

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

ITEM 148 of the Budget Bill

Budget page 485
Budget line No. 23

For Support of California Highway Patrol From the Motor Vehicle Fund

Amount requested	\$12,841,922
Estimated to be expended in 1952-53 Fiscal Year	11,598,874
Increase (10.7 percent)	\$1,243,048

Summary of Increase

	Total increase	INCREASE DUE TO		Budget page	Line No.
		Work load or salary adjustments	New services		
Salaries and wages	\$769,218	\$248,130	\$521,088	492	27
Operating expense	321,189	321,189	---	492	28
Equipment	157,263	146,583	10,680	492	29
Plus:					
Decrease in rentals from Dept. Motor Vehi- cles	1,948	1,948	---	492	33
Less:					
Increase in service to employees meals ..	6,570	6,570	---	492	36
Total increase	\$1,243,048	\$711,280	\$531,768		

RECOMMENDATIONS

Amount budgeted	\$12,841,922
Legislative Auditor's recommendation	12,310,154
Reduction	\$531,768

ANALYSIS

Our recommended reduction of \$531,768 consists of the following items:

Salaries and Wages

Enforcement Division

Salaries and wages	
State traffic sergeant (17)	\$73,032
State traffic officer (163)	437,238
Photographer (1)	3,810

Division of Technical Services

Salaries and wages	
Supervising inspector (1)	\$7,008

Equipment

Administration

Automobile replacement	\$7,500
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Enforcement Division

Photographic and laboratory—Los Angeles	
Miscellaneous	\$250
Microscope	467
Balance (analytical)	120
Hotplate	12
Multi-Ray lamp	32
Chemical library	140
Field kit	425
Contact printer	153
Table (metal)	81
Projector (16 mm ampro)	400
Screen (Radiant 60 x 60) and case	55
Enlarger (Federal Model F/6.3 lens)	142

Technical Services

Photographic and laboratory—additional

	<i>Number</i>	<i>Amount</i>
Enlarger lens (7½" F/4.5)-----	1	\$84
Enlarger lens (6¾" F/4.5)-----	1	49
Elevator tripod -----	1	53
Enlarger -----	1	150
Enlarger lens 2" focus including adapter-----	1	26
Enlarger lens 3" focus including adapter-----	1	30
Enlarger lens 3½" focus including adapter-----	1	32
Rapid shift carrier for enlarger-----	2	15
Ace latent compact kit #19 including magnifier, etc.-----	1	63
Bookcase (100 books)-----	1	210
Pump (blast and suction)-----	1	61
Vio-Lite exposure frame and plate cabinet-----	1	105
Books -----	-	25

In former analyses we have stated that the requests for additional uniformed personnel contained insufficient justification, if any. The request for additional uniformed personnel for the Fiscal Year 1953-54, in our opinion, is entirely inadequate. Many important factors have not been considered. Furthermore, there is no indication as to the location assignment of this additional personnel and no planned program is presented.

Information available to us indicates that considerable man-hours are consumed in activities that in our judgment are not the most essential functions of the California Highway Patrol.

We recognize the urgent need to reduce casualties on highways. However, we cannot recommend the amounts and positions in the budget as representing the proper solution. Some addition to the patrol force may be desirable, but we believe that there has not been a defensible case made for this budget. The above recommended reduction does not constitute a reduction in expenditures but would result in the diversion of this amount from patrol costs to highway purposes which will in part, by correcting death traps and relieving congestion, reduce accidents.

It is generally agreed that the most important part of the highway patrol function is the actual patrol of the highways. Previous budget requests for additional positions have been largely based on the need to secure increased patrol. It is therefore of the utmost importance that every effort be made to eliminate all nonessential activities which take highway patrolmen away from the patrol function. Examination of the actual working program of the patrol indicates, however, that at the present time many man-hours are being spent by patrolmen in the performance of duties which do not materially contribute to the reduction of accidents. We believe that a thorough study should be made to eliminate, so far as is possible, all nonpatrol duty in order that a true picture can be drawn as to the actual manpower requirements of the function.

