



**Thomas A. Schweich**  
Missouri State Auditor

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## PUBLIC SAFETY

# Missouri State Highway Patrol

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June 2013  
Report No. 2013-050



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<http://auditor.mo.gov>



**Thomas A. Schweich**  
Missouri State Auditor

# CITIZENS SUMMARY

## Findings in the audit of the Department of Public Safety, Missouri State Highway Patrol

### Airplane Purchase

The Missouri State Highway Patrol (MSHP) did not perform a formal written analysis to justify the need to purchase an additional airplane, or to purchase a new airplane instead of a much less expensive used airplane. Although the State of Missouri already operated 23 aircraft, including 5 passenger airplanes used primarily for employee transportation, the MSHP spent \$5.6 million to purchase a new passenger airplane on December 17, 2012. Conducting a cost/benefit analysis before purchasing new or used airplanes would help the MSHP ensure the cost effectiveness of future purchases.

According to our analysis of 2012 flight data, before the purchase of this new airplane, a state-owned passenger airplane was always available for use. For the passenger fleet as a whole, there were 113 days on which none of the five airplanes flew, and no days where all five airplanes flew. Of the pressurized airplanes, there were only 58 days on which both of the State's two pressurized airplanes flew, and 159 days on which neither pressurized airplane flew. An analysis of demand, usage, and fleet availability prior to making significant purchasing decisions would help demonstrate the need for any future additions to the State airplane fleet. In addition, although not required by law, the MSHP should consider informing the legislature of its intent to make significant purchases by including them as decision items in its budget.

### Revenue Collection Procedures

The MSHP did not always segregate duties to the maximum extent feasible and did not always perform timely independent supervisory reviews of monthly revenue reconciliations. An employee in the Water Patrol Division deposited certain fees and receipts into the wrong funds.

### School Bus Inspection Program

The National Transportation Safety Board investigated an August 2010 collision involving two school buses and identified driver distraction, inattention, and following too closely as the probable causes of the accident, but it also cited inadequate state school bus inspection regulations and procedures as a safety issue. The MSHP does not have procedures to periodically observe school bus inspections performed by the MSHP and state inspection stations. The MSHP does not use the results of spot inspections to identify state inspection stations that may be performing inadequate school bus inspections. For school year 2011-2012, over 25 percent of buses inspected during spot inspections failed, with nearly 5 percent having significant defects. The rate of defective and out of service buses found during spot inspections is higher than found at annual inspections conducted by the MSHP and may indicate school districts and/or school bus contractors are lax in maintaining school buses.

Inspections of Motor Vehicle Inspection Stations	The Motor Vehicle Inspection Division has not conducted inspections of licensed inspection stations within its policy timeframes and has not conducted an analysis to determine if those timeframes should be modified. Our review of station inspections for 25 stations noted 19 (76%) had average inspection intervals that exceeded the 6 week requirement.
Capital Assets	The MSHP did not perform an annual physical inventory of capital assets at three troops, and the physical inventories it did conduct at other locations were not complete. Approximately 13,800 items worth \$96.3 million were not physically inventoried. The MSHP has not documented that its current vehicle replacement policy yields the lowest total cost of vehicle operation and ownership consistent with maximum safety.
Seized Property	MSHP troops do not always remit seized cash to the Budget and Procurement Division (BPD) in a timely manner. In November 2011, one troop conducted an inventory of the property room and found \$117,000 the troop had been holding on cases with seizure dates as old as February 2000. The BPD has not attempted to determine the status of court actions on old cases or seek court orders for disposition of the monies. As of May 31, 2012, the Criminal Forfeiture account contained \$958,000 related to 522 cases with seizure dates more than 5 years old. The BPD has not reconciled the Criminal Forfeiture account balance to the liabilities list, and the liabilities list exceeded the account balance by \$5,756.

In the areas audited, the overall performance of this entity was **Fair**.\*

American Recovery and Reinvestment Act (Federal Stimulus)	<p>During the audited period, the Missouri State Highway Patrol received:</p> <p>A \$5,316,981 award under the Rural Crimes program, of which \$4,117,070 was spent to help prevent and combat crime; a \$48,019 award under the Cybercrimes program, \$46,763 of which was expended to combat internet crime; a \$2,297,862 award under the Justice Assistance Grant, of which \$2,287,608 was expended for one helicopter and training; a \$56,246 award under the Justice Assistance Grant, of which \$53,299 was expended for equipment for analysis of computers and cellular telephones; and a \$1,230,672 award from budget stabilization funds, of which \$1,215,293 was appended for crime lab supplies and equipment and enforcement activities.</p>
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\*The rating(s) cover only audited areas and do not reflect an opinion on the overall operation of the entity. Within that context, the rating scale indicates the following:

- Excellent:** The audit results indicate this entity is very well managed. The report contains no findings. In addition, if applicable, prior recommendations have been implemented.
- Good:** The audit results indicate this entity is well managed. The report contains few findings, and the entity has indicated most or all recommendations have already been, or will be, implemented. In addition, if applicable, many of the prior recommendations have been implemented.
- Fair:** The audit results indicate this entity needs to improve operations in several areas. The report contains several findings, or one or more findings that require management's immediate attention, and/or the entity has indicated several recommendations will not be implemented. In addition, if applicable, several prior recommendations have not been implemented.
- Poor:** The audit results indicate this entity needs to significantly improve operations. The report contains numerous findings that require management's immediate attention, and/or the entity has indicated most recommendations will not be implemented. In addition, if applicable, most prior recommendations have not been implemented.

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# Department of Public Safety

## Missouri State Highway Patrol

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# **THOMAS A. SCHWEICH**

## **Missouri State Auditor**

Honorable Jeremiah W. (Jay) Nixon, Governor  
and  
Jerry Lee, Director  
Department of Public Safety  
and  
Colonel Ronald K. Replogle, Superintendent  
Missouri State Highway Patrol  
Jefferson City, Missouri

We have audited certain operations of the Department of Public Safety, Missouri State Highway Patrol, in fulfillment of our duties under Chapter 29, RSMo. The scope of our audit included, but was not necessarily limited to, the years ended June 30, 2012, 2011, and 2010. The objectives of our audit were to:

1. Evaluate the Highway Patrol's internal controls over significant management and financial functions.
2. Evaluate the Highway Patrol's compliance with certain legal provisions.
3. Evaluate the economy and efficiency of certain management practices and operations, including certain financial transactions.

Our methodology included reviewing written policies and procedures, financial records, and other pertinent documents; interviewing various personnel of the highway patrol; and testing selected transactions. We obtained an understanding of internal controls that are significant within the context of the audit objectives and assessed whether such controls have been properly designed and placed in operation. We tested certain of those controls to obtain evidence regarding the effectiveness of their design and operation. We also obtained an understanding of legal provisions that are significant within the context of the audit objectives, and we assessed the risk that illegal acts, including fraud, and violations of contract, grant agreement, or other legal provisions could occur. Based on that risk assessment, we designed and performed procedures to provide reasonable assurance of detecting instances of noncompliance significant to those provisions.

We conducted our audit in accordance with the standards applicable to performance audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform our audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides such a basis.

The accompanying Organization and Statistical Information is presented for informational purposes. This information was obtained from the Highway Patrol's management and was not subjected to the procedures applied in our audit of the Highway Patrol.

For the areas audited, we identified deficiencies in internal controls, noncompliance with legal provisions, and the need for improvement in management practices and procedures. The accompanying Management Advisory Report presents our findings arising from our audit of the Department of Public Safety Missouri State Highway Patrol.



Thomas A. Schweich  
State Auditor

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# Department of Public Safety

## Missouri State Highway Patrol

### Management Advisory Report - State Auditor's Findings

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#### **1. Airplane Purchase**

The Missouri State Highway Patrol (MSHP) did not perform a formal written analysis to justify the need to purchase an additional airplane, or to purchase a new airplane instead of a much less expensive used airplane. Our analysis of flight usage data indicates existing state airplanes were underutilized prior to the purchase of the additional new airplane. Further, while the purchase of the new airplane appears to fall within the legal authority of the MSHP, and the use of a sole source purchasing process appears appropriate, the MSHP could have been more transparent regarding its intent to purchase an additional airplane.

On December 17, 2012, the MSHP utilized a sole source procurement process, as authorized by Section 34.044, RSMo, to purchase a new pressurized airplane for approximately \$5.6 million. Documentation from the MSHP to justify the purchase indicates the use of this particular model of airplane is beneficial to the state because it is similar to the other airplanes in the fleet, allowing for efficiencies in training, maintenance, operations, and overall safety. The MSHP also provided documentation establishing that only one vendor existed to provide the new model of airplane, and the airplane was being offered at a discount for a limited time.

The use of state aircraft for the transportation of state employees from other agencies, including the Office of the Governor, is typically coordinated by the MSHP. In 2006 the MSHP and the Office of Administration (OA) signed a Memorandum of Understanding transferring the aircraft and operations of the OA - Flight Operations Division to the MSHP. The purpose of the agreement was to centralize flight operations, equipment, and staff. Since the MSHP maintains flight operations for law-enforcement purposes thereby employing flight personnel, it appears reasonable for the MSHP to be the flight service provider for other agencies, even though this responsibility is not strictly within their statutory duties. The MSHP bills user agencies for flight services.

According to Federal Aviation Administration records, prior to the December 2012 purchase of the new airplane, the State of Missouri operated 23 aircraft<sup>1</sup>. Our review focused on the five aircraft considered to be passenger airplanes used primarily for employee transportation. The MSHP directly controls two of these passenger airplanes. We did not attempt to evaluate the necessity or appropriateness of flights taken in this audit. As shown in Table 1.1, three of these are unpressurized single engine airplanes, while the remaining two are pressurized twin engine airplanes. Cabin

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<sup>1</sup> In addition to the five passenger airplanes, other state aircraft include two hot-air balloons used by the Missouri State Lottery, and eight helicopters and eight smaller airplanes primarily used by the MSHP for law-enforcement purposes. National Guard aircraft are not included in this total.



pressurization allows airplanes to fly at higher altitudes. Flying at higher altitudes results in less drag on the airplane and allows for higher speeds.

**Table 1.1: State Passenger Airplanes**

Tail Number	Model	Owner	Year	Passengers	Pressurized	Engines
N2MP	King Air C90	MSHP	1999	6	Yes	2
N128VT	King Air B200	Conservation/MoDOT <sup>1</sup>	1992	7	Yes	2
N92MP	Cessna Centurion	MSHP	1981	3	No	1
N402MC	Cessna Utiliner	Conservation	1985	7	No	1
N84MC	Cessna Centurion	Conservation	1986	5	No	1

Source: SAO analysis of Federal Aviation Administration records

<sup>1</sup> This airplane is jointly owned by the Missouri Departments of Transportation (MoDOT) and Conservation. The Department of Conservation performs administrative functions (scheduling, billing, etc.) related to the airplane.

## 1.1 Airplane fleet usage

MSHP officials did not prepare a formal analysis to determine the necessity of an additional new airplane for the state's fleet. MSHP officials stated an additional airplane was necessary due to frequent use of the existing airplane by elected officials. Based on flight records, the majority of the flights logged on the MSHP airplane were for the Governor, with the majority of the rest of the flights being for MSHP purposes. Based on discussions with MSHP officials, the Governor's usage is given priority over any MSHP flight needs if a conflict arises. However, the MSHP did not track instances of when a flight was requested but an airplane was not available. In the event of a conflict, MSHP officials stated they do not utilize the Conservation/MoDOT plane.

State airplane flight usage records for the state's five passenger airplanes indicate these airplanes were underutilized even before the purchase of an additional airplane. According to our analysis of flight data, there were only 58 days during 2012 in which both of the State's pressurized passenger airplanes flew on the same day, and 159 days in which neither pressurized airplane flew. On average the three non-pressurized airplanes flew less than the pressurized airplanes. For the passenger fleet as a whole, there were 113 days in which none of the five airplanes flew, and no days where all five airplanes flew. Table 1.2 shows the usage of each passenger airplane in the State's fleet for calendar year 2012.





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**Table 1.2: Calendar Year 2012 Airplane Utilization**

	N2MP <sup>2</sup>	N128VT	N92MP	N402MC	N84MC <sup>2</sup>	Total
	Pressurized	Pressurized	Non-Pressurized	Non-Pressurized	Non-Pressurized	
Conservation	0	52	0	109	55	216
Governor	100	6	0	0	0	106
Highway Patrol	49	0	9	0	0	58
Transportation	11	50	0	15	0	76
Other <sup>1</sup>	3	3	0	1	0	7
<b>Total flights</b>	<b>163</b>	<b>111</b>	<b>9</b>	<b>125</b>	<b>55</b>	<b>463<sup>3</sup></b>

Source: SAO analysis of agency flight logs and manifests

<sup>1</sup> Includes the Attorney General's office, the University of Missouri, and the Department of Natural Resources

<sup>2</sup> N2MP unavailable for 22 days and N84MC unavailable for 143 days during 2012 due to maintenance and repair.

<sup>3</sup> There were 23 instances where one of the above airplanes flew more than once in a day, with the majority of these flights being on the non-pressurized Conservation airplanes.

According to MSHP officials, factors such as warranties and inspection costs of buying a used plane were considered when making the decision to buy a new plane; however, a formal cost/benefit analysis justifying the need for the purchase of a new airplane instead of a used one was not prepared. Our audit noted there is an active market for used airplanes, including many similar to the one purchased by the MSHP. The purchase of a used airplane could have significantly reduced the MSHP's costs. For example, we noted several used King Air B200 models that were less than 10 years old currently publicly advertised, including a 2003 model with an asking price of at least \$3.3 million less than the price of the new airplane.

