



**DEPARTMENT OF PUBLIC SAFETY  
MISSOURI STATE WATER PATROL**

**From The Office Of State Auditor  
Claire McCaskill**

**Report No. 2001-108  
October 23, 2001  
[www.auditor.state.mo.us](http://www.auditor.state.mo.us)**

**AUDIT REPORT**



Office Of The  
State Auditor Of Missouri  
Claire McCaskill

October 2001

**The following problems were discovered as a result of an audit conducted by our office of the Department of Public Safety, Missouri State Water Patrol.**

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As of June 2001, the Missouri State Water Patrol (MSWP) maintained a fleet of 133 vehicles that were purchased at a cost of over \$2.5 million. The majority of these vehicles are trucks assigned to water patrol officers and are primarily used to transport boats. The MSWP also maintains approximately 185 boats that were purchased at a cost of over \$2 million and included in these boats were 4 canoes and 78 john boats. The majority of the boats are assigned to water patrol officers to patrol the state's waterways. The Missouri State Water Patrol employed 124 employees, including 84 officers as of June 2001.

Understanding a need on the part of the MSWP to have in its possession a variety of boats and vehicles to conduct its work, our review raised the concern that the patrol had not determined whether it had more equipment than necessary.

For example, we noted the MSWP has more vehicles and boats than employees. We also noted vehicles were assigned to individuals who performed primarily administrative duties, and 2 boats costing \$33,000 each were purchased in July 2000 but had not been placed in operation as of June 2001.

While procurement and placement of vehicles and boats has in the past been largely based on what the patrol claims to be its experience and knowledge, there is agreement that establishing better methods of documentation in this area could prove useful.

We recommended the MSWP perform a usage study to determine the optimum number of boats and vehicles needed. The report also recommended the MSWP reconsider the benefits derived from assigning vehicles to administrative personnel, surplus unneeded boats, and assign recently purchased boats in a more timely manner.

The MSWP enforces laws and regulations on the state's waterways and issues tickets when violations are noted. Our review of the MSWP's procedures indicated the following concerns:

- The MSWP did not maintain adequate records to account for ticket books assigned to officers.
- The numerical sequence of tickets issued was not adequately accounted for by the MSWP.

(over)

YELLOW SHEET

- The MSWP does not have enough sound equipment to adequately enforce excessive noise violations regarding recreational motorboats.

The former MSWP Commissioner's final paycheck included a \$10,004 payment for 288 hours of annual leave in addition to his regular salary. This payment was based on the maximum amount of annual leave that could be accrued based on the prior Commissioner's length of service with the MSWP and as a Legislator. In addition, the former Commissioner was credited with 823 hours of unused sick leave for the calculation of his retirement benefit. However, the prior Commissioner did not complete timesheets nor did the MSWP maintain any other record to document leave earned or taken. Periodic timesheets are necessary to properly document leave hours earned and used, as well as any accrued leave balances.

The MSWP has designated officers in each district to be responsible for handling drug buy monies. Generally, the drug buy monies are held in cash although one district has deposited drug buy monies into a bank account. Drug buy monies are not used very often. For example, General Headquarters had no activity relating to drug buy monies since May 1998 and had very little activity before then. One district's monthly reports indicated no activity going back to February 1995, while another district's monthly reports indicated no activity going back to August 1996. The other districts also indicated very little activity associated with the drug buy monies. Having excessive amounts of monies on hand increases the risk of loss, misuse, or theft of the money.

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DEPARTMENT OF PUBLIC SAFETY  
MISSOURI STATE WATER PATROL

TABLE OF CONTENTS

	<u>Page</u>
STATE AUDITOR'S REPORT .....	1-3
<u>MANAGEMENT ADVISORY REPORT SECTION</u>	
Summary of Findings.....	5
<u>Number</u>	<u>Description</u>
1.	Vehicle and Boat Usage.....6
2.	Ticket Accountability and Enforcement .....10
3.	Prior Commissioner's Leave Balances.....12
4.	Cash Procedures.....12
5.	Duplicate Record Keeping.....14
<u>STATISTICAL SECTION</u>	
History, Organization, and Statistical Information .....	16-20
<u>Appendix</u>	
A	Comparative Statement of Appropriations and Expenditures, Years Ended June 30, 2001 and 2000.....19
B	Comparative Statement of Expenditures (From Appropriations), Years Ended June 30, 2001 and 2000.....20

STATE AUDITOR'S REPORT



**CLAIRE C. McCASKILL**  
**Missouri State Auditor**

Honorable Bob Holden, Governor  
and  
Charles R. Jackson, Director  
Department of Public Safety  
and  
Colonel Jerry E. Adams, Commissioner  
Missouri State Water Patrol  
Jefferson City, MO 65102

We have audited the Department of Public Safety, Missouri State Water Patrol (MSWP). The scope of this audit included, but was not necessarily limited to, the years ended June 30, 2001 and 2000. The objectives of this audit were to:

1. Review the accountability of tickets issued by the MSWP.
2. Review certain financial activity and related procedures, and examine compliance with certain constitutional provisions, statutes, administrative rules, and attorney general's opinions.
3. Review certain other internal control procedures and management practices.