One cause of the relatively high nonpatrol activity may lie in the fact that there does not appear to be at the present time a definite and concise program for traffic control in the highway patrol. This also points up the need for additional refinement of present reporting procedures. Until these steps are taken any proposed increase in uniformed patrolmen is unrealistic. Because of the lack of information provided with the previous budget request for patrolmen, a thorough study has been made during the interim by a subcommittee of the Senate Finance Committee.

We recommend that full consideration be given to the findings of this subcommittee before a program for the 1953-54 Fiscal Year is authorized.

In our analysis of the 1952-53 Fiscal Year we recommended approval of an amount of \$124,272 for a new program consisting of travel expenses and per diem of 60 highway patrolmen to be used for 20 days of each month as flying squads to be sent to areas which are indicated by accident frequency to be special problem areas. We indicated at that time that we did not consider this program to be a solution to the state-wide problem. The consensus of the squad commanders in the field is unfavorable to this program for the same reason. We recommend that the Legislature give consideration to the discontinuance of this program and delete this amount from the budget request or transfer this amount from operating expenses to salaries and wages to offset the increase for proposed new positions which may be approved by the Legislature.

Photographer I

We recommend deletion of this position on the basis that the justification given for the need for this position is inadequate.

Supervising Inspector—Division of Technical Service

The justification given by the department for this position is as follows:

“Several years ago the Legislature authorized a survey of the organization of the Highway Patrol. The results of this survey, known as the ‘Kreml Report,’ recommended organizing the chain of command of field personnel into squad areas, districts, and zones. Squad areas and districts were in effect at the time of the survey and in 1951-52 the recommendation that zone commands be established was accomplished. The three zones established, Coastal, Valley, and Southern, were each placed under the direction of a supervising inspector. One of the three supervising inspectors was then Chief of the Division of Technical Services and with his assumption of the zone duties, it left the division with only part-time direction from the supervising inspector. * * *

“When the department was organized, a Personnel Board survey determined that the supervising inspector class was the proper level to command a division. This request is, therefore, in agreement with the Personnel Board survey and since the division was previously commanded by a supervising inspector, does not represent a departure from approved organization.”

The above justification, as such, does not provide any basis to support the addition of a full-time high level position to be assigned to office duty to supervise a division. The real question is as to the need for the added supervision.

Equipment

Automobile replacement in the Administration Division is for a Cadillac for the Governor. We believe this should not be charged to highway funds but should be a General Fund charge and should be included in the budget request of the Governor's Office.

We recommend deletion of the additional laboratory equipment until data are furnished to prove the need. Furthermore, we question the necessity of maintaining these two laboratories, which are located in Sacramento and Los Angeles. The Department of Justice is the agency

charged with the responsibility to furnish services of this nature to all state agencies.

On the basis of work load and better radio communication, we recommend approval of the following proposed new additional positions:

Administration	
1 Senior clerk	\$3,188
1 Junior intermediate typist-clerk	2,460
2 Tabulating machine operators	6,276
2 Intermediate typist-clerks	5,412
(expires June 30, 1954)	
1 Garage attendant	2,844
Enforcement	
3 Intermediate stenographer-clerks	8,532
15 Dispatcher clerks	47,070
2 Telephone operators	5,412
1.6 Janitor (part-time)	4,330
2.1 Janitors (part-time) (increase in time for six positions)	5,683
Technical services	
1 Intermediate typist-clerk	2,706

DEPARTMENT OF INDUSTRIAL RELATIONS

ITEM 149 of the Budget Bill

Budget page 493
Budget line No. 48

For Support of the Department of Industrial Relations From the General Fund

Amount requested	\$5,275,830
Estimated to be expended in 1952-53 Fiscal Year	4,885,007
Increase (8.0 percent)	\$390,823

Summary of Increase

	Total increase	INCREASE DUE TO		Budget page	Line No.
		Work load or salary adjustments	New services		
Salaries and wages	\$255,781	\$136,603	\$119,178	503	9
Operating expense	67,988	67,988	---	503	10
Equipment	24,295	24,295	---	503	11
Plus:					
Decreased reimbursements	873	873	---	503	14
Plus:					
Decrease in federal reimbursements to Division of Apprenticeship Standards	41,886	---	41,886	493	22
Total increase	\$390,823	\$229,759	\$161,064		

RECOMMENDATIONS

Amount budgeted	\$5,275,830
Legislative Auditor's recommendation	5,174,742
Reduction	\$101,088