An analysis of demand, usage, and fleet availability prior to making significant purchasing decisions would help the MSHP to demonstrate the need for any additions to the State airplane fleet. In addition, cost/benefit analyses of purchasing new or used airplanes would help the MSHP ensure the cost effectiveness of future purchases.

## 1.2 Appropriation authority

While the purchase of the airplane appears to fall within the legal authority of the MSHP, and although not required, the MSHP did not inform the legislature of its intent to purchase a new airplane during the 2013 budget process. The appropriation bill authorizing the transaction allows the purchase of vehicles and aircraft for the MSHP and Gaming Commission.

To promote transparency related to the budgeting and expenditure of public funds, the MSHP should consider informing the legislature of its intent to make significant purchases by including the anticipated purchases as decision items in its budget.



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## Recommendations

The MSHP:

- 1.1 Conduct a formal written analysis of airplane fleet needs and usage before any future airplane purchases are made and conduct a cost/benefit analysis of purchasing new or used airplanes.
- 1.2 Consider including significant anticipated purchases as budget decision items in the future.

## Auditee's Response

- 1.1 *The Patrol did conduct a thorough analysis of needs and usage before purchasing the 2012 King Air 250 for the reduced price of \$5.59 million. While the Patrol did not track instances of when a flight was requested and an airplane was not available, the Patrol is aware through the course of doing business that it receives many requests from multiple agencies to conduct flights for state business on the same day and has to deny those requests due to unavailability of an airplane. The Patrol also studied the feasibility of purchasing a new airplane versus a used one. The report mentions that auditors noted a used airplane with a lower asking price than the price of the airplane purchased by the Patrol, but it is important to realize that purchasing a used airplane is much different than purchasing, for instance, a used car. Multiple factors were taken into consideration, including airplane-specific training for pilots and mechanics that is included in the cost of this airplane, the elaborate and costly inspection process involved with purchasing a used airplane, and ongoing training requirements associated with purchasing a used airplane that is notably different than the rest of the Patrol's fleet. Increased seating capacity valued at \$28,000, and an extensive warranty, were also included in the purchase price of this airplane. After careful consideration of all aspects, and evaluating the costs and benefits involved with each, the Patrol concluded that the purchase of this airplane would provide the best investment. This airplane is expected to serve Missouri for the next 20+ years.*
- 1.2 *The Patrol strives to be transparent with the state legislature and will continue to do so. As stated in the audit report, purchase of the airplane was within the legal authority of the Patrol, and the purchasing process it followed was appropriate.*

*The Department of Conservation provided the following comments:*

*The Missouri Department of Conservation (Department) appreciates the opportunity to review the reference made to the Department in the Missouri State Highway Patrol (MSHP) audit finding regarding aircraft. The Department questions the relevance of including its flight information in the MSHP's audit report. The Department's flight*



*operations are separate and independent from the MSHP. While the MSHP would be allowed to use the Department's aircraft when it is not otherwise in use on Department business, MSHP rarely makes such a request, which further makes any reference to Department aircraft irrelevant. Consequently, the Department respectfully requests that its information be removed from the comparison.*

*The Department is concerned about the statement in Section 1.1 that all of the state planes in the comparison are "underutilized." It is unclear by what standard usage is being measured to reach this conclusion. Speaking only for the Department, the Department's planes are utilized as needed and provide an important and necessary service in the fulfillment of the Department's agency mission. An annual evaluation of usage and associated costs is made to insure that the costs do not exceed the benefits received. Additionally, Department aircraft are utilized to accomplish many resource efforts beyond transportation, which include fire protection patrols, resource law enforcement patrols, resource management activities, transporting wildlife, photography, and other resource oriented activities.*

## Auditor Comment

The Public has a right to expect government officials to be able to support decisions related to multi-million dollar purchases. In this case, the documentation available falls well short of any acceptable standard.

The Department of Conservation's request to remove comments related to the Conservation/MoDOT airplane is inappropriate. The finding illustrates opportunities for multiple state departments to work together to achieve greater efficiencies and cost savings.

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## 2. Revenue Collection Procedures

The MSHP did not always segregate duties to the maximum extent feasible, ensure timely and adequate supervisory reviews, and properly instruct employees processing revenues.

MSHP divisions receive, deposit, and record various revenues, including fees related to motor vehicle and vehicle emission inspections, criminal history background checks, and boater education programs. Collections during state fiscal year 2012 from these sources totaled about \$16.6 million.

### 2.1 Internal controls

The MSHP did not segregate the duties of receiving, recording, and reconciling revenues and related accounts receivable for motor vehicle and vehicle emission inspections, criminal history background checks, and boater education programs to the maximum extent feasible. In addition, the MSHP did not perform independent supervisory reviews of the monthly reconciliations in a timely manner. At the time of our review, the MSHP had not completed a supervisory review for the most recent 9 months.



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To safeguard against possible loss or misuse of funds, the MSHP should segregate the duties of receiving, depositing, and recording receipts as well as maintaining accounts receivable records. If proper segregation of duties cannot be achieved, at a minimum there should be a timely supervisory review of reconciliations between accounting records, deposits, and permits, licenses, and certificates issued. Additionally, MSHP General Order 17-02-1315 requires, to the maximum extent feasible, segregation of the duties of receiving and processing revenue. The order also requires independent, supervisory reviews and quarterly reconciliations of the accounts.

A similar condition was noted in our prior audit report<sup>2</sup>.

## 2.2 Boater education fees

An employee in the Water Patrol Division deposited boater education fees and other fees and receipts totaling about \$206,000 into the wrong funds. The employee who assumed responsibility for recording these receipts in January 2011 was not aware the boater education fees were to be deposited into the General Revenue Fund (GRF) as required by Section 306.127, RSMo. Consequently, the employee deposited all boater education fees totaling \$184,762 received from January 2011 through mid-June 2012 into the State Water Patrol Fund rather than the GRF. Additionally, supervisory reviews of the receipts ledgers and revenue documents, which were instituted in April 2012, did not detect the errors. After we inquired about the issue, MSHP Budget and Procurement Division (BPD) staff investigated the matter and determined the boater education fees and an additional \$20,967 in other fees and receipts had been incorrectly deposited to the State Water Patrol Fund. The BPD notified the supervisor to begin depositing the fees to the GRF and directed the Office of Administration to make correcting transfers of \$193,483 to the GRF and \$12,246 into the Department of Public Safety Fund on June 18, 2012. Employees should be properly instructed in their duties and adequate supervisory reviews of revenue ledgers and documents should be performed to ensure revenues are deposited into the appropriate fund.

## Recommendations

The MSHP:

- 2.1 Segregate the duties of receiving, depositing, and recording revenues and maintaining accounts receivable records. At a minimum, there should be a timely and documented supervisory review of reconciliations of licenses, permits, and certificates issued, and deposits, revenues, and accounts receivable.

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<sup>2</sup> *Missouri State Highway Patrol*, issued February 2005, report No. 2005-05



## Auditee's Response

2.2 Ensure employees are properly instructed in their revenue processing duties and adequate supervisory reviews of revenue ledgers and documents are performed.

2.1 *The Patrol does segregate the duties of receiving, depositing, and recording revenues, and maintains accounts receivable records, to the maximum extent feasible. The Patrol also conducts timely and documented supervisory reviews of reconciliations, to help ensure that the segregation of duties is adequate. The auditors did identify three isolated occurrences that were not indicative of the Patrol's revenue collection process overall, and all three situations were immediately rectified. There was also an instance after the merger of the Water Patrol with the Highway Patrol in which one employee had assumed new duties, and initially was inadvertently depositing some of that division's receipts into the wrong fund; all funds were accounted for, and the Patrol immediately worked with the Office of Administration to move the money to the correct funds.*

2.2 *The Patrol does and will continue to ensure that employees are instructed in their revenue processing duties and that adequate supervisory reviews are performed.*

## 3. School Bus Inspection Program

The MSHP does not have procedures to periodically observe school bus inspections and does not analyze the results of spot inspections to ensure inspections are properly performed. An investigation performed by the National Transportation Safety Board (NTSB) concluded safety inspections of two school buses involved in an August 2010 accident were inadequate and made recommendations to improve the state school bus inspection program.

### Background

The MSHP is required by Section 307.375.2, RSMo, to conduct an inspection after February first of each school year of all vehicles required to be marked as school buses under Section 304.050, RSMo. This inspection shall be conducted by the MSHP in cooperation with the Department of Elementary and Secondary Education (DESE). The MSHP works with school districts and school bus contractors to schedule the annual inspections. The MSHP also conducts spot inspections of school buses as authorized under Section 307.375.4, RSMo. The MSHP indicated its goal is to perform spot inspections on 10 percent of school buses within each troop area with an emphasis on school districts with a history of poor performance, and to conduct spot inspections at each school district at least once every 3 years. MSHP policy indicates spot inspections are to be conducted between the beginning of the school year and November 15. The school district is provided minimal notice of the spot inspections.

In addition to the MSHP inspections, all school buses must pass an inspection conducted by a licensed state inspection station within 60 days



prior to the start of the school year. The MSHP licenses state inspection stations and the individual inspectors. Individual inspectors must have a minimum of 1 year practical experience as an automotive mechanic, or have completed a vocational education program in automotive mechanics. In addition, inspector/mechanics must pass a written and a practical test to demonstrate knowledge of inspection regulations and procedures. According to MSHP personnel, most school districts and school bus operators are licensed to inspect their own buses. School bus inspection procedures require visual and mechanical inspection of all bus components related to safe operation and passenger safety including brakes, suspension, tires, steering components, fuel systems, exhaust systems, glazing, lighting, seating, mirrors, stop signs, and crossing arms.

## Inspections

Our review of annual school bus inspection reports determined the MSHP conducted the annual school bus inspections required by state law. During school year 2011-2012, the MSHP inspected 11,934 buses, found 1,396 (11.7 percent) buses had defects, and required 239 (2 percent) buses to be taken out of service until the defects were corrected. The MSHP also conducted 1,315 spot bus inspections during school year 2011-2012. The MSHP identified defects on 336 ( 25.5 percent) of these buses with the defects being serious enough to take 61 (4.6 percent) buses out of service until the defects were corrected.

According to the 2010 Missouri Traffic Safety Compendium published by the MSHP, there were 972 accidents involving school buses in that year of which only 7 (0.7 percent) listed a school bus defect as a contributing factor in the accident.

## NTSB accident investigation

The NTSB investigated an August 2010 collision involving four vehicles including two school buses and subsequently issued a report<sup>3</sup> on its findings. The report identified the probable causes of the accident to be driver distraction, inattention, and following too closely. The report also noted that the lack of forward warning systems on the two school buses contributed to the severity of the accident. The NTSB report made recommendations to numerous state and federal government entities. The report cited inadequate state school bus inspection regulations and procedures as one of several safety issues identified in the investigation and made recommendations regarding Missouri's school bus inspection program.

### 3.1 NTSB findings

The MSHP does not have procedures to periodically observe school bus inspections performed by both the MSHP and state inspection stations. The NTSB report concluded safety inspections conducted in March 2010 by the

<sup>3</sup> National Transportation Safety Board. 2011. Multivehicle Collision, Interstate 44 Eastbound, Gray Summit, Missouri, August 5, 2010. Highway Accident Report NTSB/HAR-11/03. Washington, DC. See <http://www.nts.gov/doclib/reports/2011/HAR1103.pdf>



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MSHP and July 2010 by a state inspection station of the two school buses involved in the August 5, 2010, accident were inadequate. The NTSB made the following recommendations related to school bus inspections (1) modify the Missouri Motor Vehicle Inspection Regulations so that all inspection areas and procedures that apply to school buses are contained within the "School Bus Inspection" section, (2) modify school bus inspection procedures so that all brake defects specified in the Missouri Motor Vehicle Inspection Regulations can be identified during biannual inspections, and (3) review the vehicle inspection program to ensure inspections conform to requirements contained in the state's motor vehicle inspection regulations. The MSHP developed a new school bus inspection regulations manual in response to the NTSB recommendations. The MSHP also proposed several changes to the school bus inspection regulations.

The NTSB concluded the mechanical condition of the buses involved in the accident was not a factor in the accident. However, the report noted that although a privately owned state inspection station inspected the two buses 10 days prior to the accident and the MSHP inspected the buses 133 days before, neither inspection noted defects on either of the school buses. The NTSB identified defects in both buses that, in its opinion, existed at the time of the private inspection and likely existed at the time of the MSHP inspection in March 2010. Immediately following the accident, the school bus contractor dispatched another school bus to provide transport for students involved in the accident. That bus experienced brake failure due to a leaking brake line on a hospital parking lot and struck three cars and a nearby garage.

The March 2010 MSHP inspections of 23 buses used to transport students of the school resulted in 22 buses being approved with no defects and 1 bus taken out of service until a defect was corrected. Subsequent to the accident on August 11, 2010, the MSHP performed inspections of the 20 remaining school buses. The MSHP identified eight buses with defects with five of the buses taken out of service until the defects were corrected.

