

California Cadet Corps—Continued

in the State, indicates that the budget requests of the California Cadet Corps may reach the million-dollar mark as early as the 1960-61 Budget, and not later than the 1964-65 Budget.

We recommend approval of this budget.

DEPARTMENT OF MOTOR VEHICLES

ITEM 166 of the Budget Bill

Budget page 676
Budget line No. 47

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

Amount requested	\$18,718,231
Estimated to be expended in 1956-57 Fiscal Year	16,563,591
Increase (13.0 percent)	\$2,154,640

Summary of Increase

	Total increase	INCREASE DUE TO		
		Work load or salary adjustments	New services	Budget Line page No.
Salaries and wages	\$2,042,388	\$1,463,857	\$578,526	687 64
Operating expense	628,584	561,497	67,087	687 65
Equipment	-82,312	-183,783	101,471	687 66
Less increased reimbursements	-23,976	-23,976	--	687 75
Less increased payments from Motor Vehicle License Fee Fund	-410,039	-410,039	--	687 79
Total increase	\$2,154,640	\$1,407,556	\$747,084	687 78

RECOMMENDATIONS

Amount budgeted	\$18,718,231
Legislative Auditor's recommendation	18,503,431
Reduction	\$214,800

The Department of Motor Vehicles is responsible for registering and licensing motor vehicles, testing and licensing operators of motor vehicles and licensing driving schools. The department also administers the provisions of the Financial Responsibility Law. The department collects the "in lieu" tax on motor vehicles as a part of the function of registering motor vehicles; this tax is apportioned to the cities and counties.

The Motor Vehicle Fund finances the major portion of the department's activities. The Motor Vehicle License Fee Fund finances that portion of the activities connected with the collection of the "in lieu" tax. The General Fund finances the minor activity of providing information services to the Aid to Needy Children Program.

The department is composed of four divisions which include: Division of Administration, Division of Registration, Division of Drivers Licenses (including the financial responsibility function) and Division of Field Operations.

Department of Motor Vehicles—Continued

Summary of Recommended Reductions

	Amount	Page	Budget Line
50 Drivers license examiners	\$214,800	686	63
(See analysis under section entitled Division of Field Office Operations.)			

Table of Increases

	1947-48	1956-57	Percent increase
Division of Administration			
Number of positions	109	185	69.7
Total expenditures	\$560,814	\$1,499,285	167.3
Division of Registration			
Work load:			
Registrations	3,034,306	7,554,260	149.0
Brief service	---	38,700	--
*Number of positions	460.1	1,250.0	171.7
Total expenditures	\$3,107,754	\$6,706,542	115.8
Division of Drivers Licenses			
General operations			
Work load:			
Licenses issued	1,167,999	2,030,015	73.8
Driver identification items processed	9,547,801	14,210,770	48.8
Driver license information requested	---	1,080,000	--
Driver improvement actions	43,158	233,302	440.6
Total	10,758,958	17,554,087	63.2
Number of positions	229.1	511.0	123.1
Total expenditures	\$703,523	\$2,569,342	265.2
Financial responsibility			
Work load:			
Number of cases	---	688,524	--
Number of positions	3.0	135.0	--
Total expenditures	\$48,756	\$621,866	--
Division of Field Office Operations			
Work load:			
Registrations	3,034,306	7,554,260	149.0
Drivers licenses	1,167,999	2,030,015	73.8
Total	4,202,305	9,584,275	128.1
Number of field offices	71	120	69.0
Number of positions	662.4	1,334.2	101.4
Total expenditures	\$2,230,403	\$6,637,518	197.6
GRAND TOTAL NUMBER OF POSITIONS	1,463.6	3,415.2	133.3
Land and buildings	\$235,708	\$1,259,530	434.4
GRAND TOTAL EXPENDITURES (including land and buildings)	\$6,886,958	\$19,294,083	180.2

* Only 81 positions were included in the 1947-48 Fiscal Year as the initial complement for the newly established Mechanical Processing Section, as compared to 398 positions authorized in 1956-57 Fiscal Year.

ANALYSIS

The department is requesting a budget of \$18,718,231 or 13.0 percent more than the 1956-57 Fiscal Year. Of the \$2,042,383 increase for salaries and wages \$1,844,975 is for 402.1 new positions and 90.6 equivalent positions for temporary help and overtime. The difference between the two dollar amounts represents merit increases less salary savings. The distribution of these positions by function is as follows:

Department of Motor Vehicles—Continued

	Increased Number of Positions	
	<i>New positions</i>	<i>Temporary help and overtime (man-years)</i>
Division of Administration.....	11	—
Division of Registration.....	61	(57.4)*
Division of Drivers Licenses.....	44	(22.5)
Financial responsibility function.....	24	—
Division of Field Operations.....	262.1	(10.7)
Total	402.1	(90.6)

* Composed of 51.8 man-years for Vehicle License and Title Section and 5.6 man-years for Automation Section.

In terms of increased work load, and new and expanded service, the distribution of these positions is as follows:

	<i>New positions</i>	<i>Dollars</i>
Increased work load.....	264.6	\$935,369
Temporary help and overtime.....	(90.6)	(331,080)
Total increased work load	(355.2)	(\$1,266,449)

New and Expanded Service

	<i>New positions</i>	<i>Salaries and wages</i>	<i>Operating expense</i>	<i>Equipment</i>	<i>Total</i>
Expanded dealer and wrecker investigations	41	\$164,622	\$14,637	\$45,042	\$224,301
Expanded driver improvement activities	21	93,450	7,350	23,479	124,279
Expanded driver license examining	50	214,800	—	—	214,800
Additional branch offices.....	25.5	105,654	45,100	32,950	183,704
Total new and expanded service	137.5	\$578,526	\$67,087	\$101,471	\$747,084

Total Increased Work Load, and New and Expanded Service

	<i>New positions</i>	<i>Salaries and wages</i>
Total increased work load (excluding temporary help and overtime) and new and expanded service	402.1	\$1,513,895
Total increased work load (including temporary help and overtime) and new and expanded service	(492.7)	(\$1,844,975)

Department of Motor Vehicles—Continued**Division of Administration**

This division includes the office of the director, general administration, fiscal, personnel, service, supply and building maintenance, procedures and analyses, traffic safety education, and the reciprocity commission.

The 11 new positions requested, all classified as work load, are for the following functions:

Work Load

- 1 assistant information officer position is to assist the information officer due to the increased activity in the information section.
- 3 clerical positions are for the suspense slip unit.
- 1 position is for the inventory control unit.
- 1 position is for the dishonored check unit to meet the anticipated work load in the Accounting Section.
- 2 clerical positions are for the Personnel Section due to increased work load resulting from the increases in staff.
- 2 positions are for the Service and Supply Section due to the increased work load.
- 1 audio-visual specialist position is for the Traffic Safety Education Section in order to provide additional assistance in the state-wide safety program.

The \$152,629 increase in operating expenses for this division is composed largely of the need for printing the Motor Vehicles Code and Summaries following a General Session of the Legislature. There is also \$30,000 for a comprehensive study of operations and procedures to recommend methods of improvement in this area and to develop ways of reducing work load. This study may be conducted by the Organization and Cost Control Division of the Department of Finance or it may be contracted with an outside management firm. We agree that such a study should be made. The growth of the functions performed by the Department of Motor Vehicles is assuming exceptional proportions as outlined in the following sections of this analysis entitled Electronics Committee and Division of Registration.

Electronics Committee

During the early summer of 1956, it became apparent to the Department of Motor Vehicles that the work load was growing so rapidly that the present methods of handling the work flow were rapidly becoming obsolete. They felt that it was necessary to consider some form of electronic data processing. A part-time committee of top level employees of the department was established to make a preliminary study and chart a course of future action.

The committee drafted a letter to 19 electronic data processing companies on July 27, 1956, telling of the problem and asking for recommendations. The committee has attended several executive seminars on several types of electronic equipment and has visited various installations and manufacturing plants in California. They have now reached

Department of Motor Vehicles—Continued

a position where they have recommended that a full-time committee be established to carry on a complete feasibility study, including work flow charting and cost finding in connection with each step in the processing. The committee has requested the electronic manufacturing companies to submit proposals for handling their registration processing problem by June 30, 1957, and the drivers licenses processing problem by December 31, 1957.

The full-time committee, which is to be established in the very near future, will be in a position to analyze these proposals and compare them cost-wise with the present methods of handling the work. Either on their own initiative, or with the help of a consulting firm, they will render a decision as to the type of equipment to be obtained if that is considered to be the final solution to the problem.