Our audit was conducted in accordance with applicable standards contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and included such procedures as we considered necessary in the circumstances. In this regard, we reviewed applicable state and federal laws, interviewed personnel, and inspected relevant records and reports of the MSWP.

As part of our audit, we assessed the MSWP's management controls to the extent we determined necessary to evaluate the specific matters described above and not to provide assurance on those controls. With respect to management controls, we obtained an understanding of the design of relevant policies and procedures and whether they have been placed in operation and we assessed control risk.

Our audit was limited to the specific matters described above and was based on selective tests and procedures considered appropriate in the circumstances. Had we performed additional procedures, other information might have come to our attention that would have been included in this report.

The accompanying Statistical Section is presented for informational purposes. This information was obtained from the MSWP's management and was not subjected to the procedures applied in the audit of the MSWP.

The accompanying Management Advisory Report Section presents our findings arising from our audit of the MSWP.

A handwritten signature in black ink that reads "Claire McCaskill". The signature is written in a cursive, flowing style.

Claire McCaskill  
State Auditor

August 29, 2001 (fieldwork completion date)

The following auditors participated in the preparation of this report:

Director of Audits:	Kenneth W. Kuster, CPA
Audit Manager:	John Luetkemeyer, CPA
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MANAGEMENT ADVISORY REPORT SECTION



DEPARTMENT OF PUBLIC SAFETY  
MISSOURI STATE WATER PATROL  
SUMMARY OF FINDINGS

1. Vehicle and Boat Usage (pages 6-9)

Several concerns were noted regarding the possible under-utilization of boats and vehicles. The Missouri State Water Patrol (MSWP) has not conducted studies to determine the optimum number of boats and vehicles needed. Boat usage logs are not maintained.

2. Ticket Accountability and Enforcement (pages 10-11)

The MSWP did not assign ticket books to officers in numerical order, did not maintain adequate records to account for ticket books assigned to the officers, and did not account for the numerical sequence of tickets issued by officers. The MSWP does not have enough equipment to adequately enforce excessive noise violations.

3. Prior Commissioner's Leave Balances (page 12)

There was no documentation to support over \$10,000 paid to the retiring Commissioner for unused annual leave, or for crediting him with 823 hours of unused sick leave for the calculation of his retirement benefits.

4. Cash Procedures (pages 12-14)

The person who opens the mail does not prepare an immediate record of receipts. The MSWP has \$355 in seized funds that the MSWP has not been able to return to the applicable owner. Monthly reports of drug buy monies held by various district officers were not being submitted to General Headquarters in a timely manner. Periodic surprise reviews of drug buy monies held were not performed, and the amounts of drug buy monies kept on hand may be excessive since these monies are seldom used.

5. Duplicate Record Keeping (page 14)

The MSWP is maintaining two systems to account for its fixed assets and payroll.

DEPARTMENT OF PUBLIC SAFETY  
MISSOURI STATE WATER PATROL  
MANAGEMENT ADVISORY REPORT-  
STATE AUDITOR'S FINDINGS

**1.**

**Vehicle and Boat Usage**

As of June 2001, the Missouri State Water Patrol (MSWP) maintained a fleet of 133 vehicles that were purchased at a cost of over \$2.5 million. The majority of these vehicles are trucks assigned to water patrol officers and are primarily used to transport boats. The MSWP also maintains approximately 185 boats that were purchased at a cost of over \$2 million. Included in these boats were 4 canoes and 78 john boats. The majority of the boats are assigned to water patrol officers to patrol the state's waterways. The MSWP employed 124 employees, including 84 officers as of June 2001.

During our review of the MSWP's utilization of vehicles and boats we noted the following concerns:

- MSWP has more vehicles and more boats than employees. We noted six instances where one officer was assigned 2 vehicles and 3 boats, another instance where an officer was assigned 4 vehicles and numerous other instances where an officer was assigned more than one vehicle or boat. The MSWP indicated some boats are used primarily for rivers and some boats are used primarily for lakes. In addition, some officers are assigned boats that are actually used by marine specialists hired during the summer. The MSWP also indicated that some vehicles are used as main patrol vehicles while others are used for more specialized purposes, such as staff or prisoner transport, unmarked undercover vehicles, or vehicles equipped for dive situations.
- Of the MSWP's 133 vehicles, only eight vehicles were driven more than 15,000 miles during the year ended June 30, 2001. In addition, 50 of the vehicles were driven less than 10,000 miles, while 17 of those vehicles were driven less than 5,000 miles.
- Although the MSWP's main patrol boats are equipped with hour meters, boat usage records are not maintained. Boat usage logs, documenting the date, destination, purpose of usage, and beginning and ending hour usage, would help the MSWP monitor the extent that boats are used and could help identify underutilized boats.
- Six officers serve as administrative staff but are still assigned vehicles. Although the administrative officers may occasionally perform patrol duties, these officers issued only forty-three tickets during calendar year 2000. In addition, one officer wrote thirty-seven of these tickets, and three officers wrote no tickets. The level of patrol duties provided by these officers may not justify assigning a vehicle to these administrative staff.

