

**State Treasurer
SALE OF BONDS**

ITEM 144 of the Budget Bill

Budget page 406
Budget line No. 27

For Preparation and Advertising the Sale of Bonds, State Treasurer, Payable From the Veterans' Farm Home and Building Fund of 1943

Amount requested	\$28,000
Estimated to be expended in 1949-50 Fiscal Year	14,346
 Increase (95.2 percent)	 \$13,654

RECOMMENDATIONS

Amount budgeted	\$28,000
Legislative Auditor's Recommendation	28,000
 Reduction	 None

ANALYSIS

The preparation and advertising of the sale of bonds is authorized by Chapter 18, Statutes of 1946. The increase of \$13,654 over the amount requested for the 1949-50 Fiscal Year is due to the fact that a new issue estimated at \$50,000,000 is being offered for sale in the Fiscal Year 1950-51. Printing and advertising costs are estimated at 50 cents per bond.

CALIFORNIA HIGHWAY PATROL

ITEM 145 of the Budget Bill

Budget page 408
Budget line No. 42

For Support of the Department of California Highway Patrol From the Motor Vehicle Fund

Amount requested	\$8,990,251
Estimated to be expended in 1949-50 Fiscal Year	8,411,845
 Increase (6.9 percent)	 \$578,406

Summary of Increases

	Total increase	INCREASE DUE TO		Budget page	Line No.
		Work load or salary adjustments	New services		
Salaries and Wages	\$353,131	\$203,755	\$149,376	408	71
Operating Expenses	189,001	189,001	---	408	72
Equipment	36,274	42	36,232	408	73
 Total Increase	 \$578,406	 \$392,798	 \$185,608		

RECOMMENDATIONS

Amount budgeted	\$8,990,251
Legislative Auditor's Recommendation	8,702,105
 Reduction	 \$288,146

ANALYSIS

In 1949 the Legislature approved for the 1949-50 Fiscal Year an increase of \$693,233 or 8.6 percent over the estimated expenditures for

the 1948-49 Fiscal Year. For the 1950-51 Fiscal Year the Department of the California Highway Patrol is requesting a further increase of \$578,406 or 6.9 percent over the amount estimated to be expended in the 1949-50 Fiscal Year.

From the standpoint of economy and lack of adequate justification for the full increase we recommend a reduction of \$288,146 or 3.2 percent, leaving a substantial increase of \$290,260 or 3.2 percent.

Our recommended reduction of \$288,146 is outlined in the following schedule :

Salaries and Wages	Recommended Reductions by Item		
	<i>Amount</i>	<i>Budget page</i>	<i>Line No.</i>
<i>Administration</i>			
1 Accountant, grade 1-----	\$3,216	410	8
1 Typist-clerk-----	2,280	410	10
<i>Enforcement</i>			
14 Lieutenants-----	66,360	411	22
10 Investigators, grade 1-----	30,600	411	23
5 Radio telegraph operators-----	16,800	411	24
23 Radio dispatch clerks-----	60,720	411	25
27 Intermediate typist-clerks-----	61,560	411	26
<i>Equipment</i>			
New automobiles for lieutenants and investigators-----	35,010	411	58
150 Shotguns and holders for cars-----	11,600	411	65
Total-----	\$288,146		

NOTE: Related office equipment, salary savings adjustments and operating expenses to be adjusted by the Department of Finance.

Administration

The accountant, grade 1, is requested to check the requirements of equipment requests other than automotive; also to take inventories of field offices. Manual records are now kept in the main offices. However, we understand that these records do not agree with the physical inventories in the field. This new employee would take physical inventories. The department has a punched card installation, and we believe that the manual record keeping could probably be replaced by a punched card system which would be more effective and less costly. We recommend disapproval of the position subject to a study by the Management Analysis Section of the Department of Finance to determine the feasibility of a punched card method.

One typist-clerk is requested to handle job tags, etc. of requested new personnel. The Department of Finance eliminated 200 traffic officers and 23 sergeants from the budget; therefore, this position is not justified now.

Enforcement

In the preliminary budget hearings the proposal to add 14 additional lieutenants was based, in part, on the addition of 269 uniformed personnel. All of these proposed new positions have been eliminated with the exception of 24 positions, including the 14 lieutenants. This nullifies, in part, the justification. The Department of Highway Patrol desires to break up the large squads where only one captain is allowed for supervision and assign a lieutenant to assist in supervision. The

probable assignment, by location, of these lieutenants and the number of traffic officers presently assigned to these locations are as follows:

<i>Location</i>	<i>Proposed No. of lieutenants to be assigned</i>	<i>Existing captains</i>	<i>Existing sergeants</i>	<i>No. of traffic officers pres- ently assigned</i>
Amador County -----	1	—	—	3
Fresno County -----	1	}	1	4
Fresno District 7 -----	1			
Bakersfield -----	1	}	1	4
Mojave -----	1			
Los Angeles Headquarters ---	1	2	8	20
Los Angeles Area 1 -----	1	1	4	55
Los Angeles Area 2 -----	1	1	4	31
Los Angeles Area 3 -----	1	1	3	40
Los Angeles Area 5 -----	1	1	5	59
Los Angeles Area 6 -----	1	—	—	—
San Bernardino County ----	1	}	1	5
Barstow -----	1			
San Francisco Dist. 5 -----	1	—	—	3
Totals -----	14	9	37	358

From the above table it will be noted that the greatest number of traffic officers are assigned to the Los Angeles Headquarters and area. There are two captains and eight sergeants in the Los Angeles Headquarters where 20 traffic officers are assigned, and there are also four captains and six sergeants for areas 1, 2, 3, 5 and 6, with a total of 185 traffic officers. This makes a total of 205 traffic officers assigned to the Los Angeles Headquarters and areas with six captains and 16 sergeants for supervision. The result is a ratio of one supervisor to approximately 44 traffic officers, not considering the supervisory assistance of 24 sergeants.

We do not believe additional positions for supervision are justified.

10 Investigators

Justification for the proposed new positions is based on increase in number of "briefs" transmitted by the Department of Motor Vehicles to the Highway Patrol for servicing, and also the number of warrants served by the Highway Patrol. It is true that the number of briefs of the Department of Motor Vehicles increased in the last two months of 1948 and continued to increase during the year 1949 until the average per month was 2,408 for the first 10 months of 1949.

The estimated average per month is 1,768 for the 1950-51 Fiscal Year for the Department of Motor Vehicles. The result is an estimated decrease of 630 briefs per month when compared with the average of the first 10 months of 1949. We wish to point out that the majority of these briefs are serviced merely by a telephone call from the Highway Patrol Office and do not require the personal contact of an investigator. *We therefore do not believe there is sufficient justification for the 10 proposed new positions of investigator.*

5 Radio telegraph operators

A radio telegraph set is to be installed in Los Angeles and these five proposed new positions of radio telegraph operator are requested to man the station on a seven-day, 24-hour basis as recommended by the Division of Communications. This set is to connect the *Los Angeles area Highway*

Patrol Offices with a nation-wide police network which is used to relay police information regarding stolen cars, etc.

We recommend elimination of the five proposed new positions on the basis that they are to perform a new service which we believe is not a function of the California Highway Patrol. Furthermore, teletype service is available between Los Angeles and Sacramento.

27 Intermediate typist-clerks

Justification is based on the necessity of having a ratio of one clerk to 10 uniformed personnel in each office.

Taking the total number of 1,264 uniformed personnel and allowing one clerk to each of the 12 inspectors, and applying the ratio of one to 10 to the balance of 1,252 uniformed personnel, the number of clerks required would be 137. The positions now authorized in the Budget for clerical functions are as follows :

Clerical	142
Dispatcher-clerks, available for filing, typing, clerical, etc.....	71
Total equivalent clerical positions.....	213

Deducting the 137 clerks required to give the one to 10 ratio requested by the Highway Patrol, the balance of 76 clerical positions remain to give assistance to uniformed personnel.

By taking the total of 213 clerical positions available, and allowing one clerk to each of the 12 inspectors, we arrive at a ratio of approximately one to six.

We do not believe the 27 new positions of typist-clerk are justified.

150 Shotguns and holders for patrol cars

The justification stated "to replace machine guns."

Machine guns are now kept in the various offices and are not standard equipment for patrol cars. The necessity for the Highway Patrol to use this equipment is very rare, and for this reason we can see no justification for replacement of the machine guns. If these shotguns are to be used in patrol cars, then we question the value of only 150 guns for more than 600 patrol cars in service.

We recommend disapproval of the 150 shotguns for lack of sufficient justification.

GENERAL SUMMARY

By the power vested in the Commissioner of the Department of Highway Patrol, Section 139.24, Chapter 2 of the Vehicle Code, added by Statutes of 1947, First Extraordinary Session, Chapter 16, the Commissioner shall administer and enforce Divisions 9 to 11, inclusive, of the Vehicle Code and shall enforce all other laws regulating the operation of vehicles and the use of highways. Divisions 9 to 11, inclusive, of the Vehicle Code cover the following with regard to vehicles operating on the highways :

1. Traffic laws.
2. Equipment of vehicles.
3. Size, weight and loading of vehicles.

The Department of Highway Patrol is under the supervision and control of a civil executive officer known as the Commissioner of the California Highway Patrol and who is appointed by the Governor.