



THE THOMAS JEFFERSON
INSTITUTE FOR PUBLIC POLICY

Thomas Jefferson

**A Citizen-Friendly Budget Document for Virginia:
Providing Transparency and Accountability to State Government**

By: Geoffrey Segal
Senior Fellow on Government Reform

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Thomas Jefferson Institute for Public Policy

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Thomas Jefferson Institute for Public Policy
9035 Golden Sunset Lane
Springfield, Virginia 22153
703/440-9447
email: info@thomasjeffersoninst.org
website: www.thomasjeffersoninst.org

This paper, “A Citizen-Friendly Budget Document,” is a review of the four briefing papers in this series published by the Thomas Jefferson Institute for Public Policy. This paper does not necessarily reflect the views of the Thomas Jefferson Institute or its Board of Directors. Nothing in this study should be construed as an attempt to hinder or aid any legislation.

Foreword

Anyone who has tried to figure out what goes on in Virginia's state government by using the current budget document soon finds out that little can be readily understood.

The budget available through the General Assembly website is truly an "insiders' document" that makes no sense to the taxpayer who is interested in getting an idea of how his money is being spent.

And the printed budget document available in the basement of the General Assembly Building is not designed to give the citizen or the normal legislator an easily understood roadmap to how state government spends its money. Many legislators, if not most, grumble about the fact that they can't really "get a handle" on what the budget is all about.

This does not have to be the case. Other states have much more transparent and usable budget documents and these are available to anyone through the state website and in printed form.

The Thomas Jefferson Institute has struggled with the state budget for years as have legislators, business people, lobbyists and the media. We decided to take a look at what other states are doing with their budgets and offer an alternative.

The "Citizen-Friendly Budget Document" this study suggests will allow all our citizens to better understand how the state spends our money. It will make the budget more clear to all who have an interest in reading it. And it will give our legislators a better capability to hold government agencies more accountable for the way the taxpayers' money is spent.

Geoffrey Segal, the author of this study, has a deep understanding of government budgets and his previous work has brought him into contact with other state budgets and with the federal budget. His insight and understanding enabled the Thomas Jefferson Institute to offer these suggestions to totally redesign the current Virginia budget document.

"A Citizen Friendly Budget Document" is offered in an effort to make our state government more accountable, more transparent, and more understandable.

This study does not necessarily reflect the views of the Thomas Jefferson Institute for Public Policy or its Board of Directors. Nothing in this study should be construed as an attempt to hinder or aid any legislation pending in the General Assembly.

Michael W. Thompson
Chairman and President
Thomas Jefferson Institute for Public Policy
October 2003

A Citizen-Friendly Budget Document for Virginia:

Providing Transparency and Accountability in State Government

By: Geoffrey F. Segal

Introduction

Sadly, the average citizen today remains inactive in the general debate about how government is run. This is especially true at higher levels of government, i.e. there is less activism at the state level than at the local level. This is explained in large part by the time and energy needed for citizens to follow, understand, and become active in the debate at more distant levels of government. Indeed, government largely becomes less transparent as you move further from the local level. Thus it takes too much time and energy for normal citizens to properly understand the issues and policies put forward as government becomes more distant. Yet, it is precisely these more distant governments—state and federal—that have a larger impact on our daily lives and work.

Virginia's budget document needs to be dramatically changed in its layout and transparency in order for our elected officials to better understand the state budget and for our citizens to feel invited into the process. There are currently two readily available public budget documents: one on the General Assembly website which is terribly lacking in specifics and one in printed form that is available to legislators, lobbyists and those who pick it up in the basement of the General Assembly Building in Richmond. This latter budget is more detailed but does not give legislators the information and analysis needed to be truly good stewards of the taxpayers' money.

Civic leaders and elected officials often bemoan the lack of attention or engagement normal citizens display toward state governance. Citizens remain unenergetic and removed oftentimes because they lack the simple knowledge of what government services have been providing, in what quantities, and how efficiently. They are unable to determine such information from current government documents. Too often public documents, which should answer these questions, are agency centric and not written with the citizen in mind. While these documents serve an internal audience quite well, they do very little to assist an external audience including the citizen and many legislators.

The single most important document in Virginia government, the biannual budget, largely fails to serve even state legislators—many of whom have a difficult time truly understanding the budget as it is currently presented.

Virginia's Senators and Delegates know this all too well and the groundwork for change has finally been put into place. In the 2003 General Assembly, Delegate Gary Reese introduced the "Taxpayers Bill of Rights" (HB 1838). This bill requires the state to reformat its budget so that it can be understood by all Virginians, as well as linking expenditures to goals and objectives. Reese further added that, "the budget is incomprehensible and not given to accountability."¹

¹ Teresa Brumback, Road Fund Among Failures as Session Closes, *Leesburg Today*.

The bill passed both houses of the General Assembly unanimously.

A political movement toward “government for results” gained attention throughout the decade of the 1990’s. The economy’s recent struggles, coupled with technological advances and innovative breakthroughs, are placing an increased emphasis on performance.² Citizens’ frustration with government services has led to demands for increased transparency and accountability.³ They are concerned with outcomes: how their money is being spent and what level of service they are getting for their tax dollars. Citizens want to see progress toward an objective: that the original purpose of the service is being realized.⁴

Performance measurement has become an essential management tool. Beyond that, it gives policymakers a simple and understandable tool to communicate with their constituents. Indeed, the 1949 federal Hoover Commission recommended adopting this standard, “in order to produce a simpler, more understandable and more satisfactory budget document ... [it, the budget] needs to be completely recast along the lines of work programs.”⁵ The proper use and reporting of performance measurement allows state governments to engage in vital interaction with their citizens. It addresses and improves public confidence while maintaining the common goal of improving services.⁶ Governments will benefit from opening their books, making them more attainable, more understandable, and more transparent to the citizens and businesses that pay for and consume their services. Our taxpayers are demanding the same level of performance and accountability from governments as they do from private companies.

This study proposes a newly designed and more detailed “Citizen-Friendly Budget Document” that should be made available to Virginia. The specific examples used to compare the Virginia budget document with California and Maryland are the three states’ Divisions of Motor Vehicles. This was done so the reader can easily see the differences between today’s Virginia budget and how the proposed “Citizen-Friendly Budget” would allow citizens and legislators to have a better understanding of state government .

<http://www.leesburg2day.com/current.cfm?catid=54&newsid=6727>

² Blaine Liner, et. al., *Making Results-based State Government Work*, (Washington D.C.: The Urban Institute, April 2001), p. 1 and International City/County Management Association, FY 1999 Data Report, (www.icma.org/performance), p. 1.

³ International City/County Management Association, “Benchmarks of Performance: An Introduction to the Practice of Assessing Public Service Performance,” www.icma.org

⁴ Pat Dunsenbury, *Communicating with Citizens about Government Performance* (Washington D.C.: The Urban Institute), p. 1.

⁵ Hoover Commission Task Force Report on Fiscal Budgeting and Accounting Activities, Washington D.C., 1949, p. 6.

⁶ Ibid., p. 6 and David Bernstein, “Local Government Measurement Use to Focus on Performance and Results,” *Evaluation and Program Planning*, vol. 24 (2001), p. 95.

The Virginia Budget is Broken

Government is famous for its endless figures and forms. To an outsider, it seems like an industry that pays an enormous amount of attention to numbers. People in government are always counting something or churning out some statistical report. But most of this counting is focused on inputs: how much is spent, how many are served, and what service each person receives. Very seldom does it focus on outcomes, on results.

--David Osborne and Ted Gaebler, *Reinventing Government*

As the quote above describes, traditional government budgeting has focused on line items and object codes rather than on programs and results. Unfortunately, Virginia's budget falls into the traditional category—it lacks useful information about how the government spends the money and certainly void of how effective it is at spending money.

Too often the budget exercise is overly focused on dollars. While performance is an important issue at budget time, it is almost never systematically examined. In Virginia's case it is nearly impossible for citizens to evaluate how effective or efficient their state is in performing services. Citizens want to know how effectively and efficiently their state delivers services. What resources does it take to maintain highways, administer welfare programs, or educate our children? How does Virginia stack up against North Carolina, Maryland, or West Virginia? Do some states use more or fewer resources than others? Are there other management options that officials can utilize, such as privatization or public-private partnerships?

Indeed, there is “a growing frustration among taxpayers that they don't know what they're getting for their money.”⁷ This realization led to the passage by the U.S. Congress of “The Government Performance and Results Act of 1993” (GPRA). GPRA created a new framework for more effective planning, budgeting, program evaluation, and fiscal accountability. Clearly, GPRA is an attempt to improve public confidence and performance of government agencies, yet it is a federal law that only applies to the federal government.

An era of constrained budgets has forced governments to become more interested in improving productivity in order to provide services of higher quality or quantity with the same level of resources. In an effort to provide the kind of customer service citizens expect, governments are learning that the bottom line does not focus only on quantity, but also on service delivery—quality, efficiency, timeliness, accuracy, accessibility, and professionalism. To be fair, Virginia has improved over the past few years—largely through the creation of the Commonwealth Competition Council, and implementation of its many recommendations. However, despite these improvements, the state has failed to effectively communicate with the public on how it provides services and spends the taxpayer money.

⁷ David Osborne and Ted Gaebler, *Reinventing Government* (New York: Plume, 1993), p. 140.

Organizations that focus on results and performance, broadly defined, need to develop budget systems that fund outcomes rather than inputs.⁸ Spending needs to link measured results with funding levels and departments must be held accountable for outcomes. Also, governments need to make data available so that policymakers and citizens fully understand the array of results that can be accomplished through different levels of spending.⁹ Such a system retains accountability, but shifts it toward concrete outcome and output measures.

The evidence suggests that the best approach to budgeting is to focus on what citizens really want and need, as a demonstration of the effectiveness of the agency in carrying out policy goals and efforts to improve performance. What matters at the end of the day is what services are provided, not how much cash they absorb.¹⁰ Accordingly, the focus should ultimately be on results rather than dollars spent. Benchmarking agency performance over time, against other departments, other states, and against private firms lends itself to an easier understanding and evaluation by citizens.

Performance goals and measures play a vital role in public budgeting. They are powerful tools that can lead to the efficient and effective provision of public programs and services. By providing program managers and employees with what they are expected to achieve and how well they are doing, performance goals paint a more realistic and accurate picture of agency effectiveness. Most importantly though, citizens are given the means to evaluate, understand, and participate more fully in their government.

It has been ten years since the federal government passed GPRA. Virginia is beginning to take action to truly develop a performance driven budgeting process, largely because of recent pressures. In the last legislative session, Delegate Michele McQuigg introduced the “Roadmap for Virginia’s Future” (HB 2097), which was signed into law by the Governor in March of this year. The law establishes long-term results-based planning for state government. It further develops a process for the state to create a set of guiding principles, establish a long-term vision for the Commonwealth, and conduct analyses of core state services and set long-term objectives for state services. Additionally the roadmap institutes a planning and performance management system consisting of strategic planning, performance measurement, program evaluation, and performance budgeting.¹¹

⁸ Osborne and Gaebler, “Reinventing Government,” p. 161.

⁹ Little Hoover Commission “Budget Reform: Putting Performance First,” www.lhc.ca.gov/lhcdir/135rp.html

¹⁰ “The Trouble With Targets,” *The Economist*, April 28, 2001, p. 53.

¹¹ Commonwealth of Virginia, Legislative Information Services, <http://leg1.state.va.us/cgi-bin/legp504.exe?ses=031&typ=bil&val=HB2097>

What's Wrong With Virginia's Budget Document?

Virginia's budget document presented on the General Assembly's website can certainly be characterized as brief. This budget document is largely void of any usefulness (Appendix I).¹² A cursory look at the Department of Motor Vehicles in the website available budget quickly reveals that no true performance measure is reported, nor any detail as to how agencies actually spend money. It does not help citizens understand how their government operates or how effective it is in achieving its mission. (Appendix II.)

And the printed budget available in the basement of the General Assembly Building and used by legislators, lobbyists, and the media is more detailed but does not give those who read it an ability to truly understand what is going on. Indeed, many of our own legislators cannot readily evaluate how the commonwealth is operating by using this more "in-depth" budget document. (Appendix III.)

Neither of these available budget documents gives enough information for a reasonable analysis of government spending or accountability. To the contrary, they discourage involvement by our citizens.

For example, the Virginia Office of Transportation with a budget of nearly \$3.5 billion is detailed on only seven pages in the website provided budget by the General Assembly. You can't even find the full budget figure for the Transportation Office in this document. The "in-depth" budget available in printed form does not give the reader an easy understanding of what is going on either. Similar agencies in California have over 60 comprehensive pages. There is significant programmatic detail that allows citizens to see where and how their money is being spent and it's available on the California state's website. (Appendix IV.) A more comprehensible and easier understood budget is also available on Maryland's publicly available website. (Appendix V.)

But Virginia's budget as available on the General Assembly's website or in printed form is not user friendly in comparison to many other states.

The foundation for a strong and more easily understood budget document has already been laid in Virginia. For starters, all the information needed to transform the current budget document into a more transparent and useful budget is readily available.

Yet, the current budget documents leave Virginia taxpayers with much too little information and what's there is very difficult to understand. This keeps our citizens from better understanding state government and discourages active interest.

There is no need to reinvent the wheel when it comes to effective budget reporting. There are some simple guidelines that should be incorporated that will vastly improve the budgeting document. Some key components to a "Citizen-Friendly Budget" include:

¹² The FY 2000-2002 Budget available to the general public at: <http://www.dpb.state.va.us/budget/02-04/buddoc02/transpo.pdf> is used for this analysis.

- Time Series Data – currently the Virginia budget only provides data for the two years of the budget cycle. At minimum a second cycle should be included so that comparisons and trend analysis can easily and effectively be completed. This is commonplace in many states. For example, Florida and North Carolina provide 4 years (2 biannual cycles) in their document, while Maryland and California provide 3 years (3 annual cycles).
- Number of Personnel – it is commonplace in other state budgets to include staffing levels with the budget information. However, this is not the case in Virginia.
- Detailed Program Spending – Neither of the key budget documents is user friendly to the citizens or to our legislators here in Virginia. It is impossible to identify how much money is going to the different functions of the DMV, or other agencies. California’s website available budget breaks down the Department of Transportation’s DMV into six smaller program areas—this breakdown is among the best in providing program detail. However, Maryland breaks down its program areas with the most detail. Each program area has between 13 and 14 additional line item descriptions. Items such as number of employees, number of consultants, travel expense, etc are detailed over a number of years. Clearly, the right amount of detail will greatly enhance the citizen’s ability to understand how government functions.
- Program Description, Goals, and Objectives – simply telling citizens what a program or agency does is not enough. Goals and objectives should be clearly identified and reported. Without this information, it is impossible to determine if the agency is effective in achieving its mission, has outlived its purpose, or provides a service citizens want. Maryland’s Motor Vehicle Operations budget has fully three pages of its budget dedicated to goals and objectives. Each goal is clearly outlined; in this case there are five. Under each goal there is a range between two and five objectives that will help the agency reach its goal.
- Performance Measures and Measurement – of course, having goals and objectives without performance measures and reporting does no good. It is essential that measures be identified for each goal. There are four types of data available for comparisons: input, output/workload, intermediate outcome, and end outcome/effectiveness.