We noted that one bus taken out of service as a result of the August inspection had only been driven three miles since the March inspection. This bus had been approved with no defects during the March 2010 inspection. The average mileage driven between March and August inspections for the other seven buses with defects was 2,570 miles. As a result, it is likely that at least some of the buses had defects that were not identified during the March 2010 inspection. In addition, the July 2010 state inspection station inspections reports identified no defects in the three buses involved in accidents on August 5, 2010, or the five buses taken out of service by the MSHP during the August 2010 inspections. The MSHP suspended the inspection permits of the state inspection station and the inspector who performed the July 2010 inspections on the school district's buses. It appears the MSHP has taken corrective action and implemented



NTSB recommendations. However, the MSHP should consider establishing procedures to periodically observe school bus inspections performed by both the MSHP and state inspection stations to ensure inspections are properly performed in accordance with state regulations.

### 3.2 School bus inspection results

The MSHP does not use the results of spot inspections to identify state inspection stations that may not be effectively identifying defective school buses. MSHP annual school bus inspections results for school year 2011-2012 determined nearly 12 percent of buses failed to meet school bus safety requirements with 2 percent having significant defects requiring the buses to be placed out of service until repairs could be made. Spot inspections determined more deficiencies. For school year 2011-2012, over 25 percent of buses inspected during spot inspections failed to meet bus safety requirements, with nearly 5 percent having significant defects requiring the buses to be placed out of service until repairs could be made. The MSHP conducted annual inspections between mid-February and mid-April 2012, and conducted spot inspections between the start of the school year and mid-November.

The comparatively high rate of defective and out of service buses found during spot inspections may indicate that school districts and/or school bus contractors are lax in maintaining school buses in accordance with school bus safety regulations. The results of the spot inspections, which are performed during the early part of the school year, may also indicate the required annual pre-school year bus inspections performed by state inspection stations may not be effectively identifying defective school buses. The MSHP should use spot inspections results to identify state inspection stations that may be performing inadequate school bus inspections and require those inspectors to attend training on proper school bus inspection procedures.

### Recommendations

The MSHP:

- 3.1 Establish and periodically perform oversight procedures to ensure school bus inspections are performed in accordance with state regulations.
- 3.2 Analyze spot inspection results to identify state inspection stations that may not be performing adequate school bus inspections and require those inspectors attend training on proper school bus inspection procedures.

### Auditee's Response

- 3.1 *The Patrol's Motor Vehicle Inspection Division has developed a plan to establish an endorsement program for inspector mechanics enrolled in the motor vehicle safety inspection program. Individuals pursuing a school bus inspection endorsement on their inspector mechanic license will be required to complete additional training*





*and pass written and practical tests specific to the inspection of school buses prior to obtaining a school bus inspection endorsement on their inspector mechanic license.*

- 3.2 *As a result of discussions with the National Transportation Safety Board, in 2011 the Patrol began designing and implementing significant enhancements to the school bus spot check inspection process. During spot check inspections, the Patrol will continue to identify specific buses with deficiencies. Pertinent information will be compiled on each bus and the original inspection station that inspected the bus. Patrol field personnel will conduct follow-up reviews with stations, school districts, and private bus companies to ensure that inspector mechanics are properly trained and inspections are properly conducted.*

## **4. Inspections of Motor Vehicle Inspection Stations**

The Motor Vehicle Inspection Division (MVI) has not conducted inspections of licensed inspection stations within the timeframes required by its policy, and has not conducted an analysis to determine if those timeframes should be modified. The MVI licenses about 4,500 stations to conduct motor vehicle safety inspections. As required by Section 307.360.4, RSMo, MVI inspectors conduct inspections of licensed stations during which the inspectors review the station facilities, equipment, and records for compliance with MVI regulations. Those inspections also include reviewing compliance with regulations by the station inspector/mechanics who perform the motor vehicle inspections. The MVI employs about 62 inspectors and the inspectors have additional work requirements including school bus inspections, salvage title examinations, and salvage yard inspections. MSHP Special Order 23 requires the station inspections be conducted at least once every 6 weeks for each station.

Our review of inspections for 25 stations noted 19 stations had average inspection intervals that exceeded the 6 week requirement by intervals ranging from 1 day to 84 days. An MVI official indicated insufficient staffing and other work obligations prevent inspections from being conducted within policy timeframes. The MSHP performed about 26,600 station inspections during calendar year 2011 and issued 233 station warnings, suspensions, and revocations. More than 99 percent of station inspections found the station to be in compliance with MVI regulations.

To ensure personnel and other resources are used in the most effective and efficient manner, the MSHP should conduct an analysis to determine if the policy requiring MVI station inspection intervals should be modified.

## **Recommendation**

The MSHP conduct a formal analysis to determine the most effective and efficient use of MVI resources and ensure those resources are allocated in the most efficient manner.



## Auditee's Response

*The Patrol has conducted an analysis of Motor Vehicle Inspection Division resources. The Patrol agrees that its own internal policies concerning performance audits were too restrictive during peak periods. The Patrol modified its internal policy concerning performance audits.*

## 5. Capital Assets

The MSHP did not perform a complete annual physical inventory of its capital assets during the 2 years ended June 30, 2012. In addition, the MSHP has not maintained documentation to support its vehicle replacement policy.

The MSHP capital assets records list about 18,900 items with acquisition costs totaling about \$118.3 million including about 1,680 vehicles with acquisition costs totaling about \$39.8 million.

### 5.1 Physical Inventories

The MSHP did not perform an annual physical inventory of capital assets located at three troop headquarters during the 2 years ended June 30, 2012. In addition, MSHP records indicate that physical inventories conducted at the other six troops did not include some capital assets located at those troops including computer equipment, communications equipment, and vehicles. According to the April 2012 capital asset inventory, about 13,800 items costing over \$96.3 million were either not included in the physical inventories that were conducted or were at locations where no physical inventory occurred. The assets not inventoried represented 82 percent of the cost and 73 percent of the number of items on the April 2012 listing. Budget and Procurement Division officials indicated that computer and communications equipment and vehicles located at the troops generally are excluded from physical inventories because those items are tracked by other divisions. Also, many of those items are assigned to members or uniformed civilians and subject to annual line inspections by the supervisor for proper maintenance and appearance. However, those line inspections do not include a comparison to the capital asset records.

MSHP General Order 17-05-1258 requires the Budget and Procurement Division to conduct annual inventories of all capital assets. An MSHP official indicated annual physical inventories have not been performed for some locations due to other work priorities.

### 5.2 Vehicle Replacement Policy

The MSHP does not have documentation to support its vehicle replacement policy. The Motor Equipment Division (MED) monitors road patrol vehicle mileage and schedules vehicle retirements to occur at about 55,000 miles. According to MED personnel, patrol vehicles are retired at 55,000 miles to coincide with maximum resale value and to provide the officers with physically sound vehicles for maximum safety. However, the MSHP has not documented the current vehicle replacement policy yields the lowest total cost of vehicle operation and ownership consistent with maximum safety.



To ensure financial and safety benefits are maximized, the MED should periodically analyze costs and benefits associated with the current vehicle replacement policy and maintain documentation to support any such analyses.

A similar condition was also noted in our prior audit report.

## Recommendations

The MSHP:

- 5.1 Ensure annual physical inventories of capital assets are performed.
- 5.2 Periodically analyze costs and benefits associated with the current vehicle replacement policy and retain documentation to support conclusions reached.

## Auditee's Response

5.1 *The Patrol does perform annual physical inventories of capital assets. However, there were two years in which three troops' inventories were not completed. Upon identification of the oversight, inventories of the affected troops were initiated immediately and were completed by November 2012. Patrol staff properly accounted for all capital assets. The Patrol has adjusted its inventory schedule to ensure that an annual inventory is performed for each troop, and is cross-checking capital asset records during existing inventory processes.*

5.2 *The Patrol has surveyed other states in the past concerning their vehicle sales, and determined that the return on original investment (ROI) of those states ranged from 14% (on cars that were sold at 100,000 miles or more) to 25% (on cars that were sold at 75,000 miles). At the time of that study, the Patrol's ROI was 60% to 70% for cars with 50,000 miles (the Patrol has since increased its trade mileage to 55,000). In that same study, a few Patrol vehicles with cosmetic hail damage that had subsequently been reassigned to civilians and driven into the 120,000 to 130,000 mile range indicated an ROI in the 9% to 16% range. Although these cars did have some hail damage, this provides at least some insight into the much lower resale values of patrol vehicles when driven to higher mileages. Current ROI for most Patrol vehicles remains in the 60% to 70% range.*

*The Patrol will monitor its sales results and operational costs, analyze costs and benefits associated with its current policy, and retain documentation to support all conclusions reached.*

## 6. Seized Property

MSHP troops have not always remitted cash seized during the performance of enforcement duties to the Budget and Procurement Division (BPD) in a timely manner. In addition, the BPD does not monitor seizure notifications,



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does not contact courts and prosecutors to dispose of monies held on old seizure cases, and does not reconcile the Criminal Forfeiture account balance to the listing of the amounts held on each case.

During performance of enforcement duties, MSHP officers sometimes seize cash as evidence. Monies seized may be subject to state forfeiture proceedings. When monies are seized, the seizure is documented in investigation and property reports and the seized monies are remitted to the evidence custodian for safekeeping. The officers are required to notify the BPD of the seizure date, amount seized, and the case incident number. If monies are subject to state forfeiture, the officer is to initiate forfeiture paperwork which is forwarded to the appropriate prosecutor for further processing. When forfeiture proceedings have been commenced, the evidence custodian removes the monies from evidence storage, and forwards the monies to a supervising officer who obtains a cashier's check and remits it along with a copy of the forfeiture paperwork to the BPD. The BPD maintains these monies in the Criminal Forfeiture bank account until further instructions are received from the court regarding distribution of the seized monies.

## 6.1 Untimely turnovers

MSHP troops do not always remit cash seizures to the BPD in a timely manner, and the BPD does not monitor seizures made by the troops. In November 2011, one troop remitted to the BPD cash totaling about \$117,000 the troop had been holding on cases with seizure dates as old as February 2000. The funds were discovered during an inventory of the troop's property room following the retirement of the previous property room officer. This remittance comprised about one-sixth of the total remittances in state fiscal year 2012 through May 2012 (about \$691,000). MSHP General Order 84-04-1236 requires members seizing cash for forfeiture to notify the BPD of the seizure within a reasonable time. BPD staff do not monitor the notifications from the troops and BPD staff were unaware the troop had been holding seized cash on old cases.

To ensure that all monies subject to state forfeiture are timely remitted to the BPD, the BPD should track notifications regarding seized property.

## 6.2 Old cases

The BPD has not contacted courts and prosecutors regarding disposing monies held on old seizure cases. As of May 31, 2012, the Criminal Forfeiture account contained about \$958,000 related to 522 cases with seizure dates more than 5 years old. The BPD indicated the monies cannot be disbursed without an order from the applicable state or federal court; however, the BPD has not attempted to determine the status of court actions on old cases or seek court orders for disposition of the monies. Under MSHP General Order 84-04-1236, the commander of the officer making the seizure is responsible for tracking and monitoring the progress of state forfeiture proceeding initiated by members assigned to their component.



### 6.3 Reconciliations

The BPD has not reconciled the Criminal Forfeiture account balance to the liabilities listing of amounts held on each case. As of May 2012, the liabilities listing totaled \$1,699,984 and exceeded the account balance and undistributed interest by \$5,756. Periodic reconciliation of the liabilities list and account balance is an essential tool in ensuring that records are in balance, sufficient assets exist to cover the liabilities, and all monies can be identified.

A similar condition was noted in our prior audit report.

### Recommendations

The BPD:

- 6.1 Monitor notifications from the troops of cash seizures and ensure troops make timely turnovers.
- 6.2 Determine the status of and seek court orders for the disposition of seized monies held on old cases.
- 6.3 Reconcile the account balance to the listing of balances held on cases and investigate any differences.

### Auditee's Response

- 6.1 *The Patrol's Budget and Procurement Division is responsible as a holding facility for seized cash, and troops are responsible for obtaining case dispositions during their evidence reviews. Cash is released only in compliance with legal directives. The Patrol now has an electronic notification process that was not in place at the time many of these older cases originated.*
- 6.2 *The Patrol holds a large amount of seized cash and is continually working with courts to resolve cases. While the Patrol does close numerous cases each year, some cases remain open and unresolved year after year. Cash is released only in compliance with legal directives. The Patrol is committed to working with courts and prosecuting attorneys to resolve cases.*
- 6.3 *The Patrol reconciles this account on a monthly basis, and has monitored the steadily improving differences. Based on verbal guidance from the last audit, the Patrol has reduced the difference to \$1,381 by applying interest credits from several federal cases in which interest was retained in the account due to court orders.*

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# Department of Public Safety

## Missouri State Highway Patrol

### Organization and Statistical Information

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The General Assembly created the Missouri State Highway Patrol (MSHP) with the approval of the Governor on April 24, 1931. The MSHP operated as an independent agency under the control of the executive branch until the Omnibus State Reorganization Act of 1974 made it a division of the Department of Public Safety (DPS). The MSHP carries out its primary purpose of enforcing traffic laws and promoting safety on the highways, and works closely with other law enforcement agencies in crime control activities. The MSHP has received additional responsibilities since its inception, including administration of driver's license tests, motor vehicle inspection, weight enforcement, and river boat gambling enforcement. Effective January 1, 2011, the powers and duties of the Missouri State Water Patrol were transferred to the MSHP.

Colonel James F. Keathley served as Superintendent from September 1, 2006, through February 28, 2010. On March 1, 2010, Colonel Ronald K. Replogle was named Superintendent and currently holds that position. On June 30, 2012, the Highway Patrol employed 2,510 employees. The distribution of these employees is shown in the following table:

Position	Number of Employees
Highway patrol officers (non-gaming)	1,097
Gaming officers	115
Communications operators	171
Driver examiners	223
Motor vehicle inspectors	61
Commercial vehicle officers	125
Laboratory criminalists	101
Computer information technologists	72
Other professional, clerical, and other	394
Temporary	151
<b>Total</b>	<b>2,510</b>

#### American Recovery and Reinvestment Act 2009 (Federal Stimulus)

During the 3 years ended June 30, 2012, the MSHP was awarded \$5,316,981 and expended \$4,117,070 of American Recovery and Reinvestment Act (ARRA) monies under the Rural Crimes program to help prevent and combat crime, especially drug-related crime, in rural areas.

During the year ended June 30, 2012, the MSHP was awarded \$48,019 and expended \$46,763 of ARRA monies under the Cybercrimes program to combat internet crime. Also, during the year ended June 30, 2012, the MSHP was awarded \$2,297,862 and expended \$2,287,608 of ARRA monies under the Justice Assistance Grant program for one helicopter and training.

During the 2 years ended June 30, 2011, the MSHP was awarded \$56,246 and expended \$53,299 of ARRA monies under the Justice Assistance Grant



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program for equipment for analysis of computers and cellular telephones used in crimes.

During the year ended June 30, 2010, the MSHP was awarded \$1,230,672 and expended \$1,215,293 of ARRA monies from budget stabilization funds for crime lab supplies and equipment and enforcement activities.

A summary of the MSHP financial activity is presented in the following appendixes.

Appendix A-1

Department of Public Safety  
 Missouri State Highway Patrol  
 Combined Statement of Receipts, Disbursements, and Changes in Cash and Investments  
 Year Ended June 30, 2012

	Federal Drug Seizure Fund	Highway Patrol Inspections Fund	Missouri State Water Patrol Fund	Criminal Record System Fund	Highway Patrol Academy Fund	Highway Patrol Motor Vehicle Revolving Fund	Highway Patrol Traffic Records Fund	DNA Profiling Analysis Fund	Highway Patrol Expense Fund	Criminal Justice Network Fund	Total (Memorandum Only)
<b>RECEIPTS</b>											
Forfeitures	\$ 1,788,559	0	0	0	0	0	0	0	0	0	1,788,559
Motor vehicle inspection sticker fees	0	1,255,486	0	0	0	0	0	0	0	0	1,255,486
Criminal record check fees	0	0	0	10,645,004	0	0	0	0	0	0	10,645,004
Training and facility usage fees	0	0	0	0	434,073	0	0	0	0	0	434,073
Cafeteria sales	0	0	0	0	25,883	0	0	0	0	0	25,883
Vehicle sales	0	0	0	0	0	5,293,700	0	0	0	0	5,293,700
Vehicle usage reimbursements	0	0	0	0	0	143,004	0	0	0	0	143,004
Flight operations	0	0	0	0	0	244,256	0	0	0	0	244,256
Network cost reimbursements	0	0	0	0	0	0	0	0	0	1,955,939	1,955,939
Other reimbursement	958	0	0	0	0	245,586	0	0	0	0	246,544
Boater education fees	0	0	135,740	0	0	0	0	0	0	0	135,740
Motorboat registration fees	0	0	2,593,768	0	0	0	0	0	0	0	2,593,768
Court fees	0	0	0	0	0	0	0	1,265,898	0	0	1,265,898
Fees for copying records	0	0	0	0	0	0	122,596	0	0	0	122,596
Interest	19,516	0	11,847	0	0	0	0	0	0	0	31,363
Other	177,683	0	0	1,220	2,900	56,947	2,903	0	0	0	241,653
<b>Total Receipts</b>	<b>1,986,716</b>	<b>1,255,486</b>	<b>2,741,355</b>	<b>10,646,224</b>	<b>462,856</b>	<b>5,983,493</b>	<b>125,499</b>	<b>1,265,898</b>	<b>0</b>	<b>1,955,939</b>	<b>26,423,466</b>
<b>DISBURSEMENTS</b>											
Salaries and wages	0	0	1,248,733	3,621,739	24,715	0	62,433	53,012	0	0	5,010,632
Employee fringe benefits	0	0	1,136,900	2,536,460	20,360	0	37,389	36,099	0	0	3,767,208
Travel, in-state	19,774	0	2,300	3,038	891	20,095	194	0	0	0	46,292
Travel, out-of-state	11,784	0	0	470	336	2,025	948	0	0	0	15,563
Fuel and utilities	12,520	0	0	599	0	0	0	0	0	0	13,119
Supplies	277,386	0	140,130	82,466	229,060	141,088	45,705	134,064	0	0	1,049,899
Professional development	30,911	0	0	1,326	51,760	0	460	0	0	0	84,457
Communication services and supplies	32,454	0	0	24,115	2,109	0	0	0	0	1,650,421	1,709,099
Professional services	49,410	57,188	35	2,360,829	30,115	450	7,004	8,275	0	0	2,513,306
Housekeeping and janitorial services	4,826	0	0	0	0	0	0	0	0	0	4,826
Maintenance and repair services	278,808	0	3,200	717,988	4,321	2,684	8,002	6,806	0	2,028	1,023,837
Computer equipment	25,059	0	0	512,263	1,010	0	4,000	94,218	0	355,560	992,110
Motorized equipment	354,687	0	160,763	0	0	5,849,802	0	0	0	0	6,365,252
Office equipment	6,521	0	0	20,831	9,919	1,337	787	0	0	0	39,395
Other equipment	238,497	0	180,140	133	6,072	54,973	2,215	0	0	14,672	496,702
Property and improvements	0	0	0	420	0	0	0	0	0	0	420
Building lease payments	68,622	0	4,086	1,889	28,611	0	0	0	0	0	103,208
Equipment rental and leases	0	0	0	0	340	0	0	0	0	0	340
Miscellaneous expense	191,550	0	87,396	154,933	4,472	2,305	2,887	1,959	0	0	445,502
Refunds	0	0	15	9	4,560	0	0	0	0	0	4,584
<b>Total Disbursements</b>	<b>1,602,809</b>	<b>57,188</b>	<b>2,963,698</b>	<b>10,039,508</b>	<b>418,651</b>	<b>6,074,759</b>	<b>172,024</b>	<b>334,433</b>	<b>0</b>	<b>2,022,681</b>	<b>23,685,751</b>
<b>RECEIPTS OVER (UNDER) DISBURSEMENTS</b>	<b>383,907</b>	<b>1,198,298</b>	<b>(222,343)</b>	<b>606,716</b>	<b>44,205</b>	<b>(91,266)</b>	<b>(46,525)</b>	<b>931,465</b>	<b>0</b>	<b>(66,742)</b>	<b>2,737,715</b>
<b>TRANSFERS</b>											
Transfers from:											
Proceeds of Surplus Property Sales Fund	11,840	0	0	327	1,318	64,672	0	0	0	38,769	116,926
Transfers to:											
General Revenue Fund	0	(32,102)	(24,877)	(121,174)	(5,895)	(49,264)	(2,152)	(3,271)	(549)	(19,874)	(259,158)
State Road Fund	0	(2,447,536)	0	0	0	0	0	0	0	0	(2,447,536)
<b>Total Transfers</b>	<b>11,840</b>	<b>(2,479,638)</b>	<b>(24,877)</b>	<b>(120,847)</b>	<b>(4,577)</b>	<b>15,408</b>	<b>(2,152)</b>	<b>(3,271)</b>	<b>(549)</b>	<b>18,895</b>	<b>(2,589,768)</b>
<b>RECEIPTS OVER (UNDER) DISBURSEMENTS AND TRANSFERS</b>	<b>395,747</b>	<b>(1,281,340)</b>	<b>(247,220)</b>	<b>485,869</b>	<b>39,628</b>	<b>(75,858)</b>	<b>(48,677)</b>	<b>928,194</b>	<b>(549)</b>	<b>(47,847)</b>	<b>147,947</b>
<b>CASH AND INVESTMENTS, JULY 1, 2011</b>	<b>2,881,311</b>	<b>2,661,535</b>	<b>2,782,725</b>	<b>1,132,255</b>	<b>137,624</b>	<b>11,185,897</b>	<b>424,820</b>	<b>20,971</b>	<b>2,639</b>	<b>580,492</b>	<b>21,810,269</b>
<b>CASH AND INVESTMENTS, JUNE 30, 2012</b>	<b>\$ 3,277,058</b>	<b>1,380,195</b>	<b>2,535,505</b>	<b>1,618,124</b>	<b>177,252</b>	<b>11,110,039</b>	<b>376,143</b>	<b>949,165</b>	<b>2,090</b>	<b>532,645</b>	<b>21,958,216</b>



Appendix A-2

Department of Public Safety  
 Missouri State Highway Patrol  
 Combined Statement of Receipts, Disbursements, and Changes in Cash and Investments  
 Year Ended June 30, 2011

	Federal Drug Seizure Fund	Missouri State Highway Patrol Water Patrol Fund *	Criminal Record System Fund	Highway Patrol Academy Fund	Highway Patrol Motor Vehicle Revolving Fund	Highway Patrol Traffic Records Fund	DNA Profiling Analysis Fund	Highway Patrol Expense Fund	Criminal Justice Network Fund	Total (Memorandum Only)
<b>RECEIPTS</b>										
Forfeitures	\$ 594,651	0	0	0	0	0	0	0	0	594,651
Motor vehicle inspection sticker fees	0	1,239,290	0	0	0	0	0	0	0	1,239,290
Criminal record check fees	0	0	0	9,905,792	0	0	0	0	0	9,905,792
Training and facility usage fees	0	0	0	0	317,302	0	0	0	0	317,302
Cafeteria sales	0	0	0	0	23,947	0	0	0	0	23,947
Vehicle sales	0	0	0	0	0	5,123,190	0	0	0	5,123,190
Vehicle usage reimbursements	0	0	0	0	0	121,204	0	0	0	121,204
Flight operations	0	0	0	0	0	287,833	0	0	0	287,833
Network cost reimbursements	0	0	0	0	0	0	0	0	1,980,579	1,980,579
Other reimbursement	0	0	20,847	0	0	592,969	0	0	0	613,816
Boater education fees	0	0	49,022	0	0	0	0	0	0	49,022
Motorboat registration fees	0	0	2,917,524	0	0	0	0	0	0	2,917,524
Fees for copying records	0	0	0	0	0	0	126,397	0	0	126,397
Interest	25,673	0	9,747	0	0	0	0	0	0	35,420
Other	114,016	0	0	80	3,644	4,698	1,439	0	0	123,877
Total Receipts	734,340	1,239,290	2,997,140	9,905,872	344,893	6,129,894	127,836	0	1,980,579	23,459,844
<b>DISBURSEMENTS</b>										
Salaries and wages	0	0	806,582	3,723,334	36,738	0	69,486	0	0	4,636,140
Employee fringe benefits	0	0	322,773	2,446,060	23,427	0	42,700	0	0	2,834,960
Travel, in-state	5,302	0	0	23,439	7,683	6,181	79	0	0	42,684
Travel, out-of-state	12,164	0	0	1,447	310	3,442	888	0	0	18,251
Fuel and utilities	12,763	0	0	0	0	0	0	0	0	12,763
Supplies	337,459	0	10,335	78,410	272,187	21,340	33,311	8,333	0	761,375
Professional development	40,154	0	0	9,786	5,765	0	0	330	0	56,035
Communication services and supplies	0	0	0	22,211	862	0	0	0	0	1,942,564
Professional services	44,355	59,404	0	2,109,065	3,166	0	7,007	8,170	0	2,231,167
Housekeeping and janitorial services	4,675	0	0	0	0	0	0	0	0	4,675
Maintenance and repair services	44,801	0	0	683,151	3,296	0	6,584	953	0	738,785
Computer equipment	0	0	235,779	788,047	0	0	4,000	745	0	1,028,571
Motorized equipment	209,951	0	0	0	0	5,906,700	0	0	0	6,116,651
Office equipment	3,000	0	0	23,743	717	0	13,539	43,451	0	84,450
Other equipment	264,078	0	34,033	7,366	300	34,189	90,728	0	0	476,223
Property and improvements	13,059	0	15,227	0	0	0	0	229,417	0	257,703
Building lease payments	71,161	0	0	2,536	28,611	0	0	0	0	102,308
Equipment rental and leases	19	0	0	0	0	0	0	0	0	19
Miscellaneous expense	202,525	0	0	158,989	5,053	2,214	2,577	0	0	371,358
Refunds	0	0	0	10	1,050	0	14	0	0	1,074
Total Disbursements	1,265,466	59,404	1,424,729	10,077,594	389,165	5,974,066	270,913	291,399	0	1,965,020
RECEIPTS OVER (UNDER) DISBURSEMENTS	(531,126)	1,179,886	1,572,411	(171,722)	(44,272)	155,828	(143,077)	(291,399)	0	15,559
<b>TRANSFERS</b>										
Transfers from:										
Proceeds of Surplus Property Sales Fund	6,040	0	0	890	289	36,193	0	0	0	43,412
Transfers to:										
General Revenue Fund	0	(5,964)	(14,516)	(129,683)	(4,391)	(42,358)	(2,661)	(15,559)	(544)	(19,089)
Total Transfers	6,040	(5,964)	(14,516)	(128,793)	(4,102)	(6,165)	(2,661)	(15,559)	(544)	(19,353)
<b>RECEIPTS OVER (UNDER) DISBURSEMENTS AND TRANSFERS</b>										
	(525,086)	1,173,922	1,557,895	(300,515)	(48,374)	149,663	(145,738)	(306,958)	(544)	(3,530)
CASH AND INVESTMENTS, JULY 1, 2010	3,406,397	1,487,613	1,224,830	1,432,770	185,998	11,036,234	570,558	327,929	3,183	584,022
CASH AND INVESTMENTS, JUNE 30, 2011	\$ 2,881,311	2,661,535	2,782,725	1,132,255	137,624	11,185,897	424,820	20,971	2,639	580,492

\* The State Water Patrol was Merged with the MSHP effective January 1, 2011. Receipts and disbursements for the 6 months ended December 31, 2010 were administered by the Water Patrol.

Appendix A-3

Department of Public Safety  
 Missouri State Highway Patrol  
 Combined Statement of Receipts, Disbursements, and Changes in Cash and Investments  
 Year Ended June 30, 2010

	Federal Drug Seizure Fund	Highway Patrol Inspections Fund	Criminal Record System Fund	Highway Patrol Academy Fund	Highway Patrol Motor Vehicle Revolving Fund	Highway Patrol Traffic Records Fund	DNA Profiling Analysis Fund	Highway Patrol Expense Fund	Criminal Justice Network Fund	Total (Memorandum Only)
<b>RECEIPTS</b>										
Forfeitures	\$ 1,928,785	0	0	0	0	0	0	0	0	1,928,785
Motor vehicle inspection sticker fees	0	1,371,584	0	0	0	0	0	0	0	1,371,584
Criminal record check fees	0	0	9,605,120	0	0	0	0	0	0	9,605,120
Training and facility usage fees	0	0	0	440,403	0	0	0	0	0	440,403
Cafeteria sales	0	0	0	23,927	0	0	0	0	0	23,927
Vehicle sales	0	0	0	0	5,785,142	0	0	0	0	5,785,142
Vehicle usage reimbursements	0	0	0	0	161,615	0	0	0	0	161,615
Flight operations	0	0	0	0	296,830	0	0	0	0	296,830
Network cost reimbursements	0	0	0	0	0	0	0	0	1,813,029	1,813,029
Other reimbursement	821	0	0	0	18,766	0	0	0	0	19,587
Fees for copying records	0	0	0	0	0	139,917	0	0	0	139,917
Interest	44,377	0	0	0	0	0	0	0	0	44,377
Other	87,690	0	7,700	3,300	220	1,764	5,098	3,183	0	108,955
<b>Total Receipts</b>	<b>2,061,673</b>	<b>1,371,584</b>	<b>9,612,820</b>	<b>467,630</b>	<b>6,262,573</b>	<b>141,681</b>	<b>5,098</b>	<b>3,183</b>	<b>1,813,029</b>	<b>21,739,271</b>
<b>DISBURSEMENTS</b>										
Salaries and wages	0	0	3,726,284	86,377	0	69,487	0	0	0	3,882,148
Employee fringe benefits	0	0	2,158,562	55,236	0	38,481	0	69	0	2,252,348
Travel, in-state	7,751	0	67,938	15,119	72	0	186	0	0	91,066
Travel, out-of-state	8,078	0	17,738	3,184	3,224	291	0	0	0	32,515
Fuel and utilities	10,663	0	0	0	0	0	0	0	0	10,663
Supplies	159,518	0	88,248	232,523	1,830	23,844	231,062	911	0	737,936
Professional development	39,466	0	13,452	1,950	0	400	0	0	0	55,268
Communication services and supplies	0	0	20,626	1,988	0	0	0	0	1,418,623	1,441,237
Professional services	40,185	76,237	2,105,576	3,145	1,600	7,115	11,737	0	0	2,245,595
Housekeeping and janitorial services	4,752	0	0	108	0	0	0	0	0	4,860
Maintenance and repair services	210,404	0	619,573	5,842	0	7,305	36,865	0	0	879,989
Computer equipment	32,822	0	267,432	487	0	687	132	0	0	301,560
Motorized equipment	523,298	0	349	0	2,889,057	0	0	0	0	3,412,704
Office equipment	16,628	0	12,456	10	14,846	496	0	0	0	44,436
Other equipment	106,653	0	41,706	3,763	0	22,718	0	5,000	0	179,840
Property and improvements	4,716	0	3,101	0	0	0	52,204	0	0	60,021
Building lease payments	71,050	0	2,519	28,611	0	0	75	0	0	102,255
Equipment rental and leases	0	0	0	0	3,805	0	0	0	0	3,805
Miscellaneous expense	216,409	0	139,879	6,555	2,501	1,173	746	0	0	367,263
Refunds	0	0	79	1,752	0	13	0	0	0	1,844
<b>Total Disbursements</b>	<b>1,452,393</b>	<b>76,237</b>	<b>9,285,518</b>	<b>446,650</b>	<b>2,916,935</b>	<b>172,010</b>	<b>333,007</b>	<b>5,980</b>	<b>1,418,623</b>	<b>16,107,353</b>
<b>RECEIPTS OVER (UNDER) DISBURSEMENTS</b>	<b>609,280</b>	<b>1,295,347</b>	<b>327,302</b>	<b>20,980</b>	<b>3,345,638</b>	<b>(30,329)</b>	<b>(327,909)</b>	<b>(2,797)</b>	<b>394,406</b>	<b>5,631,918</b>
<b>TRANSFERS</b>										
Transfers from:										
Proceeds of Surplus Property Sales Fund	384	0	0	0	18,928	0	0	0	0	19,312
Transfers to:										
General Revenue Fund	0	(26,939)	(103,091)	(3,883)	(58,222)	(1,741)	(16,538)	(49,177)	(13,845)	(273,436)
State Road Fund	0	(2,742,009)	0	0	0	0	0	0	0	(2,742,009)
<b>Total Transfers</b>	<b>384</b>	<b>(2,768,948)</b>	<b>(103,091)</b>	<b>(3,883)</b>	<b>(39,294)</b>	<b>(1,741)</b>	<b>(16,538)</b>	<b>(49,177)</b>	<b>(13,845)</b>	<b>(2,996,133)</b>
<b>RECEIPTS OVER (UNDER) DISBURSEMENTS AND TRANSFERS</b>	<b>609,664</b>	<b>(1,473,601)</b>	<b>224,211</b>	<b>17,097</b>	<b>3,306,344</b>	<b>(32,070)</b>	<b>(344,447)</b>	<b>(51,974)</b>	<b>380,561</b>	<b>2,635,785</b>
<b>CASH AND INVESTMENTS, JULY 1, 2009</b>	<b>2,796,733</b>	<b>2,961,214</b>	<b>1,208,559</b>	<b>168,901</b>	<b>7,729,890</b>	<b>602,628</b>	<b>672,376</b>	<b>55,157</b>	<b>203,461</b>	<b>16,398,919</b>
<b>CASH AND INVESTMENTS, JUNE 30, 2010</b>	<b>\$ 3,406,397</b>	<b>1,487,613</b>	<b>1,432,770</b>	<b>185,998</b>	<b>11,036,234</b>	<b>570,558</b>	<b>327,929</b>	<b>3,183</b>	<b>584,022</b>	<b>19,034,704</b>

Appendix B

Department of Public Safety  
Missouri State Highway Patrol  
Comparative Statement of Receipts\*

	Year Ended June 30,		
	2012	2011	2010
<b>GENERAL REVENUE FUND</b>			
Boater education fees	\$ 40,440	90,430	168,497
Other receipts	3,987	11,113	14,956
Total General Revenue Fund	<u>44,427</u>	<u>101,543</u>	<u>183,453</u>
<b>DEPARTMENT OF PUBLIC SAFETY FUND</b>			
Federal grants	1,206,584	4,212,524	4,677,872
Other receipts	10,981	7,743	36,610
Total Department of Public Safety Fund	<u>1,217,565</u>	<u>4,220,267</u>	<u>4,714,482</u>
<b>MISSOURI AIR EMISSION REDUCTION FUND</b>			
Emission fees and authorities	1,925,755	843,299	1,089,773
Total Missouri Air Emission Reduction Fund	<u>1,925,755</u>	<u>843,299</u>	<u>1,089,773</u>
<b>STATE HIGHWAYS AND TRANSPORTATION DEPARTMENT FUND</b>			
Motor vehicle inspection sticker fees	2,517,883	2,462,085	2,793,435
Enforcement activity recoupments	1,258,823	1,210,677	554,459
Vehicle inspection station license fees	42,880	42,900	43,093
Other receipts	76,780	80,810	230,887
Total State Highways and Transportation Department Fund	<u>\$ 3,896,366</u>	<u>3,796,472</u>	<u>3,621,874</u>

\*This schedule excludes funds presented in Appendix A

## Appendix C-1

Department of Public Safety  
Missouri State Highway Patrol  
Statement of Appropriations and Expenditures  
Year Ended June 30, 2012

	Appropriation Authority	Expenditures	Lapsed Balances
<b>GENERAL REVENUE FUND</b>			
Technical Service - Personal Service	\$ 354,426	290,695	63,731
Enforcement - Personal Service	6,919,839	6,913,291	6,548
Enforcement - Expense and Equipment	632,065	579,819	52,246
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	263,069	229,260	33,809
Technical Service - Expense and Equipment	38,194	34,087	4,107
Gasoline purchase	338,678	338,678	-
Vehicle replacement	24,664	23,904	760
Non-highway duties - Personal Service	991,653	951,751	39,902
Non-highway duties - Expense and Equipment	78,525	76,599	1,926
Crime Labs - Personal Service	1,963,610	1,878,900	84,710
Crime Labs - Expense and Equipment	415,022	402,571	12,451
Fringe Benefits - Personal Service	8,765,524	8,753,495	12,029
Fringe Benefits - Expense and Equipment	798,841	692,141	106,700
Administration - Expense and Equipment	3,395	750	2,645
Administration - Personal Service	15,237	-	15,237
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	288,336	279,686	8,650
Water Patrol Division - Personal Service	4,332,700	3,935,110	397,590
Water Patrol Division - Expense and Equipment	252,598	249,814	2,784
Total General Revenue Fund	26,476,376	25,630,551	845,825
<b>FACILITIES MAINTENANCE RESERVE FUND</b>			
Maintenance, repairs, replacements, unprogrammed requirements, emergency requirements, operational maintenance and repair, and improvements at facilities statewide	88,833	88,007	826 *
Total Facilities Maintenance Reserve Fund	88,833	88,007	826
<b>DEPARTMENT OF PUBLIC SAFETY FUND</b>			
High-Intensity Drug Trafficking Program	2,200,000	2,128,824	71,176
Technical Service - Personal Service	206,227	30,298	175,929
Academy - Expense and Equipment	59,655	25,983	33,672
Vehicle and driver safety - Expense and Equipment	600,000	554,941	45,059
Enforcement - Personal Service	3,017,571	2,109,392	908,179
Enforcement - Expense and Equipment	8,007,677	2,729,705	5,277,972
Technical Service - Expense and Equipment	4,044,469	1,332,511	2,711,958
Fringe Benefits - Personal Service	2,082,898	1,509,519	573,379
Fringe Benefits - Expense and Equipment	115,037	54,228	60,809
Grants to St. Louis crime labs	100,000	-	100,000
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	8,110	8,083	27
Crime Labs - Personal Service	222,260	88,833	133,427
Crime Labs - Expense and Equipment	886,223	819,133	67,090
Water Patrol Division - Personal Service	555,725	328,373	227,352
Water Patrol Division - Expense and Equipment	2,296,825	1,554,409	742,416
Total Department of Public Safety Fund	24,402,677	13,274,232	11,128,445
<b>FEDERAL DRUG SEIZURE FUND</b>			
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	77,778	76,234	1,544
Vehicle replacement	375,000	375,000	-
Enforcement - Expense and Equipment	1,200,373	1,099,592	100,781
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	9,092	9,092	-
Water Patrol Division - Expense and Equipment	20,000	120	19,880
Total Federal Drug Seizure Fund	1,682,243	1,560,038	122,205
<b>MISSOURI CRIME PREVENTION INFORMATION AND PROGRAMMING FUND</b>			
Department of Public Safety Director's Office - Expense and Equipment	50,000	-	50,000
Total Missouri Crime Prevention Information and Programming Fund	\$ 50,000	-	50,000

Appendix C-1

Department of Public Safety  
 Missouri State Highway Patrol  
 Statement of Appropriations and Expenditures  
 Year Ended June 30, 2012