- Boats and vehicles were loaned out to other political subdivisions or other state agencies. A 1995 Ford Truck costing more than \$19,000 was loaned to the Division of Fire Safety and another vehicle was loaned to the Cassville Police Department. In addition, the MSWP has loaned or is storing approximately 15 boats with other political subdivisions. One boat costing over \$16,000 was loaned to the Table Rock Corp of Engineers. Three boats were loaned to the city of Osage Beach. Two boats were stored at Jefferson City Fire Stations, even though the MSWP warehouse in Jefferson City had space available. In addition, the warehouse has 13 boats that are awaiting repair, are pending being surplus, or have not yet been assigned to an officer. Two boats purchased in July 2000 for \$33,300 each had not yet been placed into operation, and were still stored at the warehouse in June 2001. One of these boats was issued to an officer in July 2001. After this issuance, the MSWP had 27 boats that were not in service. Boats that are not needed by the MSWP should be surplus and should not be loaned to or stored at other political subdivisions, and boats purchased should be assigned to officers in a timely manner.

The MSWP has not conducted recent usage studies to determine the number of boats and vehicles needed for the MSWP. To ensure the MSWP is using state resources efficiently, a usage study should be performed to determine how many boats and vehicles are needed for the operation of the MSWP.

**WE RECOMMEND** the MSWP perform a usage study to determine the optimum number of boats and vehicles needed, reconsider the benefits derived from assigning vehicles to administrative personnel, discontinue the practice of loaning boats to or storing boats at other political subdivisions, surplus unneeded boats, and assign recently purchased boats to officers in a more timely manner. In addition, the MSWP should establish a system to track the utilization of its boats.

### **AUDITEE'S RESPONSE**

*The MSWP is taking under advisement but disagrees with a few of the recommendations for vehicle and boat usage.*

- A. *The MSWP has the responsibility of patrolling the major waterways in Missouri. These include:*
- *272,770 acres of lakes with 5,500 miles of shoreline*
  - *519 miles of the Mississippi River*
  - *533 miles of the Missouri River*
  - *And all the tributaries of these waterways.*

*These immensely varying waterways require a diverse fleet of boats for patrol purposes. It would be impossible to operate a boat designed for use on Lake of the Ozarks on the Current River. Additionally, the MSWP must be prepared for Emergency Response situations. We cannot be in a position where we would be unable to respond to calls for services by the public.*

*It may be appropriate and pertinent to take a closer look at where we have boats and vehicles assigned throughout the state. Placement of vehicles and boats has largely been based on our experience and knowledge of those areas requiring material support. It may be to our advantage to establish a method to better document and justify the placement of specific boats (boat types) and vehicles throughout the state.*

*The placement of flat bottom boats in specific areas (like the Jefferson City Fire Department) is a proactive approach on our part to coordinate with local jurisdictions for emergency planning. We have learned from experience that rescue type boats are hard to come by when disaster strikes. These smaller, lightweight craft become very important during floods and will be essential in case of an earthquake to cross waterways when bridges are damaged or destroyed. Although on paper it may appear as though the Patrol has a large number of boats that are not used for routine patrol, we think it is very important to emphasize we play a very important part in disaster preparation. Most of the material assets we have are essential to our role in the state's emergency response plan. We should include the assets that we have pre-staged in areas of the state in our emergency response plan. We are preparing to review the existing plan.*

*Vehicles can also be listed as assets for emergency planning. We think we are justified in the use of various vehicles to support our diverse mission. We should maintain written documentation to support the use of additional vehicles assigned to specific officers and/or districts. The audit is probably correct in pointing out that we do not have a formal plan to track vehicle assignment. We should have a written plan to manage vehicle use and justify the existence of "special use" vehicles.*

- B. The MSWP normally has approximately 108-110 vehicles in the fleet. At the time of the audit, the MSWP had 133 vehicles in its fleet. This was primarily due to the timing of the audit. We had received our purchase of 14 vehicles and were still in the process of rigging the vehicles with police equipment. Some of the vehicles that were being replaced were still in our possession. Since that time, the first lot of 9 surplus vehicles was taken to the Office of Administration, Surplus Property with the remainder of 10 to be surplus in the next two months.*

