crossing guard services				-95,065
Reclassification, Administrative Services Division				468
Increase in salary savings				-300,000
Full year cost of prior year programs *				393,000
Price increase, operating expense				241,835
Nonrecurring augmentation, EDP equipment purchase				-1,374
Moving headquarters				26,024
Net equipment increase †				287,997
Decrease in reimbursements				14,765
				<hr/> \$1,974,395
* Motor carrier safety, motor vehicle pollution control and auto theft.				
† Increased replacement cost of autos, motorcycles and radio equipment in 1965-66 over 1964-65				\$689,081
Decrease in other equipment requests				-401,084
				<hr/> \$287,997

There are no additional traffic officers in this request. However, the 32 additional positions and related operating expenses requested are related to the increase of activities of the uniformed personnel. These positions are broken down by classification as follows:

- 19 clerks
- 3 dispatchers
- 1 teletypewriter operator
- 1 senior tab machine operator
- 5 key punch operators
- 1 auto equipment installer
- 1 state traffic lieutenant
- 1 state traffic sergeant

Eleven of the clerical positions are allocated to field offices and the remainder for the headquarters accounting, office services and statistical

**Department of the California Highway Patrol—Continued**

activities. The state traffic lieutenant is to be in charge of a new substation at Big Bear Lake. This position was approved in the 1964-65 fiscal year. The state traffic sergeant is to be used in a technical capacity in the commercial procedures sections primarily on the air pollution control and on problems dealing with commercial vehicles. All of these proposed new positions, with the exception of the two uniformed positions, are for increased workloads which have standard units of measurement. We have reviewed the justification for these proposed new positions and recommend approval.

*We recommend approval of the item as budgeted.*

**Department of The California Highway Patrol  
DEFICIENCY PAYMENTS**

**ITEM 172 of the Budget Bill**

**FOR PAYMENT OF DEFICIENCIES IN APPROPRIATIONS FOR  
THE DEPARTMENT OF THE CALIFORNIA HIGHWAY  
PATROL FROM THE MOTOR VEHICLE FUND**

Amount requested -----	\$250,000
Amount allocated to date for 1964-65 fiscal year -----	None

**TOTAL RECOMMENDED REDUCTION -----** None

**ANALYSIS AND RECOMMENDATION**

This department receives its support from a special fund and is prohibited, by provisions of Section 42272 of the Vehicle Code, from creating deficiency expenditures for support of this department. The amount of \$250,000 is requested for the purpose of funding unanticipated contingencies involving purchase and operation of patrol vehicles.

*We recommend approval of this item as budgeted.*

## DEPARTMENT OF MOTOR VEHICLES

ITEM 173 of the Budget Bill

Budget page 594

FOR SUPPORT OF THE DEPARTMENT OF MOTOR VEHICLES  
FROM THE MOTOR VEHICLE FUND

Amount requested	\$38,628,824
Estimated to be expended in 1964-65 fiscal year	36,202,252
Increase (6.7 percent)	\$2,426,572

TOTAL RECOMMENDED REDUCTION \_\_\_\_\_ None

## PROGRAM PLANS AND BUDGET

The duties and responsibilities of this department are set forth in the Vehicle Code, Revenue and Taxation Code and the Streets and Highways Code. Following each program, the man-years and amounts of actual expenditures for 1963-64, estimated expenditures for 1964-65, proposed expenditures for 1965-66 and workload data for the same years are shown, with the exception of Departmental Administration which is not subject to production of meaningful workload data. The total expenditures include in each case the pro rata share of support costs for maintenance of buildings and grounds. The provisions contained in the statutes are carried out under the following programs:

1. Departmental Administration has the responsibility for the following activities:

- A. Policy determinations by the director and his staff.
- B. General management and supervision.
- C. Fiscal and business management.
- D. Personnel and training.
- E. Management analysis.
- F. Research and statistics.
- G. Public information.

	1963-64		1964-65		1965-66	
	Man- years	Amount	Man- years	Amount	Man- years	Amount
Total	257.3	\$2,775,394	285.2	\$3,246,740	295.5	\$3,459,804

2. Vehicle Registration has the responsibility for the activities listed below:

- A. Issuance, suspension and revocation of vehicle registrations.
- B. Licensing, suspension and revocation of licenses of vehicle manufacturers, transporters, dealers and wreckers.
- C. Establishment and collection of vehicle license fees.
- D. Issuance of certifications of ownership for vehicles.
- E. Maintenance of records of vehicle registration and ownership certificates and furnishing information to law enforcement agencies and the general public.
- F. Enforcement of fee and tax collection.
- G. Air pollution control.
- H. Monthly reporting to the State Controller and the State Treasurer on the numbers and types of vehicles registered by county and the amounts received by the department from collection of fees for registration of vehicles.

## Item 173

## Motor Vehicles

## Department of Motor Vehicles—Continued

Vehicle Regis- tration	1963-64		1964-65		1965-66	
	Man- years	Amount	Man- years	Amount	Man- years	Amount
---	1,609.5	\$12,481,813	1,682.0	\$13,544,181	1,726.4	\$13,923,412
Workload Data						
Vehicle Registrations:			Actual 1963-64	Estimated 1964-65	Proposed 1965-66	
New Vehicles			1,079,000	1,025,000	902,000	
Non-residents			340,000	332,000	334,000	
Renewals			9,089,000	9,547,000	10,015,000	
Total Registration			10,508,000	10,904,000	11,251,000	
Other Transactions			2,725,000	2,630,000	2,810,000	
Information Request Services for Law En- forcement and Other Governmental Agen- cies			353,204	366,520	378,175	
Maintenance of Complete Registration File in Licensed Order Sequence for Use of Law Enforcement Agencies in Southern Part of State:						
Number of punched cards			9,358,790	9,711,616	10,020,445	

3. Drivers' Licenses (headquarters) has the following responsibilities:

- A. Examination of applicants for original drivers' licenses and re-examination of applicants for renewal of licenses.
- B. Issuance of warning letters to drivers whose records indicate a degree of negligence. Suspension, revocation, cancellation, probation of licenses and refusals of licenses to drivers whose records show certain degrees of unsafe driving practices. Various statutes require mandatory actions, others authorize discretionary action.
- C. Maintain records of all drivers.
- D. Furnish information to law enforcement agencies and the general public.

	1963-64		1964-65		1965-66	
	Man-years	Amount	Man-years	Amount	Man-years	Amount
Drivers' licensing	1,230.1	\$6,888,119	1,375.7	\$7,881,126	1,518.3	\$9,145,969
Workload Data						
			Actual 1963-64	Estimated 1964-65	Proposed 1965-66	
Drivers' licenses issued—originals, renewals and duplicate licenses			2,998,514	3,255,000	3,265,000	
Driver improvement and control:						
Mandatory actions and discre- tionary actions			69,899	72,350	74,130	
Information request services for law enforcement and other gov- ernmental agencies			695,379	760,050	830,600	
Court abstracts received (action taken on traffic violations)			3,375,349	3,550,000	3,640,000	
Drivers' licenses on file at end of fiscal years			9,281,104	9,838,000	10,401,000	



## Department of Motor Vehicles—Continued

4. Financial Responsibility has the major responsibility to enforce the provisions contained in Section 16100 of the Vehicle Code that when a motor vehicle is involved in an accident, which is required to be reported to the department, and both the owner and the operator have failed to establish exemption from security requirements within 50 days after the accident, and failed to deposit the amount of security specified by the department 10 days after notice by the department, then the department shall take the following action:

- A. Suspend driving privileges of the driver.
- B. Suspend and require delivery to the department of the registration card and license plates. Suspension of registration shall not apply if evidence is filed, with the department, that the owner had not given permission to drive the vehicle at the time of the accident.

	1963-64		1964-65		1965-66	
	Man-years	Amount	Man-years	Amount	Man-years	Amount
Financial responsibility	164.2	\$919,186	176.6	\$987,237	192.6	\$1,071,605

## Workload Data

	Actual 1963-64	Estimated 1964-65	Proposed 1965-66
Accident reports received	675,626	727,200	782,400
Cases evaluated and orders issued	218,173	228,300	239,100
Correspondence and mail inquiries	918,296	1,076,100	1,261,200
Suspensions effected	58,615	66,200	74,900
Reinstatements	23,193	30,300	39,500

5. Drivers' License and Registration of Motor Vehicles (field offices) furnish registration and driver licensing services to communities. The services performed are as follows:

- A. Registration of motor vehicles.
- B. Examination of applicants for drivers' licenses and issuance of temporary permits. (Licenses are issued from Sacramento headquarters.)
- C. Air pollution control.

All registration data are included in program 2 for registration of motor vehicle subactivities.

	1963-64		1964-65		1965-66	
	Man-years	Amount	Man-years	Amount	Man-years	Amount
Field office operation	2,001.9	\$14,526,770	2,258.2	\$16,321,557	2,309.8	\$16,900,541

## Workload Data

	Actual 1963-64	Estimated 1964-65	Proposed 1965-66
Applications for drivers' license	3,526,030	3,828,000	3,839,000
Number of oral exams	39,468	42,900	43,000
Number of written exams	3,526,576	3,828,500	3,834,900
Number of vision tests	3,350,910	3,637,800	3,643,900
Number of driving exams	1,383,019	1,501,300	1,503,800

## REVIEW OF AGENCY ACCOMPLISHMENTS

The two major objectives of the department are the registration of motor vehicles and related functions and the licensing of drivers of

## Department of Motor Vehicles—Continued

motor vehicles and related functions. Programs 1 through 5 above have described the various activities which the department must perform to carry out the two major objectives. The criteria used to evaluate the activities of the department are the number of motor vehicles registered each year and the number of drivers licensed each year.

In the fiscal year 1963-64, which is the last fiscal year which shows actual expenditures, \$39,259,533 was appropriated for support of the department. The actual expenditures for that year were \$37,586,282 or a decrease of \$1,673,251 from the amount budgeted.

A complete detailed breakdown of the net decrease in expenditures in the amount of \$1,673,251 was not available at the time of writing this analysis. The major items of decreases and increases for that year are as follows:

	<i>Increases and Decreases</i>
Printing of Vehicle Code -----	—\$85,000
General printing expenses -----	—80,000
Amount not expended from allocation for an electronic data processing system for the Division of Drivers' Licenses	—190,000
From contingent fund for increase in pro rata fiscal charges	61,000
Savings from combining purchase items -----	—100,000
Increase in reimbursement for requests for information on drivers' licenses -----	—260,000

Details of other increases and decreases not available include operating expenses and minor purchases for new building, unfilled positions, license plates, etc.

We believe that a detailed accounting should be given for all augmentations to the budget appropriations and all unexpended balances.

The workload estimated for 1963-64 was 10,077,000 motor vehicle registrations and 2,887,000 drivers' licenses issued. The actual motor vehicles registered for that year was 10,508,000, an increase of 431,000. The actual number of drivers licenses issued was 3,028,000, an increase of 141,000.

Taking into consideration the adjustments of the amount budgeted which were not related to workload, there is ample justification to state that the department was conservative in its operation for the 1963-64 fiscal year.

## ANALYSIS AND RECOMMENDATIONS

The Department of Motor Vehicles is supported from the Motor Vehicle Fund and the Motor Vehicle License Fee Fund. For a comparison of all expenditures of the department it is necessary to combine these funds, which appear as separate items in the budget act, and discuss the totals shown in the following table.

	<i>Estimated 1964-65</i>	<i>Proposed 1965-66</i>	<i>Increase From 1964-65</i>	
			<i>Amount</i>	<i>Percent</i>
Support (Motor Vehicle Fund)---	\$36,202,252	\$38,628,824	\$2,426,572	
Support (Motor Vehicle License Fee Fund) -----	5,778,589	5,872,507	93,918	
	\$41,980,841	\$44,501,331	\$2,520,490	(6.0%)
Personnel man-years -----	5,777.7	6,042.6	264.9	(4.4%)

# Motor Vehicles

Item 173

## Department of Motor Vehicles—Continued

The estimated number of motor vehicles to be registered and drivers' licenses to be issued for the fiscal years 1964-65 and 1965-66 are as follows:

	<i>Estimated 1964-65</i>	<i>Estimated 1965-66</i>	<i>Increase From 1964-65</i>	
Registration -----	10,904,000	11,251,000	347,000	(3.2%)
Drivers' licenses -----	3,255,000	3,265,000	10,000	(0.3%)

The following table shows the major net increases in man-years and amounts estimated for the fiscal year 1965-66 over fiscal year 1964-65.

	<i>Man-years</i>	<i>Change from 1964-65 Fiscal Year</i>	
		<i>Amount</i>	<i>Percentage</i>
Workload Increase -----	167.3	\$919,456	2.2
Merit salary increase -----	-	600,604	1.4
Price increase -----	-	23,595	0.1
Nonrecurring one-time expenditure in 1964-65 -----	-	-22,765	-0.1
Installation of Electronic Data Processing System, Div. of Drivers' Licenses (Excludes cost of site preparation)			
Personal services -----	97.6	634,721	1.5
Operating expense -----	-	103,553	0.3
Equipment -----	-	167,529	0.4
Equipment request not related to new positions -----	-	-6,700	-0.1
Printing of Motor Vehicle Code and Summaries -----	-	82,908	0.2
Miscellaneous Net Increase -----	-	17,589	0.1
<b>TOTALS -----</b>	<b>264.9</b>	<b>\$2,520,490</b>	<b>6.0</b>

The total net increase of 264.9 man-years of personnel is required for workload increase only. However, it should be pointed out that of the 264.9 above only 167.3 man-years in the amount \$919,456, or 2.2 percent over 1964-65, is for the normal increase in workload due to the estimated increase in motor vehicles to be registered and drivers' licenses to be issued. The remainder of 97.6 man-years for personal services in the amount of \$634,721 or 1.2 percent is the increase estimated for the installation of an electronic data processing system in the Division of Drivers' Licenses. With related operating expenses the total amount is \$905,803 or 2.2 percent over 1964-65. Considerable preliminary work on systems design, bid specifications, conversion methods, etc., is being done in the current year. A total of 27 new positions will be established in the current year for this purpose and 543 new positions proposed for 1965-66 are for continuation of system design and the first phase of conversion from the present manual system to a data processing system, making a total of 570 positions for the aforementioned activities. The majority of the 543 positions will be hired as needed during the latter part of the fiscal year for periods from two to four months. The total cost of this activity for 1965-66, personal services, equipment and operating expense, is estimated to be \$1,428,489. It should be pointed out that this cost will continue and increase over the next three fiscal years. Appreciable savings will not be realized until the drivers' licensing function is fully automated.

## Department of Motor Vehicles—Continued

Our office made a study of the functions of the Division of Drivers' Licenses in 1954 and recommended that parts of the operation be automated. We have repeated that recommendation many times. The huge increase in volume of transactions that has occurred yearly makes it impractical and uneconomical to process these transactions manually. The change from manual to automated methods will be a tremendous undertaking but any further delay would increase the difficulties and costs of conversion.

We have spent considerable time with the department discussing the many applications of data processing which would be beneficial to law enforcement agencies and the taxpayers. In the present and future plans of the department, we recommend that the utmost consideration be given to the planning and early implementation of methods to accomplish the following:

1. Maintaining priority and rapid service for law enforcement agencies and the courts in providing information relating to operators and owners of motor vehicles.

2. Issuance of drivers' licenses and certificates of ownership of motor vehicles in field offices. Minimizing to the fullest extent possible transactions sent to headquarters in Sacramento for completion.

3. Elimination of numerical files of registered vehicles presently maintained in the Los Angeles office.

4. Prompt action in accordance with the statutes on operators of motor vehicles with unsafe driving records.

5. Elimination of all unnecessary paper records.

6. Processing of all accounting and budgetary documents by the electronic data processing method and, when feasible, preparation of schedules for budget preparation.

7. Maintenance of accurate and up-to-date records on all costs of the electronic data processing activity and corresponding savings, starting with the current fiscal year, which can be used by the Legislature to evaluate the costs and benefits of this activity.

The total amount requested from the motor vehicle fund and the vehicle license fee fund is \$44,501,331, an increase of \$2,520,490, or 6.0 percent, over the amount of \$41,980,841 estimated to be expended in the current year. The increase of \$2,520,490 is shown in detail on page 634 of our analysis. The entire increase, with the exception of the 97.6 man-years for personal services and related expenses for the installation of an electronic data processing system for the Division of Drivers' Licenses, is estimated to maintain only the existing level of service. During the preliminary planning and conversion stage of the electronic data processing system the department will operate almost entirely on a dual system. It will be necessary to continue the present manual system for current work and convert the present paper files, plus current documents, for machine processing until a point is reached where it is economical and feasible to use a portion of the automated system. Previously we have commented on the practicability and the economic necessity for this new method.

## Department of Motor Vehicles—Continued

To check the validity of proposed increases for personnel we reviewed prior years as to average man-hours required to process a given number of transactions where certain routines are repetitive. These averages have been established by time studies which consider both quality and quantity of transactions processed over the years and we have reviewed the methods of processing used by the department and the validity of the standards.

Each of the divisions makes functional activity reports showing the actual man-years required to process a given number of like repetitive transactions which are the indicators of production.

Basically the two principal functions of the department are the *registration of motor vehicles* and the *issuance of drivers' licenses*. When the expected workload of these two functions is determined, the total man-hours required to do the overall job can be estimated. The allocation of manpower to the various subactivities which are necessary to register motor vehicles and issue drivers' licenses can be allocated to related subactivities by use of the functional activity reports.

*We have reviewed these workload estimates for 1965-66 and recommend approval of the proposed new positions and related expenses.*

## DRIVER SAFETY

All law enforcement agencies agree that the operator of a motor vehicle is the major factor in the cause of accidents. The Legislature indicated its concern by enacting legislation which gave certain responsibilities to correct or curtail the driving behavior of operators of motor vehicles who violate the law contained in the Motor Vehicle Code. Section 12810 of the code reads:

"In determining the violation point count, any conviction under Section 14601, 20002, 20007, 23102, 23103, or 23104 of this code shall be given a value of two points and any other traffic conviction involving the safe operation of a motor vehicle upon the highway shall be given a value of one point; provided, that conviction for only one violation arising from one occasion of arrest or citation shall be counted in determining the violation point count for the purposes of this section.

"Any person whose driving record shows a violation point count of four or more points in 12 months, six or more points in 24 months or eight or more points in 36 months shall be prima facie presumed to be a negligent operator of a motor vehicle.

"Any accident in which the operator is deemed by the department to be responsible shall be given a value of one point.

"In applying the provisions of this section to a driver, the department shall give due consideration to the amount of use or mileage traveled in the operation of a motor vehicle."

The Department of Motor Vehicles is not fully performing the responsibilities set forth in Section 12810 of the Vehicle Code. The provisions of the code provide mandatory and discretionary action by the department when an operator of a motor vehicle is presumed to be a negligent operator (Section 12810 above). It is our understanding that

## Department of Motor Vehicles—Continued

the department is taking the mandatory action required by law but is not taking all of the discretionary acts on operators that might be considered necessary to improve the driving habits of the motorists as they were in 1959. We are advised that this is due to lack of funds being allocated for this purpose. If the department were taking discretionary action on those drivers that did not meet the standards set forth in Section 12810, they would have to consider action in the cases of one-half of 1 percent of the persons having drivers' licenses or 1 operator out of 200 whose record was considered bad by the department. Since 1959, the department has not been able to consider all of these discretionary actions due to a reduction in the budget requested at that time by the Director of the Department of Motor Vehicles. Due to lack of funds allocated for this purpose, the department has not considered discretionary action on all operators who are considered to have bad records by the standards set forth in Section 12810 of the Vehicle Code. With the continuation of this reduced program since 1959, the department has been able to consider discretionary action on only 0.17 percent or 1 in 600 operators of motor vehicles violating the provisions of Section 12810 of the Vehicle Code.

Among the repeated suggested ideas from safety conferences and studies is that the department give more attention to operators who drive improperly. Prior to the reduction in the level of service for this activity, statistics indicated that 70 to 80 percent of the operators subjected to hearings for violations of Section 12810 of the Vehicle Code showed improvement in their driving habits.

Due to the increase in injury and fatal accidents in California, we believe that changes in the law should be considered to make mandatory some of the actions against negligent operators that are now left to the discretion of the department.

*We recommend approval of this item in the amount budgeted.*

## Department of Motor Vehicles

ITEM 174 of the Budget Bill

Budget page 602

**FOR ADDITIONAL SUPPORT OF THE DEPARTMENT OF  
MOTOR VEHICLES FROM THE MOTOR VEHICLE  
LICENSE FEE FUND**

Amount requested .....	\$5,872,507
Estimated to be expended in 1964-65 fiscal year .....	5,778,589
Increase (1.6 percent) .....	\$93,918

**TOTAL RECOMMENDED REDUCTION .....** None

**ANALYSIS AND RECOMMENDATIONS**

This amount is requested to cover the expenditures of the department related to the enforcement of the Vehicle License Fee Law (Sections 10071-11005.6 of the Revenue and Taxation Code). The expenditures of the department are related to the computation of fees, collection, refund, seizure and sale for vehicles on which fees are delinquent. The

## Department of Motor Vehicles—Continued

vehicle license fees are levied in lieu of taxes according to value imposed for state or local purposes on vehicles subject to registration under the Vehicle Code.

*We recommend approval of this item as budgeted.*

## Department of Motor Vehicles

## DEFICIENCY PAYMENTS

## ITEM 175 of the Budget Bill

**FOR PAYMENTS OF DEFICIENCIES IN APPROPRIATIONS FOR  
THE DEPARTMENT OF MOTOR VEHICLES FROM  
THE MOTOR VEHICLE FUND**

Amount requested	\$350,000
Amount allocated to date for 1964-65 fiscal year	None

<b>TOTAL RECOMMENDED REDUCTION</b>	None
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## ANALYSIS AND RECOMMENDATIONS

The amount of \$350,000 is requested for unforeseen expenditures which might occur and could not be paid from other appropriations for the support of this agency. This agency is prohibited by statute from creating deficiency expenditures as authorized under Section 11006 of the Government Code. Furthermore, the department is prohibited from obtaining money from the Emergency Fund.

*We recommend approval of this item as budgeted.*

## Department of Public Works

## DIVISION OF HIGHWAYS

## ITEM 176 of the Budget Bill

Budget page 606

**FOR SUPPORT OF HIGHWAY SAFETY RESEARCH FROM THE  
MOTOR VEHICLE TRANSPORTATION TAX FUND**

Amount requested	\$255,000
Estimated to be expended in 1964-65 fiscal year	215,000

Increase (18.6 percent)	\$40,000
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<b>TOTAL RECOMMENDED REDUCTION</b>	None
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## PROGRAM PLANS AND BUDGET

This item represents the continuation of a long-range program of research in highway safety which was initiated by Chapter 2110 of the Statutes of 1961 with an appropriation of \$100,000 from the State Highway Fund. This was continued by an appropriation in the 1963 Budget Act of \$150,000 also from the State Highway Fund. The 1964 Budget Act provided \$215,000 but funded from the Motor Vehicle Transportation Tax Fund. This made a total provision of \$465,000, to date.

Studies are carried on under the general authority and direction of the Department of Public Works with the cooperation and assistance of the Highway Patrol, Division of Highways, Department of Motor Vehicles and the Institute of Transportation and Traffic Engineering

**Division of Highways—Continued**

of the University of California. The various research projects that are established in many instances will span over a period of years and in other instances may be completed within a budget year. Projects currently underway include "Relationship Between Test Vision, Test Scores and Driving Record," "Effectiveness of Warning Letters in Accident and Violation Reduction," "Alcohol Level and Driving Performance" and a number of others. The research program is continually reviewed and brought up to date.

**REVIEW OF AGENCY ACCOMPLISHMENTS**

In the course of the fiscal year 1963-64, there was relatively little published in the way of results of studies since most of the studies were in progress at the time. Results are just now being published. For example, the second part of "Causes and Characteristics of Single Car Accidents" was published in October of 1964. This concludes that particular study. Other reports are due shortly.

**ANALYSIS AND RECOMMENDATION**

The problem of highway accidents and resultant death and injury is increasing steadily with mounting traffic congestion. A coordinated and continuing program of highway safety research is a prerequisite to intelligent action directed towards reducing the accident rate and the death toll.

Heretofore, this item was appropriated in capital outlay. It is now proposed in the support portion of the budget and, by a transfer into the State Highway Fund, the money becomes available for an indefinite period since the programs often span more than one year. *We recommend approval.*

**Department of Public Works  
DIVISION OF AERONAUTICS**

ITEM 177 of the Budget Bill

Budget page 617

**FOR SUPPORT OF DIVISION OF AERONAUTICS FROM  
THE AIRPORT ASSISTANCE FUND**

Amount requested .....	\$176,905
Estimated to be expended in 1964-65 fiscal year .....	160,541
	-----
Increase (10.2 percent) .....	\$16,364

**TOTAL RECOMMENDED REDUCTION .....** None

**PROGRAM PLANS AND BUDGET**

The California Aeronautics Commission was created by Chapter 1379, Statutes of 1947. The stated primary purpose is to "encourage, foster and assist in the development of aeronautics in this state and to encourage the establishment of airports and navigation facilities." Chapter 2071, Statutes of 1961, changed the California Aeronautics Commission to the State Board of Aeronautics and the staff was transferred to the Department of Public Works as the Division of Aeronautics. The duties set forth in the statutes are broad but designed to carry out the primary purpose stated above.