	Appropriation Authority	Expenditures	Lapsed Balances
<b>GAMING COMMISSION FUND</b>			
Technical Service - Personal Service	\$ 20,502	-	20,502
Enforcement - Expense and Equipment	296,740	264,563	32,177
Gasoline purchase	518,166	518,166	-
Administration - Personal Service	32,703	31,716	987
Fringe Benefits - Personal Service	157,981	122,932	35,049
Fringe Benefits - Expense and Equipment	14,028	4,518	9,510
Administration - Expense and Equipment	4,865	1,001	3,864
Vehicle replacement	514,541	504,900	9,641
Academy - Personal Service	163,329	163,058	271
Academy - Expense and Equipment	82,298	72,749	9,549
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	50,281	50,281	-
Total Gaming Commission Fund	<u>1,855,434</u>	<u>1,733,884</u>	<u>121,550</u>
<b>HIGHWAY PATROL INSPECTION FUND</b>			
Vehicle and driver safety - Expense and Equipment	90,000	57,188	32,812
Total Highway Patrol Inspection Fund	<u>90,000</u>	<u>57,188</u>	<u>32,812</u>
<b>MISSOURI STATE WATER PATROL FUND</b>			
Water Patrol Division - Personal Service	1,665,244	1,247,732	417,512
Water Patrol Division - Expense and Equipment	600,000	491,671	108,329
Fringe Benefits - Personal Service	950,001	798,962	151,039
Fringe Benefits - Expense and Equipment	110,001	87,396	22,605
Total Missouri State Water Patrol Fund	<u>3,325,246</u>	<u>2,625,761</u>	<u>699,485</u>
<b>STATE PARKS EARNINGS FUND</b>			
Planning, design and construction of a new marine maintenance facility	1,050,000	-	1,050,000 *
Total State Parks Earnings Fund	<u>1,050,000</u>	<u>-</u>	<u>1,050,000</u>
<b>STATE FORENSIC LABORATORY FUND</b>			
Crime Labs - Expense and Equipment	257,261	256,477	784
Total State Forensic Laboratory Fund	<u>257,261</u>	<u>256,477</u>	<u>784</u>
<b>STATE HIGHWAYS AND TRANSPORTATION DEPARTMENT FUND</b>			
Technical Service - Personal Service	12,837,706	11,486,316	1,351,390
Administration - Personal Service	5,621,583	5,403,032	218,551
Administration - Expense and Equipment	430,812	378,122	52,690
Enforcement - Personal Service	61,041,631	58,683,762	2,357,869
Academy - Personal Service	1,231,932	1,116,807	115,125
Academy - Expense and Equipment	76,872	69,031	7,841
Vehicle and driver safety - Personal Service	10,475,977	9,861,769	614,208
Vehicle and driver safety - Expense and Equipment	978,482	883,349	95,133
Enforcement - Expense and Equipment	6,352,958	6,159,207	193,751
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	1,775,179	1,721,924	53,255
Technical Service - Expense and Equipment	12,355,215	12,235,839	119,376
For operation of state-owned facilities, utilities, systems furniture, and structural modifications Expense and Equipment	157,553	152,998	4,555
Statewide interoperable communication system	25,601,052	25,416,240	184,812
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	889,304	825,488	63,816
Refunds of unused motor vehicle inspection stickers	41,000	40,799	201
Maintenance, repairs, replacements, unprogrammed requirements, emergency requirements, operational maintenance and repair, and improvements at facilities statewide	500,000	127,750	372,250 *
Repairs, replacements, and improvements at Highway Patrol facilities	2,568,893	88,276	2,480,617 *
Fringe Benefits - Personal Service	67,367,174	61,196,635	6,170,539
Fringe Benefits - Expense and Equipment	6,288,232	5,756,921	531,311
Vehicle replacement	6,209,793	5,604,487	605,306
Gasoline purchase	3,440,815	3,439,005	1,810
Crime Labs - Personal Service	3,616,622	3,313,309	303,313
Crime Labs - Expense and Equipment	895,386	868,524	26,862
Planning, designing, and constructing an addition to the existing Troop D in Springfield for evidence storage and office space	675,600	46,845	628,755 *
Planning, design, and construction of a commercial drivers license site in Hannibal	1,400,000	61,900	1,338,100 *
Total State Highways and Transportation Department Fund	<u>\$ 232,829,771</u>	<u>214,938,335</u>	<u>17,891,436</u>

Appendix C-1

Department of Public Safety  
 Missouri State Highway Patrol  
 Statement of Appropriations and Expenditures  
 Year Ended June 30, 2012

	Appropriation Authority	Expenditures	Lapsed Balances
<b>CRIMINAL RECORD SYSTEM FUND</b>			
Technical Service - Personal Service	\$ 3,714,225	3,485,919	228,306
Administration - Personal Service	40,110	37,296	2,814
Technical Service - Expense and Equipment	4,072,575	1,377,126	2,695,449
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	3,218	2,488	730
For National Criminal Record Reviews	2,425,000	2,343,362	81,638
Fringe Benefits - Personal Service	2,802,607	2,267,359	535,248
Fringe Benefits - Expense and Equipment	257,285	154,733	102,552
Crime Labs - Personal Service	101,055	98,524	2,531
Crime Labs - Expense and Equipment	3,600	3,600	-
Enforcement - Personal Service	100,455	-	100,455
Total Criminal Record System Fund	<u>13,520,130</u>	<u>9,770,407</u>	<u>3,749,723</u>
<b>HIGHWAY PATROL ACADEMY FUND</b>			
Academy - Expense and Equipment	624,914	340,561	284,353
Academy - Personal Service	96,055	24,715	71,340
Fringe Benefits - Personal Service	69,187	18,577	50,610
Fringe Benefits - Expense and Equipment	6,427	4,402	2,025
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	28,611	28,611	-
Total Highway Patrol Academy Fund	<u>825,194</u>	<u>416,866</u>	<u>408,328</u>
<b>HIGHWAY PATROL'S MOTOR VEHICLE AND AIRCRAFT REVOLVING FUND</b>			
Enforcement - Expense and Equipment	170,000	169,590	410
Fringe Benefits - Personal Service	3,749	-	3,749
Fringe Benefits - Expense and Equipment	617	394	223
Enforcement - Personal Service	7,657	-	7,657
Vehicle replacement	6,267,240	5,904,775	362,465
Total Highway Patrol's Motor Vehicle and Aircraft Revolving Fund	<u>6,449,263</u>	<u>6,074,759</u>	<u>374,504</u>
<b>HIGHWAY PATROL TRAFFIC RECORDS FUND</b>			
Technical Service - Personal Service	74,555	62,433	12,122
Enforcement - Expense and Equipment	264,000	69,315	194,685
Fringe Benefits - Personal Service	46,661	32,750	13,911
Fringe Benefits - Expense and Equipment	4,993	2,887	2,106
Total Highway Patrol Traffic Records Fund	<u>390,209</u>	<u>167,385</u>	<u>222,824</u>
<b>DNA PROFILING ANALYSIS FUND</b>			
Crime Labs - Personal Service	60,544	53,012	7,532
Crime Labs - Expense and Equipment	1,478,305	243,363	1,234,942
Fringe Benefits - Personal Service	44,535	32,531	12,004
Fringe Benefits - Expense and Equipment	6,026	1,959	4,067
Total DNA Profiling Analysis Fund	<u>1,589,410</u>	<u>330,865</u>	<u>1,258,545</u>
<b>HIGHWAY PATROL EXPENSE FUND</b>			
Recoupment, receipt, and disbursement of funds for equipment replacement, and expenses - Expense and Equipment	65,000	-	65,000
Total Highway Patrol Expense Fund	<u>65,000</u>	<u>-</u>	<u>65,000</u>
<b>CRIMINAL JUSTICE NETWORK AND TECHNOLOGY REVOLVING FUND</b>			
Technical Service - Expense and Equipment	2,200,000	2,022,681	177,319
Total Criminal Justice Network and Technology Revolving Fund	<u>2,200,000</u>	<u>2,022,681</u>	<u>177,319</u>
<b>FEDERAL STIMULUS - DEPARTMENT OF PUBLIC SAFETY FUND</b>			
For receiving and expending grants from the American Recovery and Reinvestment Act for the Rural Law Enforcement Competitive Grant and the Byrne Memorial Competitive Grant - Personal Service	437,500	397,830	39,670 *
For receiving and expending grants from the American Recovery and Reinvestment Act for the Rural Law Enforcement Competitive Grant and the Byrne Memorial Competitive Grant - Expense and Equipment	1,302,499	1,229,330	73,169 *
Fringe Benefits - Personal Service	500,000	276,849	223,151
Fringe Benefits - Expense and Equipment	50,000	10,174	39,826
Total Federal Stimulus - Department of Public Safety Fund	<u>\$ 2,289,999</u>	<u>1,914,183</u>	<u>375,816</u>

Appendix C-1

Department of Public Safety  
 Missouri State Highway Patrol  
 Statement of Appropriations and Expenditures  
 Year Ended June 30, 2012

	Appropriation Authority	Expenditures	Lapsed Balances
<b>FEDERAL STIMULUS - DEPARTMENT OF PUBLIC SAFETY JUSTICE ASSISTANCE GRANT FUND</b>			
For receiving and expending grants for the Byrne/ Justice Assistance Grants Program, including \$700,000 for a pseudoephedrine tracking system administered in conjunction with the Department of Health and Senior Services and administrative costs to the extent the state receives a federal grant for such purposes - Personal Service	\$ 951,140	349,976	601,164 *
For receiving and expending grants for the Byrne/ Justice Assistance Grants Program, including \$700,000 for a pseudoephedrine tracking system administered in conjunction with the Department of Health and Senior Services and administrative costs to the extent the state receives a federal grant for such purposes - Expense and Equipment	110,292	23,551	86,741 *
Fringe Benefits - Personal Service	745,210	241,130	504,080
Fringe Benefits - Expense and Equipment	39,220	9,787	29,433
Total Federal Stimulus - Department of Public Safety Justice Assistance Grant Fund	<u>1,845,862</u>	<u>624,444</u>	<u>1,221,418</u>
Total All Funds	<u>\$ 321,282,908</u>	<u>281,486,063</u>	<u>39,796,845</u>

\* Biennial appropriations set up in the current fiscal year are re-appropriations to the next fiscal year. After the fiscal year-end processing has been completed, the unexpended appropriation balance for a biennial appropriation is established in the new fiscal year. Therefore, there is no lapsed balance for a biennial appropriation at the end of the first year.

The lapsed balances include the following withholdings made at the Governor's request:

	Year Ended June 30, 2012
<b>General Revenue Fund</b>	
Personal Service	\$ 597,971
Expense and Equipment	107,249
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	7,892
Vehicle replacement	740
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	<u>8,650</u>
Total General Revenue Fund	<u>722,502</u>
<b>State Parks Earnings Fund</b>	
Planning, design and construction of a new marine maintenance facility	<u>300,000</u>
Total State Parks Earnings Fund	<u>300,000</u>
<b>State Highways and Transportation Department Fund</b>	
Personal Service	3,624,149
Expense and Equipment	108,118
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	27,729
Vehicle replacement	186,294
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	53,255
For operation of state-owned facilities, utilities, systems furniture, and structural modifications Expense and Equipment	4,555
Statewide interoperable communication system	70,500
Total State Highways and Transportation Department Fund	<u>4,074,600</u>
Total All Funds	<u>\$ 5,097,102</u>

Appendix C-2

Department of Public Safety  
 Missouri State Highway Patrol  
 Statement of Appropriations and Expenditures  
 Year Ended June 30, 2011

	Appropriation Authority	Expenditures	Lapsed Balances
<b>GENERAL REVENUE FUND</b>			
Technical Service - Personal Service	\$ 354,426	318,994	35,432
Enforcement - Personal Service	6,979,431	6,970,736	8,695
Enforcement - Expense and Equipment	632,793	628,173	4,620
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	439,791	333,643	106,148
Technical Service - Expense and Equipment	38,246	37,072	1,174
Gasoline purchase	338,678	338,678	0
Vehicle replacement	24,664	23,394	1,270
Non-highway duties - Personal Service	1,020,562	938,429	82,133
Non-highway duties - Expense and Equipment	50,000	43,974	6,026
Crime Labs - Personal Service	1,963,610	1,551,256	412,354
Crime Labs - Expense and Equipment	1,702,682	427,952	1,274,730
Fringe Benefits - Personal Service	6,412,924	5,904,344	508,580
Fringe Benefits - Expense and Equipment	798,841	688,387	110,454
Administration - Expense and Equipment	3,847	600	3,247
Administration - Personal Service	15,237	0	15,237
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	288,336	279,151	9,185
For appraisals and surveys of state facilities	5,746	5,746	0
For planning, design, renovation, and construction, and/or purchase of a new crime lab in Jasper County	170,362	167,048	3,314
For planning, design, and construction, and/or lease-purchase of a new crime lab in Springfield	997,363	997,363	0
Maintenance, repairs, replacements, unprogrammed requirements, emergency requirements, and improvements at facilities statewide	10,331	10,330	1
Water Patrol Division - Personal Service	5,435,620	4,863,376	572,244
Water Patrol Division - Expense and Equipment	257,081	242,039	15,042
<b>Total General Revenue Fund</b>	<b>27,940,571</b>	<b>24,770,685</b>	<b>3,169,886</b>
<b>FACILITIES MAINTENANCE RESERVE FUND</b>			
For operational maintenance and repair	111,246	4,219	107,027
Maintenance, repairs, replacements, unprogrammed requirements, emergency requirements, and improvements at facilities statewide	19,843	19,842	1
<b>Total Facilities Maintenance Reserve Fund</b>	<b>131,089</b>	<b>24,061</b>	<b>107,028</b>
<b>DEPARTMENT OF PUBLIC SAFETY FUND</b>			
High-Intensity Drug Trafficking Program	2,500,000	2,359,044	140,956
Technical Service - Personal Service	206,227	29,000	177,227
Academy - Expense and Equipment	59,655	27,401	32,254
Vehicle and driver safety - Expense and Equipment	600,000	136,980	463,020
Enforcement - Personal Service	3,017,571	1,952,622	1,064,949
Enforcement - Expense and Equipment	8,207,677	1,892,716	6,314,961
Technical Service - Expense and Equipment	3,897,969	2,077,250	1,820,719
Fringe Benefits - Personal Service	1,787,188	1,060,990	726,198
Fringe Benefits - Expense and Equipment	115,037	43,057	71,980
Grants to St. Louis crime labs	100,000	0	100,000
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	348	348	0
Crime Labs - Personal Service	222,260	58,076	164,184
Crime Labs - Expense and Equipment	946,223	828,705	117,518
Water Patrol Division - Personal Service	555,725	417,657	138,068
Water Patrol Division - Expense and Equipment	2,304,504	2,158,005	146,499
<b>Total Department of Public Safety Fund</b>	<b>24,520,384</b>	<b>13,041,851</b>	<b>11,478,533</b>
<b>FEDERAL DRUG SEIZURE FUND</b>			
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	79,702	78,781	921
Vehicle replacement	262,800	262,800	0
Enforcement - Expense and Equipment	917,503	897,203	20,300
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	9,092	9,092	0
Water Patrol Division - Expense and Equipment	20,000	11,989	8,011
<b>Total Federal Drug Seizure Fund</b>	<b>1,289,097</b>	<b>1,259,865</b>	<b>29,232</b>
<b>MISSOURI CRIME PREVENTION INFORMATION AND PROGRAMMING FUND</b>			
Department of Public Safety Director's Office - Expense and Equipment	50,000	961	49,039
<b>Total Missouri Crime Prevention Information and Programming Fund</b>	<b>\$ 50,000</b>	<b>961</b>	<b>49,039</b>



Appendix C-2

Department of Public Safety  
 Missouri State Highway Patrol  
 Statement of Appropriations and Expenditures  
 Year Ended June 30, 2011

	Appropriation Authority	Expenditures	Lapsed Balances
<b>GAMING COMMISSION FUND</b>			
Technical Service - Personal Service	\$ 20,502	0	20,502
Enforcement - Expense and Equipment	296,740	254,115	42,625
Gasoline purchase	449,923	449,923	0
Administration - Personal Service	32,703	31,716	987
Fringe Benefits - Personal Service	143,423	109,412	34,011
Fringe Benefits - Expense and Equipment	14,028	5,379	8,649
Administration - Expense and Equipment	4,865	0	4,865
Vehicle replacement	514,541	0	514,541
Academy - Personal Service	163,329	153,537	9,792
Academy - Expense and Equipment	82,298	79,528	2,770
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	50,281	50,281	0
Total Gaming Commission Fund	<u>1,772,633</u>	<u>1,133,891</u>	<u>638,742</u>
<b>HIGHWAY PATROL INSPECTION FUND</b>			
Vehicle and driver safety - Expense and Equipment	90,000	59,404	30,596
Total Highway Patrol Inspection Fund	<u>90,000</u>	<u>59,404</u>	<u>30,596</u>
<b>MISSOURI STATE WATER PATROL FUND</b>			
Water Patrol Division - Personal Service	1,665,244	806,582	858,662
Water Patrol Division - Expense and Equipment	600,000	280,147	319,853
Planning, design and construction of a Water Patrol marine shop	735,756	15,227	720,529
Total Missouri State Water Patrol Fund	<u>3,001,000</u>	<u>1,101,956</u>	<u>1,899,044</u>
<b>STATE FORENSIC LABORATORY FUND</b>			
Crime Labs - Expense and Equipment	251,782	251,782	0
Total State Forensic Laboratory Fund	<u>251,782</u>	<u>251,782</u>	<u>0</u>
<b>STATE HIGHWAYS AND TRANSPORTATION DEPARTMENT FUND</b>			
Technical Service - Personal Service	12,330,406	11,516,764	813,642
Administration - Personal Service	5,331,590	5,073,083	258,507
Administration - Expense and Equipment	430,812	410,004	20,808
Enforcement - Personal Service	62,205,583	57,877,756	4,327,827
Academy - Personal Service	1,390,443	1,232,672	157,771
Academy - Expense and Equipment	76,872	65,293	11,579
Vehicle and driver safety - Personal Service	10,175,307	9,851,963	323,344
Vehicle and driver safety - Expense and Equipment	910,032	844,039	65,993
Enforcement - Expense and Equipment	6,238,855	5,732,841	506,014
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	1,754,179	1,701,554	52,625
Technical Service - Expense and Equipment	11,691,486	11,340,642	350,844
For operation of state-owned facilities, utilities, systems furniture, and structural modifications Expense and Equipment	142,291	138,504	3,787
Statewide interoperable communication system	25,601,052	18,672,777	6,928,275
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	965,183	827,700	137,483
Refunds of unused motor vehicle inspection stickers	40,000	32,544	7,456
Maintenance, repairs, replacements, unprogrammed requirements, emergency requirements, operational maintenance and repair, and improvements at facilities statewide	500,000	151,082	348,918
Repairs, replacements, and improvements at Highway Patrol facilities	1,855,251	1,810,245	45,006
Fringe Benefits - Personal Service	59,411,104	53,994,818	5,416,286
Fringe Benefits - Expense and Equipment	6,288,232	5,746,398	541,834
Vehicle replacement	6,222,293	5,989,144	233,149
Gasoline purchase	3,448,218	3,344,771	103,447
Crime Labs - Personal Service	3,616,622	3,474,407	142,215
Crime Labs - Expense and Equipment	895,386	868,524	26,862
Planning, design, and construction of commercial drivers license sites in Rolla, Carthage, and Kirkwood	10,212	180	10,032
Total State Highways and Transportation Department Fund	<u>\$ 221,531,409</u>	<u>200,697,705</u>	<u>20,833,704</u>

Appendix C-2

Department of Public Safety  
 Missouri State Highway Patrol  
 Statement of Appropriations and Expenditures  
 Year Ended June 30, 2011

	Appropriation Authority	Expenditures	Lapsed Balances
<b>CRIMINAL RECORD SYSTEM FUND</b>			
Technical Service - Personal Service	\$ 3,814,680	3,591,874	222,806
Administration - Personal Service	40,110	30,832	9,278
Technical Service - Expense and Equipment	4,462,477	1,674,925	2,787,552
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	2,477	2,477	0
For National Criminal Record Reviews	2,100,000	2,074,478	25,522
Fringe Benefits - Personal Service	2,533,501	2,173,802	359,699
Fringe Benefits - Expense and Equipment	257,285	152,661	104,624
Crime Labs - Personal Service	101,055	100,628	427
Crime Labs - Expense and Equipment	3,600	3,600	0
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	59	59	0
Total Criminal Record System Fund	<u>13,315,244</u>	<u>9,805,336</u>	<u>3,509,908</u>
<b>HIGHWAY PATROL ACADEMY FUND</b>			
Academy - Expense and Equipment	624,914	295,338	329,576
Academy - Personal Service	96,055	36,738	59,317
Fringe Benefits - Personal Service	62,753	20,713	42,040
Fringe Benefits - Expense and Equipment	6,427	5,051	1,376
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	28,611	28,611	0
Total Highway Patrol Academy Fund	<u>818,760</u>	<u>386,451</u>	<u>432,309</u>
<b>HIGHWAY PATROL'S MOTOR VEHICLE AND AIRCRAFT REVOLVING FUND</b>			
Enforcement - Expense and Equipment	184,100	32,796	151,304
Fringe Benefits - Personal Service	3,749	0	3,749
Fringe Benefits - Expense and Equipment	617	381	236
Enforcement - Personal Service	7,657	0	7,657
Vehicle replacement	6,267,240	5,940,889	326,351
Total Highway Patrol's Motor Vehicle and Aircraft Revolving Fund	<u>6,463,363</u>	<u>5,974,066</u>	<u>489,297</u>
<b>HIGHWAY PATROL TRAFFIC RECORDS FUND</b>			
Technical Service - Personal Service	74,555	69,486	5,069
Enforcement - Expense and Equipment	304,000	156,149	147,851
Fringe Benefits - Personal Service	41,857	37,712	4,145
Fringe Benefits - Expense and Equipment	4,993	2,577	2,416
Total Highway Patrol Traffic Records Fund	<u>425,405</u>	<u>265,924</u>	<u>159,481</u>
<b>DNA PROFILING ANALYSIS FUND</b>			
Crime Labs - Personal Service	60,544	0	60,544
Crime Labs - Expense and Equipment	1,478,305	61,982	1,416,323
Fringe Benefits - Personal Service	40,456	0	40,456
Fringe Benefits - Expense and Equipment	6,026	0	6,026
Planning, design, and construction of an addition to the existing crime lab in Jefferson City for storage of DNA samples	251,876	229,417	22,459
Total DNA Profiling Analysis Fund	<u>1,837,207</u>	<u>291,399</u>	<u>1,545,808</u>
<b>HIGHWAY PATROL EXPENSE FUND</b>			
Recoupment, receipt, and disbursement of funds for equipment replacement, and expenses - Expense and Equipment	65,000	0	65,000
Total Highway Patrol Expense Fund	<u>65,000</u>	<u>0</u>	<u>65,000</u>
<b>CRIMINAL JUSTICE NETWORK AND TECHNOLOGY REVOLVING FUND</b>			
Technical Service - Expense and Equipment	2,000,000	1,965,020	34,980
Total Criminal Justice Network and Technology Revolving Fund	<u>2,000,000</u>	<u>1,965,020</u>	<u>34,980</u>
<b>FEDERAL STIMULUS - DEPARTMENT OF PUBLIC SAFETY FUND</b>			
For receiving and expending grants from the American Recovery and Reinvestment Act for the Rural Law Enforcement Competitive Grant and the Byrne Memorial Competitive Grant - Personal Service	1,903,181	755,886	1,147,295
For receiving and expending grants from the American Recovery and Reinvestment Act for the Rural Law Enforcement Competitive Grant and the Byrne Memorial Competitive Grant - Expense and Equipment	341,084	322,318	18,766
Fringe Benefits - Personal Service	450,000	446,632	3,368
Fringe Benefits - Expense and Equipment	100,000	23,755	76,245
Total Federal Stimulus - Department of Public Safety Fund	<u>2,794,265</u>	<u>1,548,591</u>	<u>1,245,674</u>
Total All Funds	<u>\$ 308,297,209</u>	<u>262,578,948</u>	<u>45,718,261</u>

Appendix C-2

Department of Public Safety  
 Missouri State Highway Patrol  
 Statement of Appropriations and Expenditures  
 Year Ended June 30, 2011

The lapsed balances include the following withholdings made at the Governor's request:

	Year Ended June 30, 2011
General Revenue Fund	
Personal Service	\$ 263,684
Expense and Equipment	250,348
Vehicle replacement	740
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	<u>9,185</u>
Total General Revenue Fund	<u>523,957</u>
State Highways and Transportation Department Fund	
Personal Service	2,899,063
Expense and Equipment	559,739
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	52,625
For operation of state-owned facilities, utilities, systems furniture, and structural modifications Expense and Equipment	3,787
Statewide interoperable communication system	768,032
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	28,956
Vehicle replacement	186,669
Gasoline purchase	103,447
Total State Highways and Transportation Department Fund	<u>4,602,318</u>
Total All Funds	<u>\$ 5,126,275</u>

## Appendix C-3

Department of Public Safety  
Missouri State Highway Patrol  
Statement of Appropriations and Expenditures  
Year Ended June 30, 2010

	Appropriation Authority	Expenditures	Lapsed Balances
<b>GENERAL REVENUE FUND</b>			
Technical Service -Personal Service	\$ 409,740	298,995	110,745
Enforcement - Personal Service	7,519,851	7,015,175	504,676
Enforcement - Expense and Equipment	738,548	599,351	139,197
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	537,632	446,614	91,018
Technical Service - Expense and Equipment	89,856	72,329	17,527
Gasoline purchase	221,634	192,247	29,387
Vehicle replacement	28,350	24,664	3,686
Non-highway duties - Personal Service	1,896,126	1,253,444	642,682
Non-highway duties - Expense and Equipment	100,000	76,401	23,599
Crime Labs - Personal Service	1,984,612	1,546,143	438,469
Crime Labs - Expense and Equipment	573,758	557,084	16,674
Fringe Benefits - Personal Service	6,412,924	5,051,855	1,361,069
Fringe Benefits - Expense and Equipment	798,841	572,578	226,263
Administration - Expense and Equipment	5,279	4,303	976
Administration - Personal Service	24,853	-	24,853
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	287,878	282,295	5,583
For appraisals and surveys of state facilities	14,430	8,096	6,334 *
For planning, design, renovation, and construction, and/or purchase of a new crime lab in Jasper County	617,535	447,173	170,362 *
For planning, design, and construction, and/or lease-purchase of a new crime lab in Springfield	999,000	1,637	997,363 *
Maintenance, repairs, replacements, unprogrammed requirements, emergency requirements, and improvements at facilities statewide	117,378	30,683	86,695 *
<b>Total General Revenue Fund</b>	<b>23,378,225</b>	<b>18,481,067</b>	<b>4,897,158</b>
<b>FACILITIES MAINTENANCE RESERVE FUND</b>			
For operational maintenance and repair	113,051	1,805	111,246 *
Maintenance, repairs, replacements, unprogrammed requirements, emergency requirements, and improvements at facilities statewide	107,582	82,326	25,256 *
<b>Total Facilities Maintenance Reserve Fund</b>	<b>220,633</b>	<b>84,131</b>	<b>136,502</b>
<b>DEPARTMENT OF PUBLIC SAFETY FUND</b>			
High-Intensity Drug Trafficking Program	2,625,000	2,621,141	3,859
Technical Service - Personal Service	41,720	34,645	7,075
Academy - Expense and Equipment	59,655	23,353	36,302
Vehicle and driver safety - Expense and Equipment	600,000	209,252	390,748
Enforcement - Personal Service	3,144,738	2,394,714	750,024
Enforcement - Expense and Equipment	8,207,677	2,064,032	6,143,645
Technical Service - Expense and Equipment	3,897,969	3,036,843	861,126
Fringe Benefits - Personal Service	1,403,345	1,152,282	251,063
Fringe Benefits - Expense and Equipment	108,825	72,999	35,826
Grants to St. Louis crime labs	100,000	-	100,000
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	348	348	0
Crime Labs - Personal Service	222,260	91,242	131,018
Crime Labs - Expense and Equipment	636,223	597,333	38,890
<b>Total Department of Public Safety Fund</b>	<b>21,047,760</b>	<b>12,298,184</b>	<b>8,749,576</b>
<b>FEDERAL DRUG SEIZURE FUND</b>			
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	88,191	77,373	10,818
Vehicle replacement	525,000	523,298	1,702
Enforcement - Expense and Equipment	862,067	793,190	68,877
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	9,092	9,092	0
<b>Total Federal Drug Seizure Fund</b>	<b>1,484,350</b>	<b>1,402,953</b>	<b>81,397</b>
<b>MISSOURI CRIME PREVENTION INFORMATION AND PROGRAMMING FUND</b>			
Department of Public Safety Director's Office - Expense and Equipment	50,000	2,975	47,025
<b>Total Missouri Crime Prevention Information and Programming Fund</b>	<b>\$ 50,000</b>	<b>2,975</b>	<b>47,025</b>

## Appendix C-3

Department of Public Safety  
Missouri State Highway Patrol  
Statement of Appropriations and Expenditures  
Year Ended June 30, 2010

	Appropriation Authority	Expenditures	Lapsed Balances
<b>GAMING COMMISSION FUND</b>			
Technical Service - Personal Service	\$ 20,502	-	20,502
Enforcement - Expense and Equipment	232,798	216,735	16,063
Gasoline purchase	246,329	246,329	0
Administration - Personal Service	32,703	31,716	987
Fringe Benefits - Personal Service	123,916	96,369	27,547
Fringe Benefits - Expense and Equipment	12,693	567	12,126
Administration - Expense and Equipment	4,865	-	4,865
Vehicle replacement	474,571	459,575	14,996
Academy - Personal Service	163,329	156,830	6,499
Academy - Expense and Equipment	82,298	80,294	2,004
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	50,281	50,281	0
Total Gaming Commission Fund	1,444,285	1,338,696	105,589
<b>HIGHWAY PATROL INSPECTION FUND</b>			
Vehicle and driver safety	90,000	76,237	13,763
Total Highway Patrol Inspection Fund	90,000	76,237	13,763
<b>STATE FORENSIC LABORATORY FUND</b>			
Crime Labs - Expense and Equipment	275,130	275,119	11
Total State Forensic Laboratory Fund	275,130	275,119	11
<b>STATE HIGHWAYS AND TRANSPORTATION DEPARTMENT FUND</b>			
Technical Service - Personal Service	12,504,707	11,115,606	1,389,101
Administration - Personal Service	5,252,337	5,094,500	157,837
Administration - Expense and Equipment	430,812	386,429	44,383
Enforcement - Personal Service	62,154,695	56,655,302	5,499,393
Academy - Personal Service	1,390,443	1,247,359	143,084
Academy - Expense and Equipment	76,872	67,122	9,750
Vehicle and driver safety - Personal Service	10,240,307	9,861,883	378,424
Vehicle and driver safety - Expense and Equipment	861,112	803,131	57,981
Enforcement - Expense and Equipment	6,042,306	5,800,826	241,480
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	1,699,546	1,699,546	0
Technical Service - Expense and Equipment	10,754,056	10,058,490	695,566
For operation of state-owned facilities, utilities, systems furniture, and structural modifications Expense and Equipment	121,438	121,438	0
Statewide interoperable communication system	6,557,940	1,617,836	4,940,104
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	983,252	767,757	215,495
Refunds of unused motor vehicle inspection stickers	40,000	33,625	6,375
Maintenance, repairs, replacements, unprogrammed requirements, emergency requirements, operational maintenance and repair, and improvements at facilities statewide	508,715	17,215	491,500 *
Repairs, replacements, and improvements at Highway Patrol facilities	3,318,098	1,567,241	1,750,857 *
Fringe Benefits - Personal Service	50,004,700	45,141,093	4,863,607
Fringe Benefits - Expense and Equipment	5,807,981	5,743,309	64,672
Vehicle replacement	6,222,293	6,023,474	198,819
Gasoline purchase	2,455,272	2,380,756	74,516
Crime Labs - Personal Service	3,585,620	3,319,177	266,443
Crime Labs - Expense and Equipment	895,386	864,020	31,366
Planning, design, and construction of commercial drivers license sites in Rolla, Carthage, and Kirkwood	10,212	-	10,212 *
Planning, design, renovation, and construction, and/or purchase of a new crime lab in Jasper County	339,174	337,147	2,027 *
Total State Highways and Transportation Department Fund	\$ 192,257,274	170,724,282	21,532,992

## Appendix C-3

Department of Public Safety  
Missouri State Highway Patrol  
Statement of Appropriations and Expenditures  
Year Ended June 30, 2010

	Appropriation Authority	Expenditures	Lapsed Balances
<b>CRIMINAL RECORD SYSTEM FUND</b>			
Technical Service - Personal Service	\$ 595,996	528,785	67,211
Administration - Personal Service	40,110	37,296	2,814
Technical Service - Expense and Equipment	1,498,216	226,474	1,271,742
Real property leases, utilities, systems furniture, and structural modifications - Expense and Equipment	2,460	2,460	0
For National Criminal Record Reviews	2,000,000	1,980,665	19,335
Fringe Benefits - Personal Service	2,177,975	1,867,564	310,411
Fringe Benefits - Expense and Equipment	233,586	138,734	94,852
Crime Labs - Personal Service	101,055	98,352	2,703
Crime Labs - Expense and Equipment	3,600	3,600	0
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	59	59	0
Enforcement - Personal Service	3,218,684	3,061,851	156,833
Enforcement - Expense and Equipment	2,654,109	1,048,683	1,605,426
Total Criminal Record System Fund	12,525,850	8,994,523	3,531,327
<b>HIGHWAY PATROL ACADEMY FUND</b>			
Academy - Expense and Equipment	624,914	269,871	355,043
Academy - Personal Service	96,055	86,377	9,678
Fringe Benefits - Personal Service	59,160	48,561	10,599
Fringe Benefits - Expense and Equipment	7,045	6,555	490
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	28,611	28,611	0
Total Highway Patrol Academy Fund	815,785	439,975	375,810
<b>HIGHWAY PATROL'S MOTOR VEHICLE AND AIRCRAFT REVOLVING FUND</b>			
Enforcement - Expense and Equipment	110,000	12,664	97,336
Fringe Benefits - Personal Service	3,749	-	3,749
Fringe Benefits - Expense and Equipment	510	367	143
Enforcement - Personal Service	7,657	-	7,657
Vehicle replacement	6,267,240	2,903,904	3,363,336
Total Highway Patrol's Motor Vehicle and Aircraft Revolving Fund	6,389,156	2,916,935	3,472,221
<b>HIGHWAY PATROL TRAFFIC RECORDS FUND</b>			
Technical Service - Personal Service	74,555	69,486	5,069
Enforcement - Expense and Equipment	224,250	62,869	161,381
Fringe Benefits - Personal Service	35,414	33,292	2,122
Fringe Benefits - Expense and Equipment	4,299	1,173	3,126
Total Highway Patrol Traffic Records Fund	338,518	166,820	171,698
<b>DNA PROFILING ANALYSIS FUND</b>			
Crime Labs - Personal Service	60,544	-	60,544
Crime Labs - Expense and Equipment	1,478,305	276,577	1,201,728
Fringe Benefits - Personal Service	39,644	-	39,644
Fringe Benefits - Expense and Equipment	6,026	746	5,280
Planning, design, and construction of an addition to the existing crime lab in Jefferson City for storage of DNA samples	307,560	55,684	251,876 *
Total DNA Profiling Analysis Fund	1,892,079	333,007	1,559,072
<b>HIGHWAY PATROL EXPENSE FUND</b>			
Recoupment, receipt, and disbursement of funds for equipment replacement, and expenses - Expense and Equipment	65,000	5,911	59,089
Total Highway Patrol Expense Fund	65,000	5,911	59,089
<b>CRIMINAL JUSTICE NETWORK AND TECHNOLOGY REVOLVING FUND</b>			
Technical Service - Expense and Equipment	1,500,000	1,418,623	81,377
Total Criminal Justice Network and Technology Revolving Fund	1,500,000	1,418,623	81,377
<b>FEDERAL BUDGET STABILIZATION - MEDICAID REIMBURSEMENT FUND</b>			
Enforcement - Expense and Equipment	130,725	118,575	12,150
Crime Labs - Expense and Equipment	1,099,947	1,096,718	3,229
Total Federal Budget Stabilization - Medicaid Reimbursement Fund	\$ 1,230,672	1,215,293	15,379

Appendix C-3

Department of Public Safety  
 Missouri State Highway Patrol  
 Statement of Appropriations and Expenditures  
 Year Ended June 30, 2010

	Appropriation Authority	Expenditures	Lapsed Balances
<b>FEDERAL STIMULUS - DEPARTMENT OF PUBLIC SAFETY FUND</b>			
For receiving and expending grants from the American Recovery and Reinvestment Act for the Rural Law Enforcement Competitive Grant and the Byrne Memorial Competitive Grant - Personal Service	\$ 377,114	377,113	1
For receiving and expending grants from the American Recovery and Reinvestment Act for the Rural Law Enforcement Competitive Grant and the Byrne Memorial Competitive Grant - Expense and Equipment	279,453	279,453	0
Fringe Benefits - Personal Service	250,025	184,953	65,072
Fringe Benefits - Expense and Equipment	100,025	8,690	91,335
Total Federal Stimulus - Department of Public Safety Fund	<u>1,006,617</u>	<u>850,209</u>	<u>156,408</u>
Total All Funds	<u>\$ 266,011,334</u>	<u>221,024,940</u>	<u>44,986,394</u>

\* Biennial appropriations set up in the current fiscal year are re-appropriations to the next fiscal year. After the fiscal year-end processing has been completed, the unexpended appropriation balance for a biennial appropriation is established in the new fiscal year. Therefore, there is no lapsed balance for a biennial appropriation at the end of the first year.

The lapsed balances include the following withholdings made at the Governor's request:

	Year Ended June 30, 2010
<b>General Revenue Fund</b>	
Personal Service	\$ 1,442,794
Expense and Equipment	169,103
Gasoline purchase	29,387
Vehicle replacement	3,686
For the operation of institutional facilities, systems furniture and structural modifications - Expense and Equipment	5,583
Total General Revenue Fund	<u>1,650,553</u>
<b>State Highways and Transportation Department Fund</b>	
Personal Service	2,897,013
Expense and Equipment	528,646
Statewide interoperable communication system	70,500
Vehicle replacement	186,669
Gasoline purchase	73,658
Total State Highways and Transportation Department Fund	<u>3,756,486</u>
<b>Federal Budget Stabilization Fund</b>	
Expense and Equipment	6,536
Total Federal Budget Stabilization Fund	<u>6,536</u>
Total All Funds	<u>\$ 5,413,575</u>

Appendix D

Department of Public Safety  
 Missouri State Highway Patrol  
 Comparative Statement of Expenditures (from Appropriations)

	Year Ended June 30,				
	2012	2011	2010	2009	2008
Salaries and wages	\$ 112,343,853	111,704,069	104,375,995	105,053,136	103,470,933
Benefits	75,250,740	63,748,553	53,575,711	52,874,933	52,834,657
Travel, in-state	625,982	670,603	762,463	686,760	568,420
Travel, out-of-state	277,477	194,207	295,396	411,055	365,079
Fuel and utilities	172,189	158,181	138,645	201,374	109,239
Supplies	13,819,768	12,190,272	10,715,494	10,848,436	11,186,446
Professional development	415,684	364,740	261,506	357,619	467,560
Communication services and supplies	4,870,844	4,687,523	3,662,024	3,648,079	3,052,623
Professional services	7,006,374	4,714,800	5,228,437	5,869,936	5,728,724
Housekeeping and janitorial services	119,035	146,090	154,500	155,198	159,371
Maintenance and repair services	4,257,752	3,888,817	3,770,129	2,960,909	2,013,158
Computer equipment	6,116,868	6,967,624	6,574,039	5,147,363	5,042,949
Motorized equipment	13,621,464	13,072,438	10,016,905	7,684,424	10,381,464
Office equipment	427,340	423,110	439,521	397,381	334,319
Other equipment	4,849,263	3,866,612	3,146,847	8,247,579	6,470,677
Property and improvements	23,693,728	22,203,569	4,371,901	2,735,695	6,826,337
Debt service	51,576	12,600	50,339	106,309	33,777
Building lease payments	3,795,775	3,579,043	3,426,173	3,088,262	1,336,289
Equipment rental and leases	57,154	94,499	133,610	158,619	277,811
Miscellaneous expenses	7,116,841	7,049,829	6,968,445	6,765,973	6,494,811
Rebillable expenses	16,984	43,813	100	100	1,974
Refunds	95,646	34,236	35,854	43,418	33,396
Program distributions	2,483,726	2,763,720	2,920,906	2,526,900	2,346,198
Total Expenditures	\$ 281,486,063	262,578,948	221,024,940	219,969,458	219,536,212