Division of Registration

The Division of Registration is requesting 61 positions plus temporary help as follows:

Work Load

- 20 positions are due to increased work load in the Automation Section.
- (51.8) man-years of temporary help are for increased work load in the Vehicle License and Title Section.
- (5.6) man-years of temporary help are for increased work load in the Automation Section.

New and Expanded Service

- 22 positions are for motor vehicle investigations.
- 19 clerical positions are to provide for additional investigations of licensed dealers and wreckers.

Also, there were 27 positions established during the current year to meet additional work load in the Automation Section. It is proposed that these 27 positions also be continued in this fiscal year.

The growth in registrations handled by the Vehicle License and Title Section was underestimated for both 1955-56 and 1956-57 so that it has been necessary to add positions over and above budget estimates each year to keep up with the increased work load. This immediate past growth and the projected growth in this area is shown in the following table.

Vehicle Registrations

	Total	Percent	
		Increase from 1955-56 actual	increase from 1955-56 actual
1955-56 actual -----	7,144,331	--	--
1956-57 original estimate -----	7,268,550	124,219	1.7
1956-57 revised estimate -----	7,554,260	409,929	5.7
1957-58 estimate -----	7,968,600	824,269	11.5
1959 projection -----	8,335,000	1,190,669	16.7
1960 projection -----	8,628,000	1,483,669	20.8
1965 projection -----	10,389,000	3,244,669	45.4
1970 projection -----	12,104,000	4,959,669	69.4
1975 projection -----	13,842,000	6,697,669	93.7

Department of Motor Vehicles—Continued

On the basis of man-hours taken to perform the licensing function on the 1955-56 basis there is need for the additional 51.8 man-years of temporary help. These 51.8 man-years temporary help are required to bring the total 1957-58 requirements to 937.6 positions, composed of 774 for permanent positions, 153.3 for temporary help and 10.3 for over-time for this function.

The emphasis must be placed on the potential growth of this function. At this rate of growth the registration figures projected to 1975 would require additional man-year positions in excess of 800 rather than the 51.8 presently requested.

It is plain that procedures analysis and work simplification must be applied to this function to establish true standards rather than to continue to base future needs on past experience. All areas must be explored and entirely new thinking must be applied to the solution of this problem, as it is increasing geometrically and assuming uncontrollable proportions.

In his analysis of the Budget Bill for 1955-56 the Legislative Auditor recommended staggered registration to relieve the peak work load in this operation. The department has not accepted this method, although investigation is now being made of potentialities of the system. Further, we have recommended investigation of permanent, or semipermanent, license plates, as a partial solution to this problem. We still further recommend investigation of the possibilities of one-time registration designed to be transferrable with each transfer of ownership of the vehicle during its lifetime as a possible solution to this increasingly pressing problem.

The Investigation Section of the Division of Registration requests 41 positions (22 investigative and 19 clerical as listed above). This expansion is based on three premises:

1. The belief that an accumulation of 10 dealer misuses of reports of sale within one year requires detailed investigation. (In 1955, 2,352 of the 9,743 dealers, or 24 percent, had 10 or more misuses.)
2. The belief that annual detailed investigation of wreckers is necessary to insure compliance with Vehicle Code requirements.
3. The development of a five-year program to achieve the above objectives by the following means:
 - A. Make detailed investigations of 6.1 percent of licensed dealers in 1957-58, and increase investigations 4.5 percent each succeeding year thereafter through 1961-62.
 - B. Make detailed investigations of 32.7 percent of licensed wreckers in 1957-58, and increase investigations 16.8 percent additionally each succeeding year thereafter through 1961-62.

Department of Motor Vehicles—Continued

- C. Devote three man-years to the enforcement of house trailer registration requirements.

The ultimate requirements for this program are 105 investigative and 96 clerical positions.

Division of Drivers Licenses

The Division of Drivers Licenses performs the functions of testing applicants, issuing drivers licenses, and suspending and revoking drivers licenses under the drivers improvement program. The division is requesting 44 positions plus temporary help in the following two categories:

Work Load

- 23 positions for general operations.
(22.5) man-years of temporary help are for increased work load in the issuing of drivers licenses.

New and Expanded Service

- 21 positions for driver improvement.

Since a very large portion of the Department of Motor Vehicles driver improvement program is based upon abstracts received, increases in that figure are bound to have a serious effect upon that program. The record breaking growth in abstracts received has continued now for the third consecutive year, reaching a level just under 2½ million for the 1955-56 Fiscal Year.

An analysis of the statistics indicates that the growth in abstracts is not due entirely to the increase in the number of licensed drivers. In other words, not only are there more drivers, but these drivers are tending to get more citations per driver on the average. Stepped-up enforcement activity is a prime factor in this situation. The result will be more and more drivers coming under the "negligent operator" category and necessitating action by the Driver Improvement Section.

In the period from the 1952-53 Fiscal Year to the 1955-56 Fiscal Year, there was a 56.5 percent increase in the number of abstracts received by the department. During this same period of time the number of driver improvement analyst personnel increased by only 25.5 percent. This indicates that the Driver Improvement Program has been losing ground since that year. The proposed increase is designated to bring the level of service back to the 1952-53 level.

The Legislative Auditor prepared a detailed report, dated December 3, 1954, recommending licensing drivers by the punched card method as a solution to the increasing volume in the licensing of the drivers of the State. The report contained detailed machine procedures and was reviewed and approved by experts in the field. The report was taken under advisement by the agency and then by the Department of Finance and today, 26 months and many conferences and committee meet-

Department of Motor Vehicles—Continued

ings later, we are very little nearer to the solution of the problem. We are relieved that the newly created Electronics Committee will deal with the solution to this problem, but submit that this step has been taken months later than was necessary.

The Financial Responsibility Function

This section of the Division of Drivers Licenses administers the Financial Responsibility Law concerning motor vehicle accidents. This section is requesting 24 positions to meet increased work load. The financial responsibility function must be staffed in order that peak loads can be handled expeditiously to meet the action dates specified in the Vehicle Code. The financial responsibility staff is required to suspend the driving privilege of the driver and the registration media of the involved vehicle within 76 days following the date of the receipt of the first accident report. The law further provides that final evaluation of injuries and damages cannot be made until 50 days have passed following the date of the accident. The technical operations relating to security requirements or exemptions thereto which are the responsibility of the evaluation staff are heavily concentrated in the period between these two dates and also within a two-week period following the effective date of suspension. Although the volume input of these operations is fairly constant, there are weekly fluctuations of volume that cannot be leveled because of the specific requirements of the statute. There was an increase of 17.4 percent in the volume of accident reports received in 1955-56 over the previous fiscal year. An even greater increase in work load is anticipated during 1957-58 due to changes in the law having to do with registration suspension and additional proof of ability to respond in future damage requirements which will cause additional administrative burdens.

Division of Field Office Operations

The division operates the branch offices which register motor vehicles, issue drivers' licenses, furnish information regarding the Financial Responsibility Law, and regulate automobile driving schools and driving instructors under Sections 445-445.5 of the Motor Vehicle Code. The division has requested 262.1 positions plus 10.7 man-years of temporary help as follows:

Work Load

- 179.5 positions are to meet anticipated work load in the existing branches.
- 5 clerical positions are for the Los Angeles files to handle increased work load.
- 1 motor vehicle III position is for the drivers license examiner training school in Fresno.
- 1 motor vehicle representative V position is to supervise the additional district proposed.
- (10.7) man-years of temporary help are for increased work load in the field offices.

Department of Motor Vehicles—Continued

New and Expanded Service

- 50 Drivers license examiner positions to increase the effectiveness of drivers' license examinations.
- 25.5 Positions are to staff the new branch offices located in: Dinuba, Mount Shasta, Petaluma, Santa Clara, Hemet, Oxnard, Reseda and Twentynine Palms.

The department has proposed an increase of 200 drivers license examiners to be added at the rate of 50 per year for the next four years. Although we believe strongly in the need for tightening the drivers license tests, we feel the Legislature should examine the potential results for the multimillion-dollar expenditure, and should require a definite outline of the proposed program. The Assembly Interim Committee on Transportation and Commerce has studied the problem and in its preliminary report made the following general statement concerning the need for improvement of the drivers licensing program: "The committee feels that a most important contribution to greater traffic safety can be accomplished through improving the behavior of drivers. To this end the committee recommends expansion of driver education and training programs and a strengthening of the driver licensing procedures."

We believe that the final report of the committee should be examined when it is completed for a more concrete interim analysis and for legislative direction.

With these additional men, the department intends to give a more intensive road test to new drivers when they first get their licenses, i.e., by reaching the driving age or by coming into California from another state; and to attempt eventually to give road tests to all renewals every four years. At present, road tests are not given at renewal time except in cases of the aged or infirm, or where there is reason to challenge the ability of the driver. The department also plans to use these men to give more complete eye examinations which will include muscular and side-vision testing in addition to the visual acuity test now given. These expansions of the tests should be of some benefit to driver improvement, but just how much improvement or whether or not there are more adequate alternatives remains unanswered. The department presents figures which show that of those involved in accidents in California during the month of October, 1956, 39.5 percent of the commercial drivers with chauffeurs' licenses (and therefore subjected to more stringent state drivers license tests) were considered at fault as compared with 50.4 percent of the commercial drivers with operators' licenses (and therefore subjected to minimum state tests). It is plain that comparison of the record of professional, long-haul truckers using the best equipment with the other heterogenous group has many flaws. We agree that testing accounts for some of this difference, but the State's portion is very small as compared to the continuous safety training, safety equipment and additional compensation paid professional drivers for their safe driving records.

Department of Motor Vehicles—Continued

Departmental records show that there are currently 275 drivers license examiners and 197 motor vehicle representatives, II, III and IV, who spend some of their time in this type of examination. The department therefore estimates an approximate total of 375 full-time positions now employed in this work. There are, in addition, 61 drivers license examiners and senior drivers license examiners in the 1957-58 request on a work load basis plus additional motor vehicle representatives, II, III and IV. The existing staff processed slightly in excess of 2,000,000 applications for drivers licenses in 1956. To complete these applications, it was necessary for this staff to handle approximately 3,000,000 persons. With roughly 375 people handling 3,000,000 contacts, this averages slightly less than 15 minutes per person. Increasing the staff by 50 employees would make it possible to increase the average time per applicant to 17 minutes.

The department recommends that, in beginning the program, the vision test time be expanded by one minute per test and that another function of the eye (either depth perception or side vision) be tested. They further recommend that the driving tests be increased in time by five minutes. This would absorb the full time of the first 50 additional examiners. In subsequent years, it is planned to introduce tests of the other functions of the eye as indicated above and to expand the driving test program.

The specific number of 50 positions per year for this particular program was determined as the number which could be trained adequately above the normal training program now in effect with existing personnel and facilities.

We believe that there is need for tightening the drivers license testing program, but we believe that the Legislature should require a more specific justification before granting these positions. For example, we question the extent by which accidents would be reduced, if any, by the ultimate plan of giving driving tests to all renewals. It would seem that more intensive testing of selected groups would be more effectual; i.e., cases where licenses had been suspended or cases where the past accident pattern had been high. *For these reasons we recommend disapproval of the 50 positions.*

Improvements in Operation

Following are some of the principal improvements, in addition to those already mentioned, made during 1956 in the operation of the Department of Motor Vehicles.

Prosecuting Violating Dealers. The program inaugurated in May, 1955, of prosecuting dealers for violating sections of the Vehicle Code or regulations of the department was stepped up. This program has two main objectives: (1) To protect the automobile buying public from illegal practices of unscrupulous dealers; and (2) to assure that gas tax moneys are distributed to the proper counties. It has been found that in some instances dealers are registering automobiles to fictitious addresses which can cause the distribution of funds to the wrong county.

Department of Motor Vehicles—Continued

Drivers License Examiners. All drivers license examiners have been trained to conduct driving tests on heavy commercial equipment. This improves the service to the public in that chauffeurs may obtain their licenses at any examining point in the State where they were previously required to travel to offices that had special examiners who were qualified to give these tests.

Drivers License Appointment System. The appointment system for drivers license tests has been expanded. While it is not working on a 100 percent basis at this time, it has been expanded substantially in larger offices with a number of highly desirable results. Among the attributes of the appointment system are the following:

- a. Service to driver applicants without their being required to wait in line
- b. Better distribution of work load
- c. Better use of manpower
- d. Better information for budgeting purposes
- e. Better use of facilities in field offices
- f. Generally, better public relations

1957 Registration Stickers. It is anticipated that use of the reflectorized gummed sticker for 1957 registration will increase revenue to the department since the sticker cannot be removed from one plate to another as can the metal tab. The use of these stickers in place of metal tabs will reduce the storage problem in most of the field offices and similarly will reduce mailing costs.

Automation Section. A new reproducer made it possible for the Automation Section to convert the entire punched card files, which amounts to approximately 15,000,000 cards, to new card forms. In addition, the mechanical process of converting the entire deck to the new licensing system was handled in a very economical way as a result of improved methods of processing.

Space Saving. Over 21,000,000 cross-reference alphabetical and engine record cards were mechanically listed on forms which made it possible to reduce required filing space from 271 cabinets to 16. This was accomplished by means of a high speed lister which was rented for several months only. Because of this reduction in the need for file cabinets, it was not necessary to rent additional space outside the Department of Motor Vehicles' building as had previously been anticipated.

Staffing Formula. Through a new staffing formula, vacation reliefs have been provided by the employment of additional motor vehicle representative II positions which enables the department to maintain service in all offices during vacation periods. Some 30 offices and service points have had to be closed in prior years. In the future, with this relief staff, it will be unnecessary to close these points of service. The assignment of relief positions at strategic locations throughout the State will save travel time and money, partially offsetting increased salaries and wages.

Department of Motor Vehicles—Continued

Field Office Supervision. By designating certain employees as assistant managers in larger field offices, a number of organizational and procedural advantages have accrued to the department.

- a. Better supervisory control of the staff of each office is developing.
- b. This plan has provided training for managers and future managers of higher grade offices. Manpower utilization and in-service training have been afforded through this plan.
- c. Improved public relations have resulted by permitting managers more direct and personal contact with the public. It has also allowed managers to participate in community safety and motor vehicles activities in the name of the Department of Motor Vehicles.

Department of Motor Vehicles
LICENSE PLATE PROGRESS PAYMENTS

ITEM 167 of the Budget Bill

Budget page 676
Budget line No. 60

FOR PURCHASE OF 1961 VEHICLE LICENSE PLATES FROM THE
MOTOR VEHICLE FUND

Amount requested -----	\$884,000
Estimated to be expended in 1956-57 Fiscal Year -----	None
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Increase -----	\$884,000

RECOMMENDATIONS

Amount budgeted -----	\$884,000
Legislative Auditor's recommendation -----	884,000
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Reduction -----	None

ANALYSIS

This item establishes a partial payment for 1961 license plates so that Correctional Industries may be supplied with working capital to begin manufacture of the plates. This payment represents the working capital necessary for 2,000,000 plates, or approximately one-fourth of the total requirements. It is understood that actual manufacture will not be started until a decision is reached regarding the possible use of aluminum for the plates, or a plastic material which can be used to provide acceptable permanent or semipermanent license plates.

We recommend approval of this item as budgeted.

Department of Motor Vehicles
MOTOR VEHICLE LICENSE FEE FUND

ITEM 168 of the Budget Bill

Budget page 676
Budget line No. 66

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

Amount requested	\$3,125,531
Estimated to be expended in 1956-57 Fiscal Year	2,715,492
Increase (15.1 percent)	\$410,039

RECOMMENDATIONS

Amount budgeted	\$3,125,531
Legislative Auditor's recommendation	3,125,531
Reduction	None

ANALYSIS

All expenses for the administration of the Motor Vehicle License Fee Act are paid from the Motor Vehicle Fund as part of the over-all departmental expenses of the Department of Motor Vehicles, and that fund then is reimbursed from the Motor Vehicle License Fee Fund by appropriation in accordance with Section 11003 of the Revenue and Taxation Code.

The percentage of departmental expenditures chargeable to the collection of vehicle license fees has been determined by a study made by the Department of Motor Vehicles in collaboration with the Department of Finance.

We recommend approval of this item as budgeted.

Department of Motor Vehicles
INFORMATION SERVICE TO AID TO NEEDY CHILDREN PROGRAM

ITEM 169 of the Budget Bill

Budget page 677
Budget line No. 8

FOR ADDITIONAL SUPPORT OF DEPARTMENT OF MOTOR VEHICLES
FROM THE GENERAL FUND

Amount requested	\$15,000
Estimated to be expended in 1956-57 Fiscal Year	15,000
Increase	None

RECOMMENDATIONS

Amount budgeted	\$15,000
Legislative Auditor's recommendation	15,000
Reduction	None

ANALYSIS

The Department of Motor Vehicles provides information to the Department of Justice from the registration and drivers license files for the Aid to Needy Children Program. This program, administered by the Department of Justice, consists of providing a clearing house

Information Service, Aid to Needy Children—Continued

for the collection of information from all available state records to assist the counties in locating fathers who do not support their families. Initiated by the Attorney General, the clearing house operation receives requests from county district attorneys for any information on defendants in aid to needy children cases. It was decided at the beginning of the program that services rendered by the Department of Motor Vehicles should be a General Fund charge.

The amount budgeted for this function in 1956-57 was \$15,000 and this amount is again requested for 1957-58 Fiscal Year. The actual cost of searches in 1955-56 was \$6,397.

We recommend approval of this item as budgeted.

**Department of Motor Vehicles
DEFICIENCY PAYMENTS**

ITEM 170 of the Budget Bill

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

Amount requested	\$250,000
Estimated to be transferred for additional support and capital outlay in the 1956-57 Fiscal Year	94,984
Increase (163.2 percent)	\$155,016

RECOMMENDATIONS

Amount budgeted	\$250,000
Legislative Auditor's recommendation	100,000
Reduction	\$150,000

ANALYSIS

The Department of Motor Vehicles is prohibited by law from creating deficiencies. The Emergency Fund is available only to General Fund agencies. The Department of Motor Vehicles is supported from special funds and is not eligible to use the Emergency Fund.

During the current fiscal year it was necessary to transfer \$94,894 from the item for deficiency payments in the Budget Act of 1957. This amount was composed of \$80,547 in salaries and wages and \$14,437 in operating expenses due to unanticipated work load in both registrations and drivers licenses. The amount of \$26,728 or the equivalent of the salaries and wages of nine temporary positions was used for the file purge in the Division of Drivers Licenses.

The department is asking for an increase from \$100,000 to \$250,000 in this reserve fund this year. We believe that \$100,000 gives the department sufficient flexibility to meet its budget requirements. It is hoped that there will be tangible results from the department's efforts to improve procedures and effect work simplification techniques to more than offset any underestimations of work load.

The reserve was \$200,000 for 1952-53 and 1953-54. It has remained at \$100,000 for 1954-55, 1955-56 and 1956-57. The deficiency expendi-

Item 171

Fish and Game

Deficiency Payments—Continued

tures were the maximum allowed in two of the years and zero in two of the years as shown in the following table.

Deficiency Authorizations					
	Salaries and wages	Operating expenses	Equipment	Capital outlay and minor construction	Total
1952-53 Fiscal Year:					
E. O. D53-17—Registration					
work load increase -----	\$60,514	--	--	--	\$60,514
E. O. D53-28—Registration					
work load increase -----	16,745	--	--	--	16,745
E. O. D53-82—Deficits in estimated salary savings --	122,741	--	--	--	122,741
Total -----	\$200,000				\$200,000
1953-54 Fiscal Year -----	--	--	--	--	0
1954-55 Fiscal Year -----	--	--	--	--	0
1955-56 Fiscal Year:					
E. O. D55-89—Newly created Calif. Reciprocity Commission -----	\$4,603	\$2,400	\$605	--	\$7,608
E. O. D55-105—Registration work load increase -----	29,953	--	7,299	--	37,252
* E. O. D55-109—Fire damage--	--	--	--	\$9,725	9,725
* E. O. D55-108—Fire damage--	--	8,500	22,911	--	31,411
* E. O. D56-60—Fire damage--	8,636	4,811	193	--	13,640
E. O. D56-84—Price increase--	--	--	--	364	364
Total -----	\$43,192	\$15,711	\$31,008	\$10,089	\$100,000
1956-57 Fiscal Year:					
Budget Revision No. 5 (pending) Registration and drivers license work load increases -----	\$80,547	\$14,437	--	--	\$94,984
* Warehouse fire—October 12, 1955.					

We recommend that this item be reduced \$150,000 to the \$100,000 amount made available for the past three fiscal years.

DEPARTMENT OF FISH AND GAME

ITEM 171 of the Budget Bill

Budget page 690
Budget line No. 62

**FOR SUPPORT OF THE DEPARTMENT OF FISH AND GAME FROM
THE FISH AND GAME PRESERVATION FUND**

Amount requested -----	\$7,741,825
Estimated to be expended in 1956-57 Fiscal Year -----	7,943,973
Decrease (2.5 percent) -----	\$202,148

Summary of Increase

	Total increase	INCREASE DUE TO		Budget Line page No.
		Work load or salary adjustments	New services	
Salaries and wages -----	\$63,914	\$63,914	--	714 8
Operating expense -----	-180,049	-180,049	--	714 9
Equipment -----	-98,037	-98,037	--	714 10
Plus: decreased reimbursements--	12,024	12,024	--	714 34
Total increase -----	-\$202,148	-\$202,148	--	714 36