Input Indicators. These are measures that are designed to report the amount of resources, either financial or other (especially personnel), that have been used for a specific service or program. Typically, traditional budgeting defines allocations of inputs.

Output/Workload Indicators. These indicators report units produced or services provided by a program. Workload measures indicate the amount of work performed or the amount of services provided.

Intermediate Outcomes. Measures that track the key strategies or pre-cursor ingredients necessary to achieve the bottom line result that the program seeks. These measures are designed to track the short-term, leading impact of policies, strategies, and initiatives on attitudes, behaviors and conditions that are impeding achievement of the bottom line results. In many cases, intermediate outcomes can be used to track efficiencies and cost effectiveness of program activities. Efficiency indicators can calculate cost-per output and correlate the impact of those outputs on intermediate outcomes—providing a measure of efficiency.

End Outcome/Effectiveness Indicators. This bottom line result is what the agency is trying to achieve. These measures highlight the result of agency programs (outputs and associated intermediate outcome impacts) on bottom line results produced.

Virginia's neighbor to the north, Maryland, presents a usable framework that can easily be adopted. While not perfect, it provides a simple framework for policymakers to start with. From there, they can identify what other pieces to incorporate into Virginia's budget document, perhaps borrowing some degree of agency detail from California.

Other Essential Pieces

What Measures to Use?

For performance information to be effective, it is essential that outcome data not be aggregated. Aggregated information may prove effective to achieve broad goals, but it gives little or no information about a specific program's performance. While aggregated data can be misleading, non-aggregated data will "enable managers to assess where progress is being achieved and where problems exist...so that attention can be devoted to lower-performing areas."¹³

Measures should focus directly on the organization's efforts to meet its goals. Ultimately, the measures should be clear, comprehensible, understandable, results-orientated, useful, valid, verifiable, and accurate.¹⁴ Each agency providing a service should assist in the creation of its performance measures used to evaluate that performance.¹⁵ When creating and selecting performance measures, it is critical to be selective, as too much data can have the same affect as no data. Overburdening or difficult-to-understand statistics make it extremely hard to get people to pay attention.¹⁶

The importance of determining which metrics to measure is paramount. Since actual service delivery varies widely, it is impossible to create ideal metrics. However, a valuable exercise would include looking at other states to see what and how they measure performance.

What About Comparisons?

Comparisons are an important component of the evaluation as well. The evaluation should take place in multiple locations. For starters, Virginia should benchmark its performance against nearby states, as well as similarly situated states and counties and cities (that provide similar services). But they also should conduct internal comparisons between agencies and programs. Finally, programs should be compared against private and non-profit providers of services.

How Should Policymakers and Taxpayers Use the Information?

The beauty of measurement is that you can determine where you stand. Equipped with that information, policymakers can identify the best method of service provision based on

¹³ Liner et al., "Making Results-based State Government Work," p. 47 and Harry Hatry et al., "Eleven Ways to Make Performance Measurement More Useful to Public Managers," International City/County Management Association, www.icma.org.

¹⁴ Bernstein, "Local Government Measurement Use to Focus on Performance and Results," p. 100.

¹⁵ Hatry et. al., "Eleven Ways to Make Performance Measurement More Useful to Public Managers," www.icma.org

¹⁶ Jonathan Walters, "Deeds, Data, and Dollars," *Governing*, November 2000, p. 99.

effectiveness and efficiency. They can determine if there is a better way to provide the service—whether that is through outsourcing, privatization, or internal realignment. This information also allows agencies to identify success from failure, ask critical questions about the differences, and seek to improve performance.

Too often we hear that government programs that take on a life of their own once they are formed. “Government sprawl” is widely acknowledged and failing programs continue to waste tax dollars. A performance-based system, with transparency and accountability at its core, will help weed out these failures and save valuable resources.

Where Do We Take This?

The final cog is true budget and performance integration. The step that must be taken now is to align performance plans with budget justifications. Poor performing agencies would be eliminated or put through continual process improvement by competition or outsourcing. At the federal level, as part of the President’s Management Agenda (PMA), for the first time budget requests are accompanied by evidence of the previous year’s performance. A little known fact was that the Office of Management and Budget (OMB) lined out several poor performing programs—and the money was shifted to higher performing programs that went further to achieving the agency’s mission. To assist agencies in the implementation, OMB has created the Program Assessment Rating Tool (PART). In the FY 2004 budget process, OMB evaluated 20 percent of federal programs using the PART. The goal is to allocate resources to support results.

But evaluating agencies just once isn’t good enough. Continual evaluation and scrutiny needs to be applied to government. At the federal level, OMB will evaluate 20 percent of the federal programs each year, thus programs will be evaluated once every five years for true budget and performance integration. This time frame allows agencies to shift resources, implement new policies and give them enough time to prove their effectiveness.

A similar program should be implemented in Virginia.

Conclusion

A performance-driven, more transparent “Citizen-Friendly Budget” will lead to a more active citizenry and a more efficient and effective Virginia government. Citizens will then be equipped with the knowledge and understanding of how their government spends their money. Policymakers will know which programs are effective and direct limited resources to those endeavors. Ultimately, citizens will be able to hold policymakers accountable for their performance in efficient and effective service delivery.

Currently this information is not readily available and that prevents serious reform. For example, a Joint Legislative Audit and Review Commission (JLARC) report in 2000, says that state agencies were failing to meet targeted performance measures 45 percent of the time.¹⁷ In fact, in one case a performance measure was dropped because of declining performance.¹⁸ Even though nearly half of the Commonwealth’s services were essentially failing to perform, citizens lack even the basic knowledge or understanding of this. A better budget document would follow this situation each and every year.

The beginnings are already in place to bring a more transparent and accountable budget document to the Commonwealth. This agenda largely builds on Delegate Reese’s HB 1838 and Delegate McQuigg’s HB 2097. The benefits will be easily identified as a better budget document is crafted and as accountability processes are implemented over the coming years.

A true “Citizen-Friendly Budget” is attainable. There is no need to reinvent the wheel in the process. Examining other states’ budget documents is the best place to start. Virginia’s budget document should be at least as detailed and transparent as California’s and Maryland’s.

A sample “Citizen-Friendly Budget Document” is outlined on the following page. This new “Citizen-Friendly Budget” should be available on the General Assembly’s website and it should be the printed document available to state legislators, lobbyists, business leaders, media and interested citizens.

¹⁷ Commonwealth of Virginia, Joint Legislative Audit and Review Commission, “Interim Report: Review of State Spending,” 2000, p. v.

¹⁸ Ibid.

Sample Citizen-Friendly Budget Document

Heading	Department of Transportation								
Agency		Department of Motor Vehicles							
Program Description			Description of Agency activities						
Mission			Agency Mission Statement						
Key Goals and Objectives				Goal 1. (Explanation of goal) ¹⁹					
				Objective 1.1 (explanation of how to achieve goal)					
				Objective 1.2					
						2001 ²⁰	2002	2003	2004
					Outputs				
					Outcomes				
Performance Measures ²¹				Authorized Personnel And Expenditures					
					Total Positions				
					Total Expenditures				
					Percent Change				
					Percent Change vs. Increase in Population and CPI.				
				Agency Detail ²²					
					Total Positions				
					Salaries & Benefits ²³				
					Travel				
					Communication				
					Supplies & Materials				
					Equipment				
					Maintenance				
					Total Expenditures				
					Percent Change				

¹⁹ Each operating division should have multiple goals and multiple objectives for *each* goal

²⁰ At least four years of data should be provided to make time series comparisons possible.

²¹ Performance measures are used to evaluate *each* goal.

²² Each operating division detail should be provided.

²³ These are samples and by no means exhaustive. Some states use very few line items others go into minutia. However, the basics include salaries, maintenance, and equipment.

Sample Goal, Objective, and Performance Measure for DMV

Goal – Driver Safety:²⁴ Improve driver safety by assisting drivers to make responsible decisions when operating and owning a motor vehicle.

Objective 1:²⁵ Achieve a 3-5% reduction in youthful driver crashes.

Objective 2: Achieve a 1-2% reduction in motorcycle fatalities.

Performance Measures

Outputs:²⁶ Number enrolled in motorcycle safety courses.
Number of youth enrolled in safety courses.

Outcome:²⁷ Percent reduction in 16-year-old driver crashes.
Percent of motorcycle fatalities compared to total fatalities.

Quality:²⁸ Percent of customers rating satisfaction with driver education schools as good or very good.

²⁴ There can and should be multiple goals.

²⁵ Each goal should have multiple objectives.

²⁶ A number will correspond with each year reported in the budget document. There can and should be multiple output measures.

²⁷ A number will correspond with each year reported in the budget document. There can and should be multiple outcome measures.

²⁸ A number will correspond with each year reported in the budget document. There can and should be multiple quality measures.

About the Author

Geoffrey F. Segal is the Thomas Jefferson Institute Fellow for Government Reform. He is also the Director of Privatization and Government Reform Policy for the Los Angeles based Reason Foundation. He has authored numerous studies and articles on privatization, competitive sourcing, and government budgeting and management. He is a former editor of *Privatization Watch*, and his articles have appeared in national and local publications, and is a former columnist for *Intellectual Ammunition*, a national magazine for state legislators, as well as a contributing editor for *Budget & Tax News*. Segal holds a Master's in Public Policy from Pepperdine University with specializations in Economics and Regional/Local Government. While at Pepperdine, Segal was named a Hansen Scholar. He graduated cum laude from Arizona State University with a Bachelor of Arts in Political Science.

Appendix

- I) The Virginia General Assembly website budget for the Office of Transportation**
- II) DMV budget from Virginia General Assembly website budget**
- III) Virginia DMV printed budget**
- IV) California DMV budget available on state website**
- V) Maryland State Motor Vehicle Administration budget available on state website**

Appendix I

This is the “entire” budget for Transportation available to the citizens when they go to the Virginia General Assembly website.

Transportation

The adopted 2002-2004 budget for transportation agencies totals \$6,359.0 million, including \$6,145.0 million NGF and \$213.6 million GF. Representing a net reduction of \$375.5 million NGF in FY 2003 and \$46.4 million NGF in FY 2004 when compared to Chapter 899. This total reflects new spending of \$209.9 million, offset by \$631.8 million in appropriation reductions.

The adopted budget restores a wide array of services at the Department of Motor Vehicles cut by the Governor's October reduction plans. In total, \$1.6 million in FY 2003 and \$15.8 million in FY 2004 is restored to allow for the reopening of the 12 customer service centers, the reinstatement of Wednesday operations, the restoration of headquarters support personnel, and the reopening of two weigh stations; all activities eliminated this fall as part of the October reduction plan. As part of this restoration, an additional 302 full-time equivalent positions also were provided.

Most of the reductions for Transportation agencies are technical, and reconcile the adopted budget with the Six Year Improvement Program and VDOT budget approved by the Commonwealth Transportation Board in June 2002. Except for targeted administrative reductions described below, adjustments do not represent actual reductions in the VDOT or other modal agency programs or reduce any planned construction or maintenance expenditures. Instead, these adjustments revise the estimates utilized in Chapter 899 (which was developed based on the December 2001 transportation revenue forecast) to bring the estimate in line with the adjustments to the federal and state transportation revenues that have been made since that time.

The only major appropriation increase in the Secretariat is an FY 2004 revenue adjustment of \$180.7 million NGF for VDOT, reflecting the December 2002 revised transportation revenue forecast developed by the Department of Taxation. However, reductions of \$477.0 million over the biennium, which reflect changes between the December 2001 estimate and the interim forecast, more than offset these increases.

In addition to technical revenue adjustments, targeted savings of \$91.2 million NGF are generated by Transportation agencies over the biennium. The largest reductions are those applied to VDOT, totaling \$63.6 million over the biennium through a number of administrative efficiencies, largely in the area of information systems.

- **Secretary of Transportation**
 - ***Use of Bridge Funding.*** Includes language directing the Secretary to expend at least 50 percent of federal bridge funds on bridges and directs him to report to the General Assembly on the Department's efforts to expedite the expenditure of bridge funds prior to the 2004 Session.
 - ***Prohibiting Use of State Funds for Roadside Memorials.*** Language is included prohibiting VDOT from utilizing state funds to erect or maintain roadside memorials commemorating the memory of those killed in vehicle accidents along the right-of-way.
 - ***Review of Best Management Practices for Transportation Planning.*** Directs the Secretary of Transportation to report on the best practices used to improve the link between state transportation and land use planning and technical assistance that can be provided to local governments in developing comprehensive plans.
 - ***Development of Debt Policy.*** Includes language directing the Secretary of Transportation to develop a debt capacity model for transportation in coordination with the State Debt Capacity Advisory Committee and report the recommended model to the General Assembly by January 1, 2004. This language is in support of recommendations made by the Auditor of Public Accounts.

- **Department of Aviation**
 - ***Capture Balances from Aviation Special Fund.*** Language is included in Part 3 transferring \$4.7 million of outstanding aviation special fund balances to the general fund in FY 2003. None of these funds had been appropriated to projects.
 - ***Funding for Metropolitan Washington Airports Authority and Metropolitan Washington Airports Task Force.*** Reduces support for the Metropolitan Washington Airports Task Force by 26 percent each year, for a total reduction of \$260,000 over the biennium. Also includes language reducing the transfer to MWAA each year by \$300,000, representing a reduction of 15 percent.
 - ***Discretionary Grant Restrictions.*** Eliminates language limiting future capital improvement grants to the Williamsburg/Newport News International Airport due to the cancellation of the Aviation World's Fair 2003.

- **Virginia SATS Lab Project.** Authorizes the expenditure of up to \$1.0 million to match federal funding available for a joint project with the FAA and NASA to promote safety and access to rural airports.
- **October Reductions.** Nongeneral fund appropriations are reduced 15 percent, or by \$3.1 million the first year and \$3.4 million the second year with savings transferred to the general fund. The majority of the reductions come from the airport capital improvement program (\$2.6 million in FY 2003 and \$2.8 million in FY 2004).
- **Department of Motor Vehicles**
 - **Restoration of DMV Services.** The adopted budget provides \$1.6 million in FY 2003 and \$15.8 million and 302 positions in FY 2004 to support the reinstatement of DMV services cut by the Governor in October. The additional funding allows for the following restorations:
 - **Customer Service Centers.** Reopens the 12 customer service centers closed by the Governor's October 2002 savings plan and reopens all customer service centers on Wednesdays.
 - **Weigh Stations.** Reopens the two closed truck weigh stations in Loudoun and Frederick Counties.
 - **Headquarters Operations.** Restores central office positions to process customer transactions made at the service centers and online.
 - **Credit Card Fee.** Adopted budget includes language prohibiting DMV from charging customers a credit card fee for internet transactions in order to promote the use of alternative service delivery methods. The introduced budget had proposed passing that fee on to citizens.
 - **Funding for Service Restorations.** The adopted budget includes language increasing the fee for reinstating suspended or revoked licenses from \$30 to \$45. This increase is estimated to generate \$300,000 in FY 2003 and \$3.8 million in FY 2004. Language also is included increasing the fees for driver's licenses and identification cards by \$5 over a five-year life of the license. This change generates \$10.6 million over the biennium.

- ***Use of Local Constitutional Officers as License Agents.*** Includes language authorizing DMV to enter into agreements with any local constitutional officer to act as license agents for the Department.
- ***Rental Tax Revenues.*** Restores reductions to DMV payments to local governments through the distribution of rental vehicle taxes. The introduced budget reduced these amounts by \$1.6 million and \$2.1 million in FY 2003 and FY 2004, respectively. Language in Part 3 also directs DMV to transfer the 3 percent share of the rental tax dedicated to DMV to the general fund, estimated at \$21.7 million in FY 2004.
- ***Review of Cost Allocation.*** Directs the Auditor of Public Accounts to develop a cost accounting system to accurately document the true total costs of the activities and services provided by the Department of Motor Vehicles prior to the 2004 Session of the General Assembly.
- ***Legal Presence.*** Language under Jamestown 2007 directs \$1.0 million of the revenues generated by the \$1.00 Jamestown 2007 fee for vehicle registration to the Department of Motor Vehicles to carry out the provisions of legislation relating to the issuance of driver's licenses, permits and other DMV documents to ensure they are issued only to those legally present in the United States.
- **Department of Rail and Public Transportation**
 - ***Reconcile Appropriations to June 2002 Transportation Revenue Estimate.*** The rail and public transportation NGF appropriation is reduced by \$23.8 million in FY 2003 and \$16.7 million in FY 2004 to correspond with the adopted agency budget and program. This is a technical correction to reflect actual revenues.
 - ***Reflect Federal Highway Revenues Appropriated for Mass Transit.*** Adjusts the DRPT appropriation to reflect \$8.2 million NGF of federal highway revenue that is administered and expended by DRPT.
 - ***Dulles Corridor Project Positions.*** Five VDOT positions are transferred to the Department of Rail and Public Transportation to manage the Tysons/Dulles Corridor rail and bus rapid transit project.

- ***GRTC Initiative.*** Directs DRPT to provide up to \$900,000 in the second year to support GRTC service into Chesterfield County provided the county matches such funds on a dollar for dollar basis no later than 30 days after enactment of the Appropriation Act.
- ***October Reductions.*** Nongeneral fund appropriations are reduced \$487,524 the first year and \$518,494 the second year with savings transferred to the general fund. This represents a 15 percent reduction to non-grant programs each year. The savings are achieved largely through administrative savings, including reductions in travel, training, consultants, and turnover and vacancy savings.
- **Department of Transportation**
 - ***Reconcile Appropriations to June 2002 Transportation Revenue Estimate.*** The transportation appropriations included in Chapter 899 were based upon the December 2001 transportation revenue forecast. The FY 2002-2008 Six-Year Improvement Program and VDOT budget approved by the Commonwealth Transportation Board in June 2002 were based on substantially lower revenue estimates. The adopted budget reduces VDOT's NGF appropriations by \$309.8 million in FY 2003 and \$167.2 million in FY 2004 to correspond with the VDOT budget and program.
 - ***Reflect Revised December 2002 Transportation Revenue Estimate.*** The Department of Taxation's recent revenue forecast for transportation revenue results in a \$180.7 million increase in anticipated Highway Maintenance and Operating Fund and Transportation Trust Fund revenues over the biennium when compared to the spring 2002 revenue estimate. The forecasted funds are all appropriated in the second year.
 - ***Establish Cash Reserve.*** Includes language authorizing the Governor to adjust the amounts appropriated among the VDOT programs for the purpose of establishing a cash reserve account. This action reflects a recommendation of the Auditor of Public Accounts.
 - ***Route 58 Program.*** Directs the department to utilize balances in the Route 58 Corridor Development Fund to restart projects currently under construction and to prioritize, projects in the right-of-way acquisition stage of development. Language also is included directing the Commissioner to report by July 1 on the allocations

and expenditures from the Fund for the preceding year and to compare spending to allocations by project and district.

- ***Tolls on Interstate 81.*** Includes language requiring the Department to adhere to policy set in State law by the 2002 General Assembly which prohibits the imposition of tolls on passenger cars on the Interstate. Any comprehensive agreement signed pursuant to the PPTA of 1995 shall not be dependent on tolls on passenger vehicles unless FHWA approves a demonstration project on Interstate 81 that includes the use of tolls on passenger vehicles.

- ***FRAN Debt Service.*** Specifies that any debt service requirements of the Federal Revenue Anticipation Notes not covered by the Priority Transportation Fund or from available federal Interstate funds shall come "off-the-top" prior to making the state formula allocations set out in the Code.

- ***October Reductions.*** Nongeneral fund appropriation reductions proposed by the Governor and included in the adopted budget total \$63.6 million over the biennium. The major strategies utilized are outlined below.
 - Information technology consultant and other costs reduced \$17.2 million over the biennium.
 - Reduced use of contract employees and turnover and vacancy savings total \$15.2 million over the biennium. Also includes relinquishing 100 full time equivalent positions.
 - Terminate contract with private consultant for the Integrated Condition Assessment System (ICAS) for a savings of \$4.0 million in FY 2003 and \$7.8 million in FY 2004.
 - Reduce funding for the traffic management system for a savings of \$1.9 million in FY 2003 and \$3.8 million in FY 2004.
 - Reduce use of safety service patrols in non-peak travel hours for a savings of \$2.0 million in FY 2003 and \$4.0 million in FY 2004.

- **Motor Vehicle Dealer Board**
 - ***Transfer Funds from Motor Vehicle Transaction Recovery Fund.*** The introduced budget had proposed eliminating this fund and

transferring all balances to the general fund. Language in Part 3 restores \$200,000 to this fund thereby preserving sufficient balances to continue to operate the Fund to protect Virginia's consumers.

- **Virginia Port Authority**

- ***Authorize Issuance of \$50.0 million Port Facilities Revenue Bonds.*** The bond authorization will be used for Phase 2 of the Norfolk International Terminal South backlands regrade and reconstruction. Debt service estimated to be \$3.0 million in the second year would be paid from the Port Authority's existing special revenue funds. Language also is included authorizing the use of these bond proceeds to enhance security at the ports.
- ***October Reductions.*** Nongeneral fund appropriations are reduced \$1.1 million the first year and \$1.3 million the second year with savings transferred to the general fund. This represents a reduction of 15 percent each year of nonexempted programs.

Appendix II

This is the Department of Motor Vehicles budget as provided to the citizens of Virginia on the General Assembly website.

- **Virginia SATS Lab Project.** Authorizes the expenditure of up to \$1.0 million to match federal funding available for a joint project with the FAA and NASA to promote safety and access to rural airports.
- **October Reductions.** Nongeneral fund appropriations are reduced 15 percent, or by \$3.1 million the first year and \$3.4 million the second year with savings transferred to the general fund. The majority of the reductions come from the airport capital improvement program (\$2.6 million in FY 2003 and \$2.8 million in FY 2004).

• **Department of Motor Vehicles**

- **Restoration of DMV Services.** The adopted budget provides \$1.6 million in FY 2003 and \$15.8 million and 302 positions in FY 2004 to support the reinstatement of DMV services cut by the Governor in October. The additional funding allows for the following restorations:
 - **Customer Service Centers.** Reopens the 12 customer service centers closed by the Governor's October 2002 savings plan and reopens all customer service centers on Wednesdays.
 - **Weigh Stations.** Reopens the two closed truck weigh stations in Loudoun and Frederick Counties.
 - **Headquarters Operations.** Restores central office positions to process customer transactions made at the service centers and online.
 - **Credit Card Fee.** Adopted budget includes language prohibiting DMV from charging customers a credit card fee for internet transactions in order to promote the use of alternative service delivery methods. The introduced budget had proposed passing that fee on to citizens.
- **Funding for Service Restorations.** The adopted budget includes language increasing the fee for reinstating suspended or revoked licenses from \$30 to \$45. This increase is estimated to generate \$300,000 in FY 2003 and \$3.8 million in FY 2004. Language also is included increasing the fees for driver's licenses and identification cards by \$5 over a five-year life of the license. This change generates \$10.6 million over the biennium.

- ***Use of Local Constitutional Officers as License Agents.*** Includes language authorizing DMV to enter into agreements with any local constitutional officer to act as license agents for the Department.
- ***Rental Tax Revenues.*** Restores reductions to DMV payments to local governments through the distribution of rental vehicle taxes. The introduced budget reduced these amounts by \$1.6 million and \$2.1 million in FY 2003 and FY 2004, respectively. Language in Part 3 also directs DMV to transfer the 3 percent share of the rental tax dedicated to DMV to the general fund, estimated at \$21.7 million in FY 2004.
- ***Review of Cost Allocation.*** Directs the Auditor of Public Accounts to develop a cost accounting system to accurately document the true total costs of the activities and services provided by the Department of Motor Vehicles prior to the 2004 Session of the General Assembly.
- ***Legal Presence.*** Language under Jamestown 2007 directs \$1.0 million of the revenues generated by the \$1.00 Jamestown 2007 fee for vehicle registration to the Department of Motor Vehicles to carry out the provisions of legislation relating to the issuance of driver's licenses, permits and other DMV documents to ensure they are issued only to those legally present in the United States.
- **Department of Rail and Public Transportation**
 - ***Reconcile Appropriations to June 2002 Transportation Revenue Estimate.*** The rail and public transportation NGF appropriation is reduced by \$23.8 million in FY 2003 and \$16.7 million in FY 2004 to correspond with the adopted agency budget and program. This is a technical correction to reflect actual revenues.
 - ***Reflect Federal Highway Revenues Appropriated for Mass Transit.*** Adjusts the DRPT appropriation to reflect \$8.2 million NGF of federal highway revenue that is administered and expended by DRPT.
 - ***Dulles Corridor Project Positions.*** Five VDOT positions are transferred to the Department of Rail and Public Transportation to manage the Tysons/Dulles Corridor rail and bus rapid transit project.

Appendix III

This is the “Department of Motor Vehicles” budget from the printed state budget for Virginia: the budget used by state legislators, lobbyists and media and available to citizens who go to the basement of the General Assembly Building.

THE BUDGET BILL
(2003 Session Amendments)

COMMUNICATION FROM THE GOVERNOR

A tentative bill for all amendments to Chapter 899, Acts of Assembly of 2002, which appropriated funds for the 2002-2004 biennium, submitted by the Governor of Virginia to the presiding officer of each house of the General Assembly of Virginia.



Submitted December 20, 2002

By MARK R. WARNER

GOVERNOR OF VIRGINIA

HOUSE DOCUMENT NO. 1

COMMONWEALTH OF VIRGINIA
RICHMOND
2003

ITEM 477.

		Item Details(\$)		Appropriations(\$)	
		First Year FY2003	Second Year FY2004	First Year FY2003	Second Year FY2004
1	<i>year and \$300,000 the second year shall be transferred</i>				
2	<i>to the general fund, pursuant to § 3-1.01 of this act,</i>				
3	<i>prior to any distribution to MWAA.</i>				
4	477.10. Executive Management (71300).....			(\$53,786)	(\$61,469)
5	Savings From Management Actions (71301).....	(\$53,786)	(\$61,469)		
6	Fund Sources: Commonwealth Transportation.....	(\$53,786)	(\$61,469)		
7	Authority: Discretionary Inclusion.				
8	Total for Department of Aviation.....			\$23,574,350	\$24,462,467
9				\$19,105,460	\$19,741,973
10	Nongeneral Fund Positions.....	32.00	32.00		
11		31.00	31.00		
12	Position Level.....	32.00	32.00		
13		31.00	31.00		
14	Fund Sources: General.....	\$50,099	\$50,099		
15		\$45,794	\$44,067		
16	Commonwealth Transportation.....	\$23,524,251	\$24,412,368		
17		\$19,059,666	\$19,697,906		
18	§ 1-129. DEPARTMENT OF MOTOR VEHICLES (154)				
19	478. Administrative and Support Services (61900).....			\$31,182,415	\$31,182,415
20	General Management and Direction (61901).....	\$21,524,755	\$21,524,755		
21	Physical Plant Services (61915).....	\$9,657,660	\$9,657,660		
22	Fund Sources: Commonwealth Transportation.....	\$31,182,415	\$31,182,415		
23	Authority: Title 46.2, Chapters 1 and 2, and				
24	§ 46.2-697.1; Title 58.1, Chapters 17, 21, and 24, Code				
25	of Virginia.				
26	The Department of Transportation shall reimburse the				
27	Department of Motor Vehicles for the operating costs				
28	of the Fuels Tax Evasion Program.				
29	479. Land Management (50300).....			\$450,000	\$450,000
30				\$405,000	\$391,500
31	Financial Assistance to Localities for Disposal of				
32	Abandoned Motor Vehicles (50309).....	\$450,000	\$450,000		
33		\$405,000	\$391,500		
34	Fund Sources: Commonwealth Transportation.....	\$450,000	\$450,000		
35		\$405,000	\$391,500		
36	Authority: §§ 46.2-1200 through 46.2-1208, Code of				
37	Virginia.				
38	<i>The Department of Motor Vehicles is authorized to</i>				
39	<i>reduce payments to localities under this program to the</i>				
40	<i>extent necessary to effect the appropriation reductions</i>				
41	<i>included in this item.</i>				
42	480. Ground Transportation Regulation (60100).....			\$134,113,051	\$134,113,051
43				\$113,432,764	\$100,573,362
44	Highway Vehicle Regulation (60101).....	\$134,113,051	\$134,113,051		
45		\$113,432,764	\$100,573,362		
46	Fund Sources: Commonwealth Transportation.....	\$129,589,940	\$129,589,940		
47		\$108,909,653	\$96,050,251		

ITEM 480.

Item Details(\$)		Appropriations(\$)	
First Year FY2003	Second Year FY2004	First Year FY2003	Second Year FY2004

1 Trust and Agency

\$4,523,111 \$4,523,111

2 Authority: Title 46.2, Chapters 1, 2, 3, 6, 8, 10, 12, 15,
3 16, and 17; §§ 18.2-266 through 18.2-272; Title 58.1,
4 Chapters 21 and 24, Code of Virginia. Title 33, Chapter
5 4, United States Code.

6 A. The Commissioner, Department of Motor Vehicles,
7 is authorized to establish, where feasible and cost
8 efficient, contracts with private/public partnerships with
9 commercial operations, to provide for simplification and
10 streamlining of service to citizens through electronic
11 means. Provided, however, that such commercial
12 operations shall not be entitled to compensation as
13 established under § 46.2-205, Code of Virginia, but
14 rather at rates limited to those established by the
15 Commissioner.

16 B. Included in the appropriation reductions for this
17 program are the cost savings associated with the
18 closing of 12 DMV Customer Service Centers
19 (Warrenton, West Henrico, Gloucester, Sterling,
20 Bedford, Rocky Mount, Bristol, Woodstock, Northern
21 Virginia Dealer Center, Norfolk Military Circle,
22 Chesterfield and Fair Oaks Mall), including monies for
23 payment of leases associated with these facilities. No
24 amount provided in this act shall be used for payment
25 of leases associated with these facilities.

26 C. The closed customer service centers owned by the
27 Commonwealth and the mobile customer service centers
28 shall be sold. Notwithstanding the provisions of
29 §2.2-1156, Code of Virginia, all proceeds from the sale
30 of such property, estimated to be \$2,725,360, shall be
31 deposited into the general fund.

32 D. In order to provide citizens of the Commonwealth
33 greater access to the Department of Motor Vehicles,
34 the agency is authorized to enter into agreements with
35 any local constitutional officers to act as licensed
36 agents for the department and to negotiate a separate
37 compensation schedule for such officers other than the
38 schedule set out in §46.2-205. Any compensation due to
39 constitutional officers serving as licensed agents shall
40 be transferred to the Compensation Board for
41 distribution to the office of the appropriate
42 constitutional officer.

43 E. The Department of Motor Vehicles shall raise the
44 reinstatement fee for every suspended or revoked
45 license that is reinstated by \$10, from \$30 to \$40.

46 The revenues derived from this increase shall be used
47 for the following:

48 1. to contract with additional licensed agents to
49 supplement Department of Motor Vehicles' services in
50 areas with the greatest customer needs and demands;

51 2. to place additional automated kiosks in customer
52 service centers to allow for greater access to on-line
53 transactions;

54 3. to deploy mobile teams to rural areas to provide

ITEM 480.

Item Details(\$)		Appropriations(\$)	
First Year	Second Year	First Year	Second Year
FY2003	FY2004	FY2003	FY2004

1	<i>driver's license tests and driving evaluations; and</i>				
2	<i>4. to implement such other actions as may be</i>				
3	<i>appropriate to enhance the availability of Department</i>				
4	<i>of Motor Vehicles' services.</i>				
5	<i>For each of these actions, the agency shall determine</i>				
6	<i>the appropriate extent and locations, based on a</i>				
7	<i>statewide evaluation of customer needs and demand.</i>				
8	481. Ground Transportation System Safety (60500).....			\$6,396,269	\$6,396,269
9	Ground Transportation Safety Promotion (60503).....	\$5,384,983	\$5,384,983		
10	Ground Transportation Safety Research and Analysis				
11	(60504).....	\$161,286	\$161,286		
12	Financial Assistance for Transportation Safety (60507) ...	\$850,000	\$850,000		
13	Fund Sources: Commonwealth Transportation	\$2,622,535	\$2,622,535		
14	Federal Trust.....	\$3,773,734	\$3,773,734		
15	Authority: §§ 46.2-222 through 46.2-224, Code of				
16	Virginia; Chapter 4, United States Code.				
17	482. Financial Assistance to Localities-General (72800)			\$44,000,000	\$44,000,000
18				\$41,200,000	\$40,360,000
19	Distribution of Mobile Home Taxes (72803).....	\$12,000,000	\$12,000,000		
20		\$10,800,000	\$10,440,000		
21	Distribution of Rental Vehicle Taxes (72810)	\$32,000,000	\$32,000,000		
22		\$30,400,000	\$29,920,000		
23	Fund Sources: Trust and Agency	\$44,000,000	\$44,000,000		
24		\$41,200,000	\$40,360,000		
25	Authority: §§ 46.2-416, 58.1-2402, and 58.1-2425, Code				
26	of Virginia.				
27	<i>The Department of Motor Vehicles is authorized to</i>				
28	<i>reduce payments to localities under the Mobile Home</i>				
29	<i>Tax Program to the extent necessary to effect the</i>				
30	<i>appropriation reduction included in this Item.</i>				
31	482.10. Executive Management (71300).....			(\$10,664,645)	(\$12,682,377)
32	Savings From Management Actions (71301).....	(\$10,664,645)	(\$12,682,377)		
33	Fund Sources: Commonwealth Transportation	(\$10,664,645)	(\$12,682,377)		
34	Authority: Discretionary Inclusion.				
35	Included within these savings the actions taken to				
36	realize reductions in Item 480 are the consolidation at				
37	the Department of Taxation of the staffing and revenue				
38	forecasting processes for all of the Commonwealth				
39	Transportation Funds; the optimization of the telephone				
40	customer service units of both agencies; and the shift of				
41	the Personal Property Tax Relief Act responsibilities to				
42	the Department of Taxation. The Director of the				
43	Department of Planning and Budget may transfer the				
44	required number of positions from this agency to the				
45	Department of Taxation to effectuate these actions.				
46	Further, the Department of Motor Vehicles shall also				
47	reconsider the enhancement of truck weigh services to				
48	achieve the required savings. The Department of Motor				
49	Vehicles may identify savings from trust and agency				
50	sources.				

ITEM 482.10.

Item Details(\$)		Appropriations(\$)	
First Year FY2003	Second Year FY2004	First Year FY2003	Second Year FY2004

1	Total for Department of Motor Vehicles.....			\$205,477,090	\$203,459,358
2				\$192,616,448	\$178,903,546
3	Nongeneral Fund Positions.....	2,028.00	2,028.00		
4		1,682.00	1,682.00		
5	Position Level.....	2,028.00	2,028.00		
6		1,682.00	1,682.00		
7	Fund Sources: Commonwealth Transportation.....	\$153,180,245	\$151,162,513		
8		\$143,119,603	\$130,246,701		
9	Trust and Agency.....	\$48,523,111	\$48,523,111		
10		\$45,723,111	\$44,883,111		
11	Federal Trust.....	\$3,773,734	\$3,773,734		

~~§ 1-130. DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (505)~~

13	483. Administrative and Support Services (61900).....			\$1,359,985	\$1,359,985
14				\$1,168,991	\$1,187,889
15	General Management and Direction (61901).....	\$1,359,985	\$1,359,985		
16		\$1,168,991	\$1,187,889		
17	Fund Sources: Commonwealth Transportation.....	\$1,359,985	\$1,359,985		
18		\$1,168,991	\$1,187,889		
19	Authority: Titles 33.1 and 58.1, Code of Virginia.				
20	484. Ground Transportation System Planning and Research				
21	(60200).....			\$2,134,515	\$2,134,515
22				\$2,025,047	\$2,054,601
23	Ground Transportation System Planning (60201).....	\$2,134,515	\$2,134,515		
24		\$2,025,047	\$2,054,601		
25	Fund Sources: Commonwealth Transportation.....	\$2,134,515	\$2,134,515		
26		\$2,025,047	\$2,054,601		
27	485. Mass Transit Assistance (60900).....			\$142,573,166	\$148,209,266
28				\$118,339,387	\$139,149,128
29	Special Programs (60901).....	\$3,779,469	\$3,779,469		
30		\$3,422,297	\$3,529,331		
31	Formula Assistance (60902).....	\$97,613,705	\$101,613,705		
32		\$80,112,270	\$89,356,936		
33	Capital Assistance (60903).....	\$39,536,192	\$41,172,292		
34		\$33,161,020	\$44,619,061		
35	Federal and Regulatory Programs (60904).....	\$1,643,800	\$1,643,800		
36	Fund Sources: Commonwealth Transportation.....	\$142,573,166	\$148,209,266		
37		\$118,339,387	\$139,149,128		

38 Authority: Titles 33.1 and 58.1, Code of Virginia.

39 A. Of the amounts shown as Commonwealth

40 Transportation funds, ~~\$110,956,000~~ \$100,637,900 the

41 first year and ~~\$115,952,300~~ \$113,409,600 the second

42 year is appropriated from the Transportation Trust

43 Fund.

44 B.1. The Commonwealth Transportation Board shall

45 allocate all funds for Mass Transit Assistance, other

46 than Federal and Regulatory Programs, as provided in

47 § 58.1-638, Code of Virginia.

48 2. The allocation of Formula Assistance to each

49 recipient shall be limited to the recipient's eligibility for

50 state administrative, ridesharing, fuel, tires, and

Appendix IV

California “Department of Motor Vehicles” budget available on the state website.

2720 DEPARTMENT OF THE CALIFORNIA HIGHWAY PATROL—Continued

STATE BUILDING PROGRAM EXPENDITURES	Actual 2001-02*	Estimated 2002-03*	Proposed 2003-04*
0660 Public Buildings Construction Fund			
APPROPRIATIONS			
Prior year balances available:			
Item 2720-301-0660, Budget Act of 1999	\$7	-	-
Totals Available	\$7	-	-
Unexpended balance, estimated savings	-7	-	-
TOTALS, EXPENDITURES	-	-	-
TOTALS, EXPENDITURES, ALL FUNDS (Capital Outlay)	\$388	\$12,406	\$3,089

2740 DEPARTMENT OF MOTOR VEHICLES

The Department of Motor Vehicles' objectives are: (1) to protect the public interest in vehicle and vessel ownership, to provide various revenue collection services for state and local agencies and to provide miscellaneous registration-related services through the vehicle and vessel registration and titling process; (2) to promote highway safety and financial responsibility by regulating the issuance and retention of driver licenses and to provide personal identification services to drivers and nondrivers; and (3) to provide public protection by licensing and regulating occupations and businesses related to the manufacture, transport, sale and disposal of vehicles and occupations and businesses related to the instruction of drivers in the safe operation of vehicles on the highways.

Authority

Vehicle Code, Division 2, Chapters 1 and 6.

SUMMARY OF PROGRAM REQUIREMENTS

	01-02	02-03	03-04	2001-02*	2002-03*	2003-04*
11 Vehicle/Vessel Identification and Compliance	4,322.2	4,058.1	4,049.7	\$392,834	\$387,302	\$384,223
22 Driver Licensing and Personal Identification	2,202.1	2,126.1	2,125.1	176,550	172,722	172,071
25 Driver Safety	1,195.8	1,157.9	1,157.6	87,488	87,670	87,134
32 Occupational Licensing and Investigative Services	488.5	472.3	472.5	36,545	36,773	36,791
35 New Motor Vehicle Board	15.9	22.8	22.8	1,396	1,703	1,708
41 Administration	636.4	605.8	606.0	81,748	84,231	81,517
Distributed Administration	-	-	-	-81,748	-84,231	-81,517
TOTALS, PROGRAMS	8,860.9	8,443.0	8,433.7	\$694,813	\$686,170	\$681,927
0001 General Fund				2,694	1,598	1,114
0042 State Highway Account, State Transportation Fund				42,986	41,005	59,727
0044 Motor Vehicle Account, State Transportation Fund				351,276	355,297	389,272
0054 New Motor Vehicle Board Account				1,396	1,703	1,708
0064 Motor Vehicle License Fee Account, Transportation Tax Fund				277,390	269,609	213,079
0292 Motor Carriers Permit Fund				2,708	3,033	-
0516 Harbors and Watercraft Revolving Fund				4,513	2,066	4,503
0890 Federal Trust Fund				30	-	-
0995 Reimbursements				11,820	11,859	12,524

11 VEHICLE/VESSEL IDENTIFICATION AND COMPLIANCE

Program Objectives Statement

This program establishes identification and ownership of vehicles and vessels of California residents, assures compliance with various related laws, collects revenue for various state and local government programs, and provides information from vehicle and vessel records. Consistent with these objectives, the department participates in the International Registration Plan that provides for the proration of commercial vehicle fees to the member states and provinces of Canada.

Major Budget Adjustment Proposed for 2002-03

- Pursuant to Control Section 31.60, a reduction of \$4,081,000 and 77.2 positions.

Authority

Vehicle Code, Division 3; 3.5; 16.5, Chapter 1 and 2; and 16.7. Revenue and Tax Code, Division 2, Part 5.

22 DRIVER LICENSING AND PERSONAL IDENTIFICATION

Program Objectives Statement

This program issues identifying documentation to individuals who are eligible drivers and personal identification to other individuals. Activities in this program include application review, photography, fees collection and response to information requests. The program also promotes the financial responsibility of vehicle owners and operators.

For the list of standard (lettered) footnotes, see the end of the Governor's Budget.

* Dollars in thousands, except in Salary Range.

2740 DEPARTMENT OF MOTOR VEHICLES—Continued

Major Budget Adjustments Proposed for 2002-03

- Pursuant to Control Section 31.60, a reduction of \$1,846,000 and 39.2 positions.
- \$605,000 reduction to reimbursements to reflect the implementation of Livescan fingerprint stations outside of the department, which results in a decline in the department's fingerprint activities.

Authority

Vehicle Code, Divisions 6; 7; and 10, Sections 20012 and 20014.

25 DRIVER SAFETY

Program Objectives Statement

This program promotes highway safety by screening driver license applicants for driving competency, and regulation, control and improvement of drivers who become safety risks. Driver license applicants are required to demonstrate: (1) knowledge and understanding of safe driving principles and the laws governing the operation of vehicles on the highways; (2) the skill to drive within reasonably safe standards; and (3) adequate and/or compensating vision efficiency for the safe operation of vehicles. Driver control programs are maintained at hearing points throughout the state and include both those in which driver control actions are mandated by statute and in which action is determined administratively.

Major Budget Adjustment Proposed for 2002-03

- Pursuant to Control Section 31.60, a reduction of \$901,000 and 21.3 positions.

Authority

Vehicle Code, Divisions 6; 7; and 10, Sections 20012 and 20014.

32 OCCUPATIONAL LICENSING AND INVESTIGATIVE SERVICES

Program Objectives Statement

This program provides consumer protection by licensing and regulating principal segments of motor vehicle-related businesses and enforcing laws within the department's jurisdiction.

Major Budget Adjustment Proposed for 2002-03

- Pursuant to Control Section 31.60, a reduction of \$382,000 and 8.6 positions.

Authority

Vehicle Code, Division 5.

35 NEW MOTOR VEHICLE BOARD

Program Objectives Statement

The primary objective of this program is (1) to prohibit manufacturers from adding, withdrawing or relocating automobile dealerships in market areas of existing franchisees, where such effect would be injurious to the existing franchisees and to the public interest, and (2) to protect members of the public from the activities of dishonest or unqualified motor vehicle licensees.

The New Motor Vehicle Board is a quasi-judicial tribunal that adjudicates disputes that arise between new motor vehicle franchisees and their respective franchisors concerning rights or obligations afforded by statute or by virtue of the franchise relationship between the parties. The Board hears and considers: protests filed by new motor vehicle dealers against the proposed termination or modification of, or refusal to continue, the franchise; protests on the proposed establishment or relocation of dealerships; disputes concerning dealer delivery preparation obligations and the compensation thereof; and disputes which arise as a result of the warranty relationship which exists between the dealers and their respective franchisors. The Board also hears and considers virtually every other type of dispute arising between a dealer and manufacturer or distributor concerning the franchise relationship. Further, the Board hears appeals on final decisions of the Director of the Department of Motor Vehicles. Finally, the Board mediates disputes that arise between consumers of new motor vehicles and the dealers and/or manufacturers or distributors from which the vehicles are acquired.

41 ADMINISTRATION

Major Budget Adjustment Proposed for 2002-03

- Pursuant to Control Section 31.60, a reduction of \$767,000 distributed to programs, and 10.8 positions.

PROGRAM BUDGET DETAIL

PROGRAM REQUIREMENTS

11 VEHICLE/VESSEL IDENTIFICATION AND COMPLIANCE

State Operations:	2001-02*	2002-03*	2003-04*
0001 General Fund	\$2,694	\$1,598	\$1,114
0042 State Highway Account, State Transportation Fund	42,986	41,004	59,727
0044 Motor Vehicle Account, State Transportation Fund	53,228	60,576	95,115
0064 Motor Vehicle License Fee Account, Transportation Tax Fund	277,390	269,610	213,079
0292 Motor Carriers Permit Fund	2,708	3,033	-
0516 Harbors and Watercraft Revolving Fund	4,513	2,066	4,503
0890 Federal Funds	30	-	-
0995 Reimbursements	9,285	9,415	10,685
Totals, State Operations	\$392,834	\$387,302	\$384,223

* Dollars in thousands, except in Salary Range.

2740 DEPARTMENT OF MOTOR VEHICLES—Continued

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PROGRAM REQUIREMENTS

22 DRIVER LICENSING AND PERSONAL IDENTIFICATION

State Operations:						
0044 Motor Vehicle Account, State Transportation Fund.....		2001-02*	2002-03*	2003-04*		
0995 Reimbursements.....		\$175,638	\$170,296	\$170,250		
		912	2,426	1,821		
Totals, State Operations		\$176,550	\$172,722	\$172,071		

PROGRAM REQUIREMENTS

25 DRIVER SAFETY

State Operations:						
0044 Motor Vehicle Account, State Transportation Fund.....		\$86,107	\$87,657	\$87,121		
0995 Reimbursements.....		1,381	13	13		
Totals, State Operations		\$87,488	\$87,670	\$87,134		

PROGRAM REQUIREMENTS

32 OCCUPATIONAL LICENSING AND INVESTIGATIVE SERVICES

State Operations:						
0044 Motor Vehicle Account, State Transportation Fund.....		\$36,303	\$36,768	\$36,786		
0995 Reimbursements.....		242	5	5		
Totals, State Operations		\$36,545	\$36,773	\$36,791		

PROGRAM REQUIREMENTS

35 NEW MOTOR VEHICLE BOARD

State Operations:						
0054 New Motor Vehicle Board Account		\$1,396	\$1,703	\$1,708		
Totals, State Operations		\$1,396	\$1,703	\$1,708		

TOTALS, EXPENDITURES		\$694,813	\$686,170	\$681,927		
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SUMMARY BY OBJECT

1 STATE OPERATIONS

	01-02	02-03	03-04	2001-02*	2002-03*	2003-04*
PERSONAL SERVICES						
Authorized Positions (Equals Sch. 7A)	8,860.9	9,050.3	9,037.7	\$350,792	\$360,191	\$365,109
Total Adjustments	-	-149.6	-146.2	-	-3,400	-3,319
Estimated Salary Savings	-	-457.7	-457.8	-	-16,870	-22,566
Net Totals, Salaries and Wages	8,860.9	8,443.0	8,433.7	\$350,792	\$339,921	\$339,224
Staff Benefits	-	-	-	97,537	110,677	113,465
Totals, Personal Services	8,860.9	8,443.0	8,433.7	\$448,329	\$450,598	\$452,689
OPERATING EXPENSES AND EQUIPMENT				\$246,503	\$235,624	\$229,238
SPECIAL ITEMS OF EXPENSE				-19	-52	-
TOTALS, EXPENDITURES				\$246,484	\$235,572	\$229,238
NET TOTALS, EXPENDITURES				\$694,813	\$686,170	\$681,927

RECONCILIATION WITH APPROPRIATIONS

1 STATE OPERATIONS

0001 General Fund

	2001-02*	2002-03*	2003-04*
APPROPRIATIONS			
001 Budget Act appropriation	\$2,382	\$1,599	\$1,114
Allocation for contingencies or emergencies	250	-	-
Adjustment per Section 3.60	43	-	-
Adjustment per Section 3.90	-23	-	-
Adjustment per Section 3.20 as added by Chapter 1, Statutes of 2002, Third Extraordinary Session	-255	-	-
Adjustment per Section 4.20	-	-1	-
Prior year balances available:			
Chapter 31, Statutes of 2000	300	-	-
Adjustment per Section 3.20 as added by Chapter 1, Statutes of 2002, Third Extraordinary Session	-3	-	-
TOTALS, EXPENDITURES	\$2,694	\$1,598	\$1,114

* Dollars in thousands, except in Salary Range.

2740 DEPARTMENT OF MOTOR VEHICLES—Continued

0042 State Highway Account, State Transportation Fund

APPROPRIATIONS	2001-02*	2002-03*	2003-04*
001 Budget Act appropriation	\$41,819	\$40,314	\$59,727
Allocation for employee compensation	216	530	-
Adjustment per Section 3.60	758	637	-
Adjustment per Section 4.60	1	-	-
Adjustment per Section 4.00	-61	-	-
Allocation for janitorial/contract	52	-	-
Allocation for postage rate increases	186	-	-
Allocation for Department of Justice Attorney Services	13	-	-
Allocation for Americans with Disabilities Act (ADA) Barrier Removal	2	-	-
Adjustment per Section 31.60	-	-463	-
Adjustment per Section 4.20	-	-8	-
Totals Available	\$42,986	\$41,010	\$59,727
Unexpended balance, estimated savings	-	-5	-
TOTALS, EXPENDITURES	\$42,986	\$41,005	\$59,727

0044 Motor Vehicle Account, State Transportation Fund

APPROPRIATIONS	2001-02*	2002-03*	2003-04*
001 Budget Act appropriation	\$341,857	\$346,003	\$388,933
Allocation for employee compensation	1,766	4,548	-
Adjustment per Section 3.60	6,291	5,554	-
Adjustment per Section 4.60	8	-	-
Adjustment per Section 4.00	-513	-	-
Allocation for janitorial/contract	92	-	-
Allocation for postage rate increases	1,561	-	-
Allocation for Department of Justice Attorney Services	104	-	-
Allocation for Americans with Disabilities Act (ADA) Barrier Removal	13	-	-
Adjustment per Section 31.60	-	-3,785	-
Adjustment per Section 4.20	-	-71	-
Transfer to Legislative Claims (9670)	-19	-52	-
011 Budget Act appropriation	(1,000)	(1,000)	-
Chapter 805, Statutes of 2002	-	3,693	-
Prior year balances available:			
Chapter 861, Statutes of 2000	136	-	-
Chapter 805, Statutes of 2002	-	-	553
Totals Available	\$351,296	\$355,890	\$389,486
Unexpended balance, estimated savings	-20	-40	-
Balance available in subsequent years	-	-553	-214
TOTALS, EXPENDITURES	\$351,276	\$355,297	\$389,272

0054 New Motor Vehicle Board Account

APPROPRIATIONS	2001-02*	2002-03*	2003-04*
001 Budget Act appropriation	\$1,615	\$1,656	\$1,708
Allocation for employee compensation	1	21	-
Adjustment per Section 3.60	29	26	-
Totals Available	\$1,645	\$1,703	\$1,708
Unexpended balance, estimated savings	-249	-	-
TOTALS, EXPENDITURES	\$1,396	\$1,703	\$1,708

0064 Motor Vehicle License Fee Account,
Transportation Tax Fund

APPROPRIATIONS	2001-02*	2002-03*	2003-04*
001 Budget Act appropriation	\$267,543	\$265,002	\$213,079
Allocation for employee compensation	1,381	3,483	-
Allocation for contingencies or emergencies	2,399	-	-
Adjustment per Section 3.60	4,846	4,172	-
Adjustment per Section 4.60	6	-	-
Adjustment per Section 4.00	-383	-	-
Allocation for janitorial/contract	335	-	-
Allocation for postage rate increases	1,173	-	-
Allocation for Department of Justice Attorney Services	81	-	-
Allocation for Americans with Disabilities Act (ADA) Barrier Removal	9	-	-
Adjustment per Section 31.60	-	-2,962	-
Adjustment per Section 4.20	-	-55	-
Totals Available	\$277,390	\$269,640	\$213,079

* Dollars in thousands, except in Salary Range.

2740 DEPARTMENT OF MOTOR VEHICLES—Continued

	2001-02*	2002-03*	2003-04*
Unexpended balance, estimated savings.....	-	-\$31	-
TOTALS, EXPENDITURES	<u>\$277,390</u>	<u>\$269,609</u>	<u>\$213,079</u>
0292 Motor Carriers Permit Fund			
APPROPRIATIONS			
001 Budget Act appropriation	\$2,660	\$2,986	-
Allocation for employee compensation	-	-	-
Adjustment per Section 3.60	48	47	-
Adjustment per Section 4.00	-4	-	-
Allocation for janitorial/contract	3	-	-
Allocation for Department of Justice Attorney Services	1	-	-
011 Budget Act appropriation (Transfer to the Motor Vehicle Account)	-	(8,936)	-
TOTALS, EXPENDITURES	<u>\$2,708</u>	<u>\$3,033</u>	<u>-</u>
0516 Harbors and Watercraft Revolving Fund			
APPROPRIATIONS			
001 Budget Act appropriation	\$4,685	\$2,018	\$4,503
Adjustment per Section 3.60	76	48	-
Adjustment per Section 4.00	-3	-	-
Totals Available	<u>\$4,758</u>	<u>\$2,066</u>	<u>\$4,503</u>
Unexpended balance, estimated savings	-245	-	-
TOTALS, EXPENDITURES	<u>\$4,513</u>	<u>\$2,066</u>	<u>\$4,503</u>
0890 Federal Trust Fund			
APPROPRIATIONS			
Federal Funds	\$30	-	-
TOTALS, EXPENDITURES	<u>\$30</u>	<u>-</u>	<u>-</u>
0995 Reimbursements			
APPROPRIATIONS			
Reimbursements.....	\$11,820	\$11,859	\$12,524
TOTALS, EXPENDITURES, ALL FUNDS (State Operations)	<u>\$694,813</u>	<u>\$686,170</u>	<u>\$681,927</u>

FUND CONDITION STATEMENT

	2001-02*	2002-03*	2003-04*
0044 Motor Vehicle Account, State Transportation Fund ^{1,5}			
BEGINNING BALANCE	\$348,368	\$270,547	\$163,856
Prior year adjustments	22,087	-	-
Balance, Adjusted.....	<u>\$370,455</u>	<u>\$270,547</u>	<u>\$163,856</u>
REVENUES AND TRANSFERS			
Revenues:			
114100 Motor vehicle registration (and other fees)	1,068,680	1,109,000	1,261,500
114200 Driver's license fees.....	89,808	132,000	167,251
114300 Other motor vehicle fees.....	34,505	35,719	38,916
114400 Identification card fees.....	7,911	8,111	16,856
120900 Off-highway vehicle fees (registration and other fees)	3,206	3,513	3,750
125700 Other regulatory licenses and permits.....	13,870	13,500	13,500
142500 Miscellaneous services to the public (sale of information)	64,672	67,872	71,500
150300 Income from surplus money investments	9,900	10,000	10,000
161400 Miscellaneous revenue.....	15,341	14,500	14,500
Totals, Revenues	<u>\$1,307,893</u>	<u>\$1,394,215</u>	<u>\$1,597,773</u>
Transfers from Other Funds:			
F00140 Environmental License Plate Fund per Public Resources Code Section 21191	3,890	3,890	3,890
F00246 Protective Services Fund per Item 2720-012-0246, Budget Act of 2002.....	-	1,406	-
F00292 Motor Carrier Permit Fund per Item 2740-011-0292, Budget Act of 2002	-	8,813	-
Totals, Transfers from Other Funds	<u>\$3,890</u>	<u>\$14,109</u>	<u>\$3,890</u>

* Dollars in thousands, except in Salary Range.

2740 DEPARTMENT OF MOTOR VEHICLES—Continued

	2001-02*	2002-03*	2003-04*
Transfers to Other Funds:			
T00001 General Fund per Government Code Section 16475	-\$662	-\$662	-\$662
T00001 General Fund per Revenue and Taxation Code 7236	-	-	-4,175
T00042 State Highway Account per Government Code Section 16475.....	-1,940	-3,050	-3,050
T00064 Vehicle License Fee Account per Government Code Section 16475 .	-4,171	-5,552	-5,552
T00140 Environmental License Plate Fund per Government Code Section 16475	-90	-154	-154
T00261 Off Highway License Fee per Government Code Section 16475	-4	-3	-3
T00263 Off Highway Vehicle Trust per Government Code Section 16475....	-7	-7	-7
T00292 Motor Carrier Permit per Government Code Section 16475	-31	-31	-
T00293 Motor Carrier Safety Improvement Fund Revenue and Taxation Code 7236.....	-	-	-8
T00840 Motorcyclist Safety Fund per Government Code Section 16475	-3	-3	-3
Totals, Transfers to Other Funds	-\$6,908	-\$9,462	-\$13,614
Totals, Revenues and Transfers	\$1,304,875	\$1,398,862	\$1,588,049
Totals, Resources	\$1,675,330	\$1,669,409	\$1,751,905
EXPENDITURES			
Disbursements:			
0250 Judicial Council (State Operations)	135	137	135
0520 Secretary, Business, Transportation and Housing (2030) (State Operations)	887	994	1,681
0555 Secretary for Environmental Protection (3895) (State Operations)	549	631	575
0820 Department of Justice (State Operations).....	19,605	19,960	20,097
1730 Franchise Tax Board (State Operations)	1,791	1,816	1,772
2700 Office of Traffic Safety (State Operations).....	342	379	-
2720 Department of California Highway Patrol: State Operations	949,497	1,126,049	1,039,729
Capital Outlay	388	9,399	3,089
2740 Department of Motor Vehicles: State Operations	351,276	355,297	389,272
Capital Outlay	2,887	11,368	10,507
3360 State Energy Resources Conservation and Development Commission (State Operations).....	120	126	125
3900 Air Resources Board: State Operations	61,344	62,335	63,498
Local Assistance	15,111	10,111	10,637
4260 Department of Health Services (State Operations)	825	1,358	1,318
9670 Legislative Claims, State Board of Control (State Operations).....	26	194	-
Totals, Disbursements	\$1,404,783	\$1,600,154	\$1,542,435
Expenditure Reductions:			
2720 California Highway Patrol (State Operations): Less funding provided by Federal Funds.....	-	-94,601	-74,581
Totals, Expenditures.....	\$1,404,783	\$1,505,553	\$1,467,854
FUND BALANCE.....	\$270,547	\$163,856	\$284,051
Reserve for economic uncertainties	270,547	163,856	284,051
0054 New Motor Vehicle Board Account ^a			
BEGINNING BALANCE.....	\$2,098	\$2,416	\$2,065
Prior year adjustments	33	-	-
Balance, Adjusted.....	\$2,131	\$2,416	\$2,065
REVENUES AND TRANSFERS			
Revenues:			
121300 New motor vehicle dealer license fee	1,642	1,334	1,334
142500 Miscellaneous services to the public	38	15	15
161400 Miscellaneous revenue.....	3	3	3
Totals, Revenues	\$1,683	\$1,352	\$1,352
Totals, Resources	\$3,814	\$3,768	\$3,417
EXPENDITURES			
Disbursements:			
2740 Department of Motor Vehicles (State Operations)	1,396	1,703	1,708
9670 Legislative Claims, State Board of Control (State Operations).....	2	-	-
Totals, Disbursements	\$1,398	\$1,703	\$1,708
FUND BALANCE.....	\$2,416	\$2,065	\$1,709
Reserve for economic uncertainties	2,416	2,065	1,709

* Dollars in thousands, except in Salary Range.

2740 DEPARTMENT OF MOTOR VEHICLES—Continued

0064 Motor Vehicle License Fee Account, Transportation Tax Fund ^{1s}		2001-02*	2002-03*	2003-04*
BEGINNING BALANCE.....				
REVENUES AND TRANSFERS				
Revenues:				
113600	Motor vehicle license (in-lieu) fees.....	\$1,442,175	\$1,402,747	\$1,426,900
150300	Income from surplus money investments.....	7,007	7,007	7,007
Totals, Revenues		\$1,449,182	\$1,409,754	\$1,433,907
Transfers:				
Transfers from Other Funds:				
F00044	Motor Vehicle Account, State Transportation Fund per Government Code Section 16475	4,171	5,552	5,552
F03011	Special Reserve Fund Vehicle License Fee per Revenue and Taxation Code Section 10903a.....	881,905	-	-
Totals, Transfers from Other Funds		\$886,076	\$5,552	\$5,552
Totals, Revenues and Transfers		\$2,335,258	\$1,415,306	\$1,439,459
Totals, Resources		\$2,335,258	\$1,415,306	\$1,439,459
EXPENDITURES				
Disbursements:				
1730	Franchise Tax Board (State Operations)	3,398	3,441	3,353
2740 Department of Motor Vehicles:				
	State Operations.....	277,390	269,610	213,079
	Capital Outlay	1,833	8,466	7,825
Totals, Disbursements.....		\$282,621	\$281,517	\$224,257
Apportionments:				
9430	Shared Revenues (Local Assistance) to cities and counties.....	3,861,502	2,782,342	1,249,349
Expenditure Reductions:				
9430	Shared Revenue (Local Assistance):			
	Less funding provided by the General Fund	-1,808,865	-1,648,553	-34,147
Net Totals, Disbursements (Local Assistance—Shared Revenues).....		\$2,052,637	\$1,133,789	\$1,215,202
Totals, Expenditures		\$2,335,258	\$1,415,306	\$1,439,459
FUND BALANCE.....				

¹ This fund contains tax proceeds subject to the State Appropriations Limit, Article XIII B of the Constitution. In addition to the amounts reflected as expenditures in this statement, appropriations subject to the limit are adjusted for increases or decreases in the fund's Reserve for Economic Uncertainties and do not include any amounts expended for debt service, subventions to local government, compliance with federal or court mandates and from appropriations made in previous years (carryovers). Additional information on the State Appropriations Limit is provided in the Governor's Budget Summary.

0292 Motor Carriers Permit Fund⁶

BEGINNING BALANCE.....		\$8,334	\$8,920	-
REVENUES AND TRANSFERS				
Revenues:				
125700	Other regulatory licenses and permits.....	8,547	8,547	-
150300	Income from surplus money investments.....	325	330	-
Totals, Revenues		\$8,872	\$8,877	-
Transfers from Other Funds:				
F00044	Motor Vehicle Account, State Transportation Fund per Government Code Section 16475	31	31	-
Totals, Transfers from Other Funds		\$31	\$31	-
Transfers to Other Funds:				
T00001	General Fund (Uniform Business License) per Revenue and Taxation Code Section 7236.....	-4,175	-4,175	-
T00044	Motor Vehicle Account per Item 2740-011-0292, Budget Act of 2002.....	-	-8,813	-
T00293	Motor Carriers Safety Improvement Fund per Revenue and Taxation Code Section 7236.....	-8	-8	-
Totals, Transfers to Other Funds		-\$4,183	-\$12,996	-
Totals, Revenues and Transfers		\$4,720	-\$4,088	-
Totals, Resources		\$13,054	\$4,832	-

* Dollars in thousands, except in Salary Range.

2740 DEPARTMENT OF MOTOR VEHICLES—Continued

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EXPENDITURES

	2001-02*	2002-03*	2003-04*
Disbursements:			
2720 California Highway Patrol Safety Enforcement Program (State Operations)	\$1,426	\$1,799	-
2740 Department of Motor Vehicles (State Operations)	2,708	3,033	-
Totals, Expenditures	\$4,134	\$4,832	-
FUND BALANCE	\$8,920	-	-
Reserve for economic uncertainties	8,920	-	-
0487 Financial Responsibility Penalty Account ⁶			
BEGINNING BALANCE	\$2,317	\$2,161	\$1,761
Prior year adjustments	-2	-	-
Balance, Adjusted	\$2,315	\$2,161	\$1,761
REVENUES AND TRANSFERS			
Revenues:			
164100 Traffic violations	2,130	2,130	2,130
Transfers to Other Funds:			
T00001 General Fund per Vehicle Code Section 16072(c)	-2,284	-2,530	-1,763
Totals, Revenues and Transfers	-\$154	-\$400	\$367
Totals, Resources	\$2,161	\$1,761	\$2,128
FUND BALANCE	\$2,161	\$1,761	\$2,128
Reserve for economic uncertainties	2,161	1,761	2,128

CHANGES IN

AUTHORIZED POSITIONS

	01-02	02-03	03-04	2001-02*	2002-03*	2003-04*
Totals, Authorized Positions	8,860.9	9,050.3	9,037.7	\$350,792	\$360,191	\$365,109
Salary adjustments	-	-	-	-	1,477	1,477
Totals, Adjusted Authorized Positions	8,860.9	9,050.3	9,037.7	\$350,792	\$361,668	\$366,586
Adjustment per Control Section 31.60:						
Investigations Division:						
Investigations Branch:						
Ofc Techn-Typing	-	-0.5	-0.5	2,390-2,905	-14	-14
Motor Vehicle Fld Rep	-	-2.0	-2.0	2,029-2,855	-49	-49
Administration and Support Branch:						
Mgr I	-	-1.0	-1.0	2,970-3,609	-36	-36
Motor Vehicle Techn	-	-2.0	-2.0	2,180-2,855	-52	-52
Motor Vehicle Fld Rep	-	-1.0	-1.0	2,029-2,855	-24	-24
Totals	-	-6.5	-6.5	-	-\$175	-\$175
Executive Division:						
Enterprise Redevelopment:						
Assoc Govtl Prog Analyst	-	-1.0	-1.0	3,915-4,759	-47	-47
Internal Audits:						
Auditor Spec I	-	-1.0	-1.0	4,305-5,232	-52	-52
Assoc Mgt Auditor	-	-1.0	-1.0	4,110-4,997	-49	-49
Secty	-	-1.0	-1.0	2,390-2,906	-29	-29
Totals	-	-4.0	-4.0	-	-\$177	-\$177
Administrative Services Division:						
Departmental Training Branch:						
Trng Ofcr I	-	-2.0	-2.0	3,915-4,759	-94	-94
Financial Services Branch:						
Acctg Techn	-	-1.0	-1.0	2,348-2,855	-28	-28
Acct Clk II	-	-1.0	-1.0	2,104-2,559	-25	-25
Facilities Operations/Management Support Branch:						
Assoc Constrn Analyst	-	-1.0	-1.0	4,204-5,621	-50	-50
Mailing Mach Opr II	-	-1.0	-1.0	2,357-2,862	-28	-28
Ofc Asst-Gen	-	-1.0	-1.0	1,846-2,465	-22	-22
Human Resources Branch:						
Pers Spec	-	-1.0	-1.0	2,315-3,619	-28	-28
Business and Administrative Support Branch:						
Ofc Asst-Gen	-	-1.0	-1.0	1,846-2,465	-22	-22
Totals	-	-9.0	-9.0	-	-\$297	-\$297

* Dollars in thousands, except in Salary Range.

2740 DEPARTMENT OF MOTOR VEHICLES—Continued

	01-02	02-03	03-04	2001-02*	2002-03*	2003-04*	
1							
2							
3							
4	Communication Programs Division:						
5	CPD Help Desk:			Salary Range			
6	Mgr I.....	-	-1.0	-1.0	\$2,970-3,609	-\$36	-\$36
7	Justice and Government Liaison Branch:						
8	Mgr III.....	-	-1.0	-1.0	3,917-4,761	-47	-47
9	General Administration:						
10	Assoc Info Sys Analyst-Spec.....	-	-1.0	-1.0	4,110-4,997	-49	-49
11	Information Services Branch:						
12	Staff Svcs Mgr I.....	-	-1.0	-1.0	4,520-5,453	-54	-54
13	Mgr II.....	-	-1.0	-1.0	3,257-3,959	-39	-39
14	Mgr I.....	-	-1.0	-1.0	2,970-3,609	-36	-36
15	Ofc Svcs Supvr I-Gen.....	-	-1.0	-1.0	2,348-2,856	-28	-28
16	Motor Vehicle Techn.....	-	-2.0	-2.0	2,180-2,855	-52	-52
17	Asst Clk.....	-	-1.0	-1.0	1,648-2,003	-20	-20
18	Customer Information Branch:						
19	Mgr IV.....	-	-1.0	-1.0	4,305-5,231	-52	-52
20	Mgr III.....	-	-2.0	-2.0	3,917-4,761	-94	-94
21	Assoc Govtl Prog Analyst.....	-	-1.0	-1.0	3,915-4,759	-47	-47
22	Mgr I.....	-	-5.0	-5.0	2,970-3,609	-178	-178
23	Ofc Techn-Typing.....	-	-1.0	-1.0	2,390-2,905	-28	-28
24	Motor Vehicle Fld Rep.....	-	-5.0	-5.0	2,029-2,855	-122	-122
25							
26	Totals.....	-	-25.0	-25.0	-	-\$882	-\$882
27							
28	Industry Operations Division:						
29	International Registration and Intrastate						
30	Operations:						
31	Motor Vehicle Techn.....	-	-1.0	-1.0	2,180-2,855	-26	-26
32	Motor Carrier Permits:						
33	Mgt Svcs Techn.....	-	-1.0	-1.0	2,220-3,049	-27	-27
34	Motor Vehicle Techn.....	-	-1.0	-1.0	2,180-2,855	-26	-26
35	Industry Audits Branch:						
36	Gen Auditor II.....	-	-1.0	-1.0	3,418-4,155	-41	-41
37	Supvng Insp.....	-	-1.0	-1.0	3,174-3,858	-38	-38
38	Mgt Svcs Techn.....	-	-1.0	-1.0	2,220-3,049	-27	-27
39	Automation Development Unit:						
40	Assoc Info Sys Analyst-Spec.....	-	-1.0	-1.0	4,110-4,997	-49	-49
41							
42	Totals.....	-	-7.0	-7.0	-	-\$234	-\$234
43							
44	Licensing Operations Division:						
45	Staff Services:						
46	Assoc Info Sys Analyst-Spec.....	-	-1.0	-1.0	4,110-4,997	-49	-49
47	Assoc Govtl Prog Analyst.....	-	-1.0	-1.0	3,915-4,759	-47	-47
48	Program and Policy Development						
49	Branch:						
50	Staff Svcs Mgr I.....	-	-1.0	-1.0	4,520-5,453	-54	-54
51	Mgr IV.....	-	-1.0	-1.0	4,305-5,231	-52	-52
52	Mgr III.....	-	-1.0	-1.0	3,917-4,761	-47	-47
53	Staff Svcs Analyst.....	-	-1.0	-1.0	2,507-3,957	-30	-30
54	Mgt Svcs Techn.....	-	-1.0	-1.0	2,220-3,049	-27	-27
55	Licensing Branch:						
56	Mgr II.....	-	-1.0	-1.0	3,257-3,959	-39	-39
57	Mgr I.....	-	-1.0	-1.0	2,970-3,609	-36	-36
58	Cntrl Cashier I.....	-	-1.0	-1.0	2,532-3,076	-30	-30
59	Motor Vehicle Techn.....	-	-2.0	-2.0	2,180-2,855	-52	-52
60	Motor Vehicle Asst.....	-	-1.0	-1.0	2,029-2,648	-24	-24
61	Svc Asst.....	-	-3.0	-3.0	2,029-2,465	-73	-73
62	Driver Safety Branch:						
63	Asst Div Chief.....	-	-1.0	-1.0	6,032-6,651	-72	-72
64	Driver Safety Mgr I.....	-	-2.0	-2.0	3,917-4,761	-94	-94
65	Mgr I.....	-	-3.0	-3.0	2,970-3,609	-107	-107
66	Sr Motor Vehicle Techn.....	-	-1.0	-1.0	2,626-3,193	-32	-32
67	Motor Vehicle Techn.....	-	-3.0	-3.0	2,180-2,855	-79	-79
68	Motor Vehicle Fld Rep.....	-	-6.0	-6.0	2,029-2,855	-146	-146
69	Svc Asst.....	-	-1.0	-1.0	2,029-2,465	-24	-24
70							
71	Totals.....	-	-33.0	-33.0	-	-\$1,114	-\$1,114
72							
73	Registration Operations Division:						
74	Registration Policy and Automation						
75	Branch:						
76	Mgr IV.....	-	-1.0	-1.0	4,305-5,231	-52	-52
77	Administrative and Program Support:						
78	Mgr III.....	-	-1.0	-1.0	3,917-4,761	-47	-47
79	Registration Services Branch:						
80	C.E.A. II.....	-	-1.0	-1.0	6,954-7,668	-92	-92
81	Mgr I.....	-	-4.0	-4.0	2,970-3,609	-142	-142
82							
83							
84							
85							
86							
87							
88							

* Dollars in thousands, except in Salary Range.

2740 DEPARTMENT OF MOTOR VEHICLES—Continued

	01-02	02-03	03-04	2001-02*	2002-03*	2003-04*	
1							
2							
3							
4							
5				Salary Range			
6	Motor Vehicle Prog Supvr II	-	-1.0	-1.0	\$2,628-3,195	-\$32	-\$32
7	Sr Motor Vehicle Techn	-	-4.0	-4.0	2,628-3,195	-126	-126
8	Motor Vehicle Techn	-	-13.8	-13.8	2,180-2,855	-362	-362
9	Word Proc Techn	-	-1.0	-1.0	2,069-2,648	-24	-24
10	Motor Vehicle Asst	-	-1.0	-1.0	2,029-2,648	-24	-24
11	Key Data Opr	-	-2.9	-2.9	1,916-2,648	-65	-65
12	Acct Clk II	-	-1.0	-1.0	2,104-2,559	-25	-25
13	Svc Asst-DMV Ops	-	-1.8	-1.8	2,029-2,465	-48	-48
14	Asst Clk	-	-0.8	-0.8	1,648-2,003	-16	-16
15							
16	Totals	-	-34.3	-34.3	-	-\$1,055	-\$1,055
17	Legal Affairs Division:						
18	Legal Office:						
19	Staff Counsel III-Spec	-	-1.0	-1.0	6,573-8,111	-79	-79
20	Staff Counsel	-	-3.0	-3.0	3,651-7,034	-131	-131
21	Legal Analyst	-	-1.0	-1.0	3,418-4,155	-41	-41
22	Staff Svcs Analyst	-	-1.0	-1.0	2,507-3,957	-30	-30
23	Legal Asst	-	-2.0	-2.0	3,013-3,663	-72	-72
24	Sr Legal Typist	-	-2.0	-2.0	2,304-3,129	-55	-55
25							
26	Totals	-	-10.0	-10.0	-	-\$408	-\$408
27	Field Operations Division:						
28	General Administration:						
29	Mgr V	-	-1.0	-1.0	5,231-5,769	-63	-63
30	Mgr III	-	-1.0	-1.0	3,917-4,761	-47	-47
31	Assoc Govtl Prog Analyst	-	-1.0	-1.0	3,915-4,759	-47	-47
32	Secty	-	-1.0	-1.0	2,390-2,906	-29	-29
33	Region II:						
34	Janitor	-	-1.5	-1.5	1,867-2,269	-34	-34
35	Region IV:						
36	Mgr I	-	-2.0	-2.0	2,970-3,609	-71	-71
37	Region V:						
38	Mgr I	-	-1.0	-1.0	2,970-3,609	-36	-36
39	Janitor	-	-1.0	-1.0	1,867-2,269	-22	-22
40	Region VI:						
41	Janitor	-	-3.3	-3.3	1,867-2,269	-73	-73
42	Region VII:						
43	Mgr I	-	-1.0	-1.0	2,970-3,609	-36	-36
44							
45	Totals	-	-13.8	-13.8	-	-\$458	-\$458
46	Information Systems Division:						
47	Enterprise Applications:						
48	DP Mgr II	-	-1.0	-1.0	4,958-6,026	-60	-60
49	DP Mgr I	-	-1.0	-1.0	4,507-5,480	-54	-54
50	Assoc Programmer Analyst-Spec	-	-1.0	-1.0	4,110-4,997	-49	-49
51	Infrastructure Branch:						
52	Staff Info Sys Analyst-Spec	-	-1.0	-1.0	4,958-6,026	-54	-54
53	Staff Programmer Analyst-Spec	-	-1.0	-1.0	4,507-5,480	-54	-54
54	Assoc Info Sys Analyst-Spec	-	-1.0	-1.0	4,110-4,997	-49	-49
55	Asst Info Sys Analyst	-	-1.0	-1.0	2,764-4,155	-33	-33
56							
57	Totals	-	-7.0	-7.0	-	-\$353	-\$353
58							
59	Totals	-	-149.6	-149.6	-	-\$5,153	-\$5,153
60	Proposed New Positions:						
61	Administrative Services Division:						
62	Financial Services Branch:						
63	Temporary Help	-	-	0.4	-	-	13
64	Overtime	-	-	-	-	43	-
65							
66	Totals	-	-	0.4	-	\$43	\$13
67	Registration Operations Division:						
68	Registration Services Branch:						
69	Overtime	-	-	-	-	179	62
70							
71	Totals	-	-	-	-	\$179	\$62
72	Field Operations Division:						
73	General Administration:						
74	Overtime	-	-	-	-	29	85
75							
76	Totals	-	-	-	-	\$29	\$85
77	Information Systems Division:						
78	Enterprise Applications:						
79	Sys Software Spec II	-	-	3.0	4,949-6,015	-	197
80							
81							
82							
83							
84							
85							
86							
87							
88							

* Dollars in thousands, except in Salary Range.

2740 DEPARTMENT OF MOTOR VEHICLES—Continued

	01-02	02-03	03-04	2001-02*	2002-03*	2003-04*
Infrastructure Branch:				Salary Range		
Overtime.....	-	-	-	-	\$25	-
Totals.....	-	-	3.0	-	\$25	\$197
Totals, Proposed New Positions ...	-	-	3.4	-	\$276	\$357
Total Adjustments	-	-149.6	-146.2	-	-\$3,400	-\$3,319
TOTALS, SALARIES AND WAGES	8,860.9	8,900.7	8,891.5	\$350,792	\$356,791	\$361,790

STATE BUILDING PROGRAM EXPENDITURES	Actual 2001-02*	Estimated 2002-03*	Proposed 2003-04*
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71 CAPITAL OUTLAY PROGRAM ELEMENTS

Major Projects

71.03 SACRAMENTO HEADQUARTERS BUILDING

71.03.017 4th Floor Asbestos Removal	\$326 ^C	-	-
71.03.018 1st Floor Asbestos Removal and Seismic Retrofit	-	\$19,120 ^C	-
71.03.019 3rd Floor Asbestos Removal and Seismic Retrofit	200 ^P	325 ^W	\$7,006 ^C
71.03.020 5th Floor Asbestos Removal and Seismic Retrofit	-	219 ^P	325 ^W
71.03.022 6th Floor Asbestos Removal and Seismic Retrofit	-	-	513 ^P

71.22 BUDGET PACKAGES

71.22.010 Studies, Preplanning and Budget Packages	100	-	-
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71.43 STOCKTON

71.43.010 Field Office Replacement.....	41 ^P	-	-
This project will construct a 16,500 gsf facility to house a full service Field and Investigations Office.			

71.46 SAN YSIDRO

71.46.010 Field Office Relocation ^B	3,400 ^{AP}	743 ^W	5,865 ^C
This project will construct a 15,000 gsf facility to house a Field and Occupational Licensing Office.			

71.53 SOUTH SACRAMENTO

71.53.010 Field Office Replacement ^B	942 ^A	760 ^{PW}	5,854 ^C
This project will construct a 13,725 gsf facility to house a full service Field Office.			

Totals, Major Projects.....	\$5,009	\$21,167	\$19,563
TOTALS, EXPENDITURES, CAPITAL OUTLAY	\$5,009	\$21,167	\$19,563
0042 State Highway Account, State Transportation Fund ^S	289	1,333	1,231
0044 Motor Vehicle Account, State Transportation Fund ^S	2,887	11,368	10,507
0064 Motor Vehicle License Fee Account Transportation Tax Fund ^S	1,833	8,466	7,825

RECONCILIATION WITH APPROPRIATIONS

3 CAPITAL OUTLAY

0042 State Highway Account, State Transportation Fund

APPROPRIATIONS			
301 Budget Act appropriation	\$344	\$1,333	\$1,231
Prior year balances available:			
Item 2740-301-0042, Budget Act of 2000 as reverted by Item 2740-490, Budget Act of 2002	944	-	-
Totals Available	\$1,288	\$1,333	\$1,231
Unexpended balance, estimated savings	-999	-	-
TOTALS, EXPENDITURES	\$289	\$1,333	\$1,231

* Dollars in thousands, except in Salary Range.

2740 DEPARTMENT OF MOTOR VEHICLES—Continued

STATE BUILDING PROGRAM EXPENDITURES	Actual 2001-02*	Estimated 2002-03*	Proposed 2003-04*
0044 Motor Vehicle Account, State Transportation Fund			
APPROPRIATIONS			
301 Budget Act appropriation	\$3,029	\$11,368	\$10,507
Prior year balances available:			
Item 2740-301-0044, Budget Act of 1999	386	-	-
Item 2740-301-0044, Budget Act of 2000 as reappropriated by Item 2740-490, Budget Act of 2001 and reverted by Item 2790-495, Budget Act of 2002	8,046	-	-
Totals Available	\$11,461	\$11,368	\$10,507
Unexpended balance, estimated savings	-8,574	-	-
TOTALS, EXPENDITURES	\$2,887	\$11,368	\$10,507
0064 Motor Vehicle License Fee Account, Transportation Tax Fund			
APPROPRIATIONS			
301 Budget Act appropriation	\$2,182	\$8,466	\$7,825
Prior year balances available:			
Item 2740-301-0044, Budget Act of 2000 as reappropriated by Item 2740-490, Budget Act of 2001 and reverted by Item 2740-495, Budget Act of 2002	5,993	-	-
Totals Available	\$8,175	\$8,466	\$7,825
Unexpended balance, estimated savings	-6,342	-	-
TOTALS, EXPENDITURES	\$1,833	\$8,466	\$7,825
TOTALS, EXPENDITURES, ALL FUNDS (Capital Outlay)	\$5,009	\$21,167	\$19,563

2780 STEPHEN P. TEALE DATA CENTER

The Stephen P. Teale Data Center assists California state agencies in meeting their business objectives by providing a cost-effective range of quality information technology services and products.

SUMMARY OF PROGRAM REQUIREMENTS

	01-02	02-03	03-04	2001-02*	2002-03*	2003-04*
10 Service Bureau Operations	304.6	302.6	309.7	\$75,997	\$90,221	\$93,092
20 Executive and Administrative Operations	70.4	71.6	71.6	6,824	7,240	8,117
00 Lease Insurance Payments	-	-	-	9	-	-
TOTALS, PROGRAMS	375.0	374.2	381.3	\$82,840	\$97,461	\$101,209
0683 Stephen P. Teale Data Center Revolving Fund				82,840	97,461	101,209

10 SERVICE BUREAU OPERATIONS

Program Objectives Statement

The Service Bureau ensures efficient use of Teale Data Center resources based on estimates of customer workload; provides information technology support to customer organizations; and is committed to providing Teale Data Center services and products to the managers and non-technical staff of customer departments.

Specific functions of the program are:

- (1) Data Center Services—Provides data processing services 24 hours a day, 7 days a week, including the Multiple Virtual Storage systems, direct access storage devices, and tape media. Provides installation and maintenance of software and hardware ensuring system reliability, availability and serviceability. Provides customer support in the efficient use of the various platforms with specific attention to the satisfaction of Teale's customers.
- (2) Enterprise Systems—Assists departments with building information technology systems that support and improve business processes. Applies new and emerging technologies, provides support for strategic databases, provides Virtual Memory and UNIX hardware/software support, provides support for the California Home Page, and supports customer needs for client/server and Personal Computer/Local Area Network services.
- (3) Network Systems—Provides support for Teale's statewide telecommunications network (CSGnet), information security and operational recovery functions. Avails state agencies of products, services and support to enable the protection of information stored at Teale and accessed by state and other government employees, private sector businesses, and the public.
- (4) Customer Relations/Marketing—Facilitates the resolution of complex business problems of Teale's customers and provides education regarding data center service offerings and new technologies. Acts as the principal liaison for customer concerns, communicates customers' business needs, and generates new business through education and marketing. Provides project management services.

Major Budget Adjustments Proposed for 2002-03

- Pursuant to Control Section 31.60, a reduction of \$717,000 and 14.5 personnel years.
- A savings of \$890,000 as a result of completed installment purchase agreements.

For the list of standard (lettered) footnotes, see the end of the Governor's Budget.

* Dollars in thousands, except in Salary Range.

Appendix V

Maryland “State Motor Vehicle Administration” budget available on the state website.

DEPARTMENT OF TRANSPORTATION

J00E00.01 MOTOR VEHICLE OPERATIONS – STATE MOTOR VEHICLE ADMINISTRATION

PROGRAM DESCRIPTION

The Motor Vehicle Administration is responsible for supplying motor vehicle services to the citizens of Maryland. These services include licensing all passenger and commercial drivers, registering and titling vehicles, issuing tags and permits for persons with a disability, issuing photo identification cards for non-driver residents, regulating motor vehicle dealers and sales, administering the compulsory insurance compliance program, managing the vehicle emission inspections program, and running driver safety programs. The Administration serves its customers through a network of customer service offices, electronic services (kiosks, Internet, telephone), a telephone customer service center, and Vehicle Emissions Inspection Program stations.

MISSION

As employees and agents of the Motor Vehicle Administration, we are committed to providing excellent customer service, promoting a safe driving environment, and protecting consumer interests.

VISION

The Maryland Motor Vehicle Administration (MVA) will serve as a national model for safety and service.

KEY GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

Goal 1. DRIVER SAFETY - Improve driver safety by assisting drivers to make responsible decisions when operating and owning a motor vehicle and sharing timely, accurate conviction data on unsafe drivers with enforcement, judiciary and other states.

- Objective 1.1** Achieve a 3-5% reduction in youthful novice driver (16 year old) crashes (over the pre-graduated licensing system) by fiscal year 2004.
- Objective 1.2** Increase the older driver (65 and over) population's participation in "tune-up/refresher" courses by at least 10% to improve functional driving techniques by fiscal year 2004.
- Objective 1.3** Achieve a 1-2% reduction in motorcycle fatalities in comparison to all fatalities in Maryland by fiscal year 2004.
- Objective 1.4** Ensure that at least 95% of vehicles registered in Maryland are in compliance with insurance requirements
- Objective 1.5** Comply with Federal Motor Carrier Safety Improvement Act of 1999 concerning the posting of conviction data within 30 days by 2005 and 10 days by 2008.

Performance Measures	2001 Actual	2002 Actual	2003 Estimated	2004 Estimated
Outputs: Number enrolled in motorcycle safety courses	5,596	5,436	5,600	5,600
Number of "tune-up" courses available for older drivers	*	*	10	15
Number of older drivers enrolled in "tune-up" courses	*	*	60	90
Outcome: Percent reduction in 16 year old driver disabling and fatal crashes under the graduated licensing system	45%	%*	%*	%*
Percent of motorcycle fatalities compared to total fatalities	8.5%	*	*	*
Average percent of registered vehicles insured	95%	95%	95%	96%
Percent of conviction data received and posted within 30 days	67%	69%	72%	80%
Quality: Percent of customers rating satisfaction with driver education schools as good or very good	*	*	70%	80%

* Data is not available

DEPARTMENT OF TRANSPORTATION

**J00E00.01 MOTOR VEHICLE OPERATIONS – STATE MOTOR VEHICLE ADMINISTRATION
(Continued)**

Goal 2. CUSTOMER SATISFACTION AND SERVICE - Provide customer-friendly service and protect consumer interests.

- Objective 2.1** Achieve 93% of customers rating service as good or very good by fiscal year 2004.
- Objective 2.2** Maintain at least 95% of customers rating facility appearance as good or very good through fiscal year 2004.
- Objective 2.3** Reduce average customer visit time to 33 minutes by fiscal year 2004.
- Objective 2.4** Achieve at least 86% of incoming calls answered at the Customer Service Center (call center) by fiscal year 2004.
- Objective 2.5** Achieve 70% of dealer complaint cases initiated by customers closed within 90 days by fiscal year 2004.

Performance Measures	2001 Actual	2002 Actual	2003 Estimated	2004 Estimated
Outputs: Number of transactions (millions)	12.5	14.2	14.6	15.5
Number of walk-in transactions (millions)	7.2	7.9	8.0	8.1
Outcome: Average branch office customer visit time (minutes)	34	39	35	33
Percent of incoming calls answered at the customer service center	86%	84%	84%	86%
Percent of dealer complaint cases issued and closed within 90 days	*	53%	65%	70%
Quality: Percent of branch office customers rating service as good or very good	91%	89%	92%	93%
Percent of call center customers rating service as good or very good	*	89%	90%	91%
Percent of branch office customers rating facility appearance as good or very good	96%	95%	96%	96%

*New measures for which data are not available

Goal 3. OPERATING EFFICIENCY - Increase service delivery access points through a flexible, functional, and cost-effective Information Technology environment.

- Objective 3.1** Provide 80% of information and services available to the public over the Internet by fiscal year 2004.
- Objective 3.2** Increase use of alternative service delivery options to 48% of major transactions by fiscal year 2004.

Performance Measures	2001 Actual	2002 Actual	2003 Estimated	2004 Estimated
Outputs: Number of transactions (millions)	12.5	14.2	14.6	15.5
Number of alternative service delivery transactions (millions)	5.3	6.3	6.7	7.4
Outcome: Percent of registration renewals by alternative service delivery	64%	61%	63%	64%
Percent of new titles issued electronically	33%	34%	35%	36%
alternative service delivery transactions as percent of total transactions	42%	44%	46%	48%
Percent of information and services available to the public over the Internet	64%	69%	75%	80%
Quality: Percent of customers rating ease of use of registration renewal by alternative service delivery as easy	98%	95%	98%	98%
Percent of customers indicating they would renew their registration by alternative service delivery again	98%	98%	98%	98%

Note: *New measures for which data are not available

DEPARTMENT OF TRANSPORTATION

J00E00.01 MOTOR VEHICLE OPERATIONS – STATE MOTOR VEHICLE ADMINISTRATION (Continued)

Goal 4. EMPLOYEE ENRICHMENT - Attract, hire and retain quality employees and encourage quality job performance.

- Objective 4.1** Achieve 60% of employees rating job satisfaction as good or very good by fiscal year 2004.
- Objective 4.2** Achieve 93% of customers rating employee helpfulness as good or very good by fiscal year 2004.
- Objective 4.3** Achieve 46% of employees rating as strongly agree or agree that they receive the training necessary to perform their jobs by fiscal year 2004.

Performance Measures	2001 Actual	2002 Actual	2003 Estimated	2004 Estimated
Quality: Percent of employees rating as strongly agree or agree that they receive the training necessary to perform their jobs	45%	43%	44%	46%
Quality: Percent of branch office customers rating employee helpfulness as good or very good	93%	92%	92%	93%
Percent of employees rating job satisfaction as good or very good	60%	56%	58%	60%

Goal 5. ENVIRONMENT - Support Maryland's environmental protection objectives by administering the Vehicle Emissions Inspection Program (VEIP).

- Objective 5.1** Maintain an average wait time of less than fifteen minutes (per VEIP contract requirements) in the testing of vehicle emissions through fiscal year 2004.
- Objective 5.2** Maintain a VEIP Station Lane availability rate of 90% (per VEIP contract requirements) in the testing of vehicle emissions through fiscal year 2004.

Performance Measures	2001 Actual	2002 Actual	2003 Estimated	2004 Estimated
Outputs: Total vehicle emission tests	1,087,353	1,354,578	1,278,670	1,240,261
Outcome: Average wait time at VEIP Station (minutes)	< 5	5	5	5
Average VEIP station lane availability rate	94.7%	94%	94%	94%

Note: *New measures for which data are not available

DEPARTMENT OF TRANSPORTATION

SUMMARY OF MOTOR VEHICLE ADMINISTRATION

	2002 Actual	2003 Appropriation	2004 Allowance
Total Number of Authorized Positions.....	1,699.00	1,647.00	1,679.50
Total Number of Contractual Positions.....	76.12	76.12	102.15
Salaries, Wages and Fringe Benefits.....	79,559,189	81,292,240	83,061,476
Technical and Special Fees.....	3,602,363	4,430,793	4,440,861
Operating Expenses.....	49,592,276	63,777,279	57,653,882
Special Fund Expenditure.....	131,903,751	148,986,924	145,143,019
Federal Fund Expenditure.....	850,077	513,388	13,200
Total Expenditure.....	<u>132,753,828</u>	<u>149,500,312</u>	<u>145,156,219</u>

J00E00.01 MOTOR VEHICLE OPERATIONS

Appropriation Statement:

	2002 Actual	2003 Appropriation	2004 Allowance
Number of Authorized Positions.....	1,689.00	1,637.00	1,669.50
Number of Contractual Positions.....	76.12	76.12	102.15
01 Salaries, Wages and Fringe Benefits.....	78,850,392	80,579,722	82,313,051
02 Technical and Special Fees.....	3,602,363	4,430,793	4,440,861
03 Communication.....	6,246,530	5,637,800	6,178,068
04 Travel.....	179,582	238,633	149,472
06 Fuel and Utilities.....	1,390,247	1,402,867	1,422,293
07 Motor Vehicle Operation and Maintenance.....	545,570	639,144	613,789
08 Contractual Services.....	24,453,063	25,779,561	26,074,557
09 Supplies and Materials.....	1,454,757	1,520,103	1,421,688
10 Equipment—Replacement.....	1,087,395	808,379	1,454,994
11 Equipment—Additional.....	456,863	987,707	285,351
12 Grants, Subsidies and Contributions.....	109,461	57,553	81,433
13 Fixed Charges.....	3,809,195	4,083,421	3,175,138
Total Operating Expenses.....	39,732,663	41,155,168	40,856,783
Total Expenditure.....	<u>122,185,418</u>	<u>126,165,683</u>	<u>127,610,695</u>
Special Fund Expenditure.....	121,335,341	125,652,295	127,597,495
Federal Fund Expenditure.....	850,077	513,388	13,200
Total Expenditure.....	<u>122,185,418</u>	<u>126,165,683</u>	<u>127,610,695</u>

Special Fund Income:

J00301 Transportation Trust Fund.....	121,335,341	125,652,295	127,597,495
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Federal Fund Income:

10.565 Commodity Supplemental Food Program.....	19,067	40,933	
20.205 Highway Planning and Construction.....	23,239		
20.218 Motor Carrier Safety Assistance Program.....	64,771	472,455	13,200
20.600 State and Community Highway Safety.....	743,000		
Total.....	<u>850,077</u>	<u>513,388</u>	<u>13,200</u>

DEPARTMENT OF TRANSPORTATION

J00E00.03 FACILITIES AND CAPITAL EQUIPMENT — MOTOR VEHICLE ADMINISTRATION

Program Description:

The Facilities and Capital Equipment Program provides funds for new capital facilities, major renovations to existing facilities, and capital equipment needs for the Motor Vehicle Administration.

Appropriation Statement:

	2002 Actual	2003 Appropriation	2004 Allowance
Number of Authorized Positions	10.00	10.00	10.00
01 Salaries, Wages and Fringe Benefits	<u>708,797</u>	<u>712,518</u>	<u>748,425</u>
03 Communication	3,850	5,000	2,760
04 Travel	6,345	7,000	6,000
08 Contractual Services	54,686	56,287	47,640
09 Supplies and Materials	2,192	3,000	2,880
10 Equipment—Replacement	1,468	3,000	3,000
11 Equipment—Additional	2,180	3,000	2,820
13 Fixed Charges	2,088	1,824	1,999
14 Land and Structures	<u>4,710,099</u>	<u>9,957,000</u>	<u>10,083,000</u>
Total Operating Expenses	<u>4,782,908</u>	<u>10,036,111</u>	<u>10,150,099</u>
Total Expenditure	<u>5,491,705</u>	<u>10,748,629</u>	<u>10,898,524</u>
Special Fund Expenditure	<u>5,491,705</u>	<u>10,748,629</u>	<u>10,898,524</u>
 Special Fund Income:			
J00301 Transportation Trust Fund	<u>5,491,705</u>	<u>10,748,629</u>	<u>10,898,524</u>

DEPARTMENT OF TRANSPORTATION

J00E00.08 MAJOR INFORMATION TECHNOLOGY PROJECTS – MOTOR VEHICLE ADMINISTRATION

PROGRAM DESCRIPTION

This program provides funds for development of major information technology projects to support the Motor Vehicles Administration's business requirements. It provides an independent method for identifying appropriations and expenditures related to development costs for major information technology projects.

DEPARTMENT OF TRANSPORTATION

**J00E00.08 MAJOR INFORMATION TECHNOLOGY DEVELOPMENT PROJECTS — MOTOR VEHICLE
ADMINISTRATION**

Appropriation Statement:

	2002 Actual	2003 Appropriation	2004 Allowance
08 Contractual Services.....			6,647,000
14 Land and Structures.....	5,076,705	12,586,000	
Total Operating Expenses	<u>5,076,705</u>	<u>12,586,000</u>	<u>6,647,000</u>
Total Expenditure	<u>5,076,705</u>	<u>12,586,000</u>	<u>6,647,000</u>
Special Fund Expenditure.....	<u>5,076,705</u>	<u>12,586,000</u>	<u>6,647,000</u>
 Special Fund Income:			
J00301 Transportation Trust Fund.....	5,076,705	12,586,000	6,647,000

About the Author

Geoffrey F. Segal is the Thomas Jefferson Institute Fellow for Government Reform. He is also the Director of Privatization and Government Reform Policy for the Los Angeles based Reason Foundation. He has authored numerous studies and articles on privatization, competitive sourcing, and government budgeting and management. He is a former editor of *Privatization Watch*, and his articles have appeared in national and local publications, and is a former columnist for *Intellectual Ammunition*, a national magazine for state legislators, as well as a contributing editor for *Budget & Tax News*. Segal holds a Master's in Public Policy from Pepperdine University with specializations in Economics and Regional/Local Government. While at Pepperdine, Segal was named a Hansen Scholar. He graduated cum laude from Arizona State University with a Bachelor of Arts in Political Science.



“... a wise and frugal government, which shall restrain men from injuring one another, shall leave them otherwise free to regulate their own pursuits of industry and improvement, and shall not take from the mouth of labor the bread it has earned. This is the sum of good government, and this is necessary to close the circle of our felicities.”

Thomas Jefferson

1801

Thomas Jefferson Institute for Public Policy
9035 Golden Sunset Lane
Springfield, Virginia 22153
703.440.9447
info@thomasjeffersoninst.org
www.thomasjeffersoninst.org