*Regarding the limited mileage that was placed on the vehicles over the past year, we consider this a success. Due to the mid-year budget withholding in fiscal year 2001, the MSWP specifically targeted mileage reduction. We imposed a 20% reduction in fuel purchases for both vehicles and boats during this time period, with the understanding that emergency call outs must be priority. We succeeded in reducing fuel costs for vehicles by 5% and boats by 11%. This was not required, but it was the fiscally responsible course of action in this fiscal climate.*

- C. We could have a log for boat usage, if required. We would recommend against it since we do keep track of usage in the aggregate. When boats are serviced at the Maintenance and Repair Facility, the engine hours are logged at each maintenance interval. The reason we no longer have it on the weekly log is due to space considerations and engines are occasionally replaced.*

- D. *Vehicles assigned to administrative staff are essential if we are going to provide prompt emergency response for the public. The audit does not mention that all uniformed officers of the MSWP are available for emergency call out regardless of their assignment. All administrative officers are required to perform the duties of line officers when called. With only one officer assigned to the Jefferson City area, it would be impossible to provide adequate emergency response if administrative officers were not assigned police vehicles. Additionally, administrative officers are subject to call for state emergency duty at any time.*

*The audit cites "patrol duties" as a determining factor in the assignment of patrol vehicles to administrative officers. It appears as though they only considered one factor (the issuance of tickets) in their recommendation. Prompt response to emergency calls is certainly of more importance when considering the overall mission of the patrol. We think all of us can agree that one life saved is more valuable than any number of citations issued. As officers, the MSWP is required to respond if a citizen calls for assistance year round, winter or summer, day or night, on dangerous waters and/or in remote areas.*

*Additionally, to require General Headquarters staff personnel to use private vehicles would require placing \$1,500 to \$2,500 of state-owned police equipment in civilian vehicles. Installation with this equipment requires alteration of a vehicle. It would not be good policy to drill holes in the fenders, floorplates and dashboards of an employee's personal vehicle. Transporting prisoners in personal vehicles is also not good policy. Lastly, of all vehicles that incurred mileage, some of the highest mileage vehicles in the fleet are staff vehicles.*

### **AUDITOR COMMENTS**

- B. The MSWP's efforts to achieve savings by reducing fuel consumption is commendable. As indicated by our recommendation, we suggest the MSWP also fully explore the possibility of achieving additional cost savings by eliminating any unnecessary vehicles and boats.
- D. We do not advocate utilizing administrative staffs' personal vehicles for law enforcement purposes. However, the MSWP currently does not track how frequently administrative staff respond to emergencies versus using the vehicles strictly for commuting to and from work. The MSWP should begin tracking the emergency occurrences and then decide whether vehicles are necessary for all administrative staff, or whether the use of pool vehicles may be more economical.

The MSWP enforces laws and regulations on the state's waterways and issues tickets when violations are noted. Our review of the MSWP's procedures indicated the following concerns:

- A. Ticket books were not assigned to officers in numerical sequence. Ticket numbers 249801 to 254000 had been issued to officers before the next unissued ticket book sequence that started with ticket number 232901.

To provide better accountability over ticket books, tickets books should be assigned to officers in numerical sequence.

- B. The MSWP did not maintain adequate records to account for ticket books assigned to officers. For the ticket books issued out of sequence noted above, the ticket log did not indicate that these books were assigned to an officer. In addition, the ticket by officer log also did not include these ticket books as being assigned to officers.

To provide better accountability over ticket books, the MSWP should account for the assignment of the ticket books to the officers in the ticket log and the ticket by officer log at the time ticket books are assigned to officers.

- C. The numerical sequence of tickets issued was not adequately accounted for by the MSWP. We requested a disposition report for a six month period and noted several tickets that were not indicated in the disposition report. The majority of these tickets were voided tickets and the voided tickets were subsequently located in the officer's file. However, there were several tickets that could not be adequately accounted for by the MSWP.

Without a proper accounting of the numerical sequence of tickets issued by the MSWP, the MSWP cannot be assured that all tickets issued were properly submitted to the courts for processing.

- D. The MSWP does not have enough equipment to adequately enforce excessive noise violations regarding recreational motorboats (Section 306.090, RSMo 2000). The MSWP has a total of 28 sound meters and calibrators for 84 officers. With the cost of sound meter equipment estimated at approximately \$1,300 per officer, the MSWP would have to spend approximately \$72,800 to equip each officer with the necessary sound equipment.

During the calendar years 2000, 1999, and 1998, the MSWP issued 25, 15, and 17 tickets, respectively for excessive noise violations. For calendar years 1999 and 1998, all of the violations were issued at the Lake of Ozarks. However, only 16 of the 22 officers patrolling the Lake of the Ozarks have the necessary sound

equipment to issue tickets for noise violations. Given the volume of boating activities at the Lