

**TOPOGRAPHIC MAPPING**

**For Support of the Topographic Mapping Project from the General Fund**

Item 252, page 57 of the Budget Bill, and page 674 of the Budget. The amount requested is \$300,000 from the General Fund for support of the Topographic Mapping Project. This is the same amount of \$300,000 as estimated to be expended in 1948-49.

<i>Item of increase</i>	<i>Amount</i>	<i>Budget page</i>
Budgeted increase for new or expanded service:		
None -----		

**Recommendations**

Amount budgeted -----	\$300,000
Legislative Auditor's recommendations -----	\$200,000
Reduction -----	\$100,000

This provides for continuation of a 10-year mapping program at a total cost to the State of \$3,000,000. Since 1945 fifty-one of the fifty-eight counties have been the scene of mapping activities under this program. An equal amount is to be provided by the U. S. Geological Survey, the U. S. Bureau of Reclamation, and the U. S. Forest Service, who are participating in the work.

We recommend a reduction of \$100,000 will slow up the project to two-thirds of the regular program but will help avoid a tax increase.

**ESTABLISHMENT OF GAUGING STATION ON FEATHER RIVER**

**For Establishment of Gauging Station on Feather River from the General Fund**

Item 253, page 57 of the Budget Bill and page 674 of the Budget. The amount requested is \$2,000 from the General Fund for the establishment of a Gauging Station at Feather River. *This is a new service.*

<i>Item of increase</i>	<i>Amount</i>	<i>Budget page</i>
Budgeted increase for new or expanded service:		
New Station -----	\$2,000	674

**Recommendations**

Amount budgeted -----	\$2,000
Legislative Auditor's recommendations -----	\$2,000
Reduction -----	None

**Analysis**

This item provides for the construction of a standard 36" gauge well and shelter house. The installation of this gauging station below the confluence of the Yuba and Feather Rivers will permit the measurement of flow under both high and medium flow conditions. *We recommend approval.*

**AERONAUTICS COMMISSION**

**For Support of the Aeronautics Commission from the General Fund**

Item 254, page 57 of the Budget Bill and page 691 of the Budget. The amount requested is \$184,882 from the General Fund for the support of the Aeronautics Commission. This is an increase of \$16,066 or 9.5 per-

cent over the amount of \$168,816 estimated to be expended for the 1948-49 Fiscal Year.

<i>Item of increase</i>	<i>Amount</i>	<i>Budget page</i>
Budgeted increase based on work load, price increase, or salary adjustment at existing level of service:		
Salaries -----	\$10,672	691
Operating expenses -----	4,264	691
Equipment -----	—1,030	691
 Total -----	 \$13,906	
Budgeted increase for new or expanded service:		
Proposed new position		
Intermediate typist clerk -----	\$2,160	691

*Recommendation*

Amount budgeted -----	\$184,882
Legislative Auditor's recommendation -----	None
 Reduction -----	 \$184,882

*Analysis*

We recommend that this agency be abolished in the light of possible accomplishments as evaluated by the cost involved. An analysis of the programs undertaken indicates that the commission is not necessary because:

1. Development

*It is one of the functions of the commission to encourage the development of private flying and the general use of air transportation. This would not seem to be a problem of the State, rather a problem of private industry to promote and further develop their own business.*

2. Air Safety and Enforcement

Air safety and enforcement should be coordinated by the Department of Justice, Disaster Council, or local law enforcement officers. It is the duty of all local peace officers to enforce laws. It is the duty of all law enforcement officers to enforce air regulations, as well as all other laws; therefore, it would not seem feasible that <sup>the department</sup> a separate commission of the State be required to enforce these laws. A separate commission of the State includes this as one of its functions, which is already being performed, or should be performed, by other officials. This could involve the State in much useless controversy with the local governments in a sphere where the State has already recognized the responsibility to be a local one.

3. Research

The State should not be required to stand the expense of research, since this would seem to be purely the responsibility of private industry. Much aeronautical research is now being performed by various federal agencies.

4. Air Port Promotion for Planning

*The State Planning Act is now vested with the responsibility of all state planning, which includes air port planning and development of a*

*state-wide system of air ports. There is no need for the State to assign regular airfield or airport technicians and engineers to do this job. The above functions are not essential functions of government. We recommend that all nonessential agencies be eliminated from the standpoint of efficiency and economy in State Government.*

### COLORADO RIVER BOARD

#### For Support of the Colorado River Board from the General Fund

Item 255, page 57 of the Budget Bill and page 692 of the Budget. The amount requested is \$97,889 from the General Fund for the support of the Colorado River Board. This is an increase of \$6,513 or 7.1 percent over the amount of \$91,376 estimated to be expended in the 1948-49 Fiscal Year.

This board was created under Chapter 838, Statutes of 1937. The duties include preparations for appearances before congressional committees and conferences with interested federal agencies regarding legislation; authorizing litigation for settlement of water rights; clarifying administration of the Mexican Water Treaty; making legal and engineering studies in preparation for possible litigation; gathering, compiling, and analysing basic data on water supply and utilization, and the Central Arizona Project Bill; and conferences with representatives of other Colorado River Basin states.

<i>Item of increase</i>	<i>Amount</i>	<i>Budget page</i>
Budgeted increase based on work load, price increase, or salary adjustment at existing level of service:		
Merit salary adjustment.....	\$262	692
Associate hydraulic engineers.....	9,960	692
Operating expense .....	2,885	692
Equipment .....	824	692
Total .....	\$6,513	
Budgeted increase for new or expanded service:		
None .....		

#### *Recommendations*

Amount budgeted .....	\$97,889
Legislative Auditor's recommendation.....	\$92,409
Reduction .....	\$5,480

#### *Analysis*

We recommend the addition of one associate hydraulic engineer at a salary of \$4,980, instead of two as requested.

The Colorado River Board, having been in existence for approximately eleven years, has compiled most of the fundamental data necessary in the adjudication of issues involving the rights to the Colorado River water, and the work of the board should therefore diminish rather than expand. Moreover, the staff of the Colorado River Board, consisting of one chief engineer, one senior hydraulic engineer, and one senior civil engineer, was augmented last year by the addition of a special consultant at a salary of \$12,000. For these reasons, the addition of an associate hydraulic engineer should be sufficient to continue the work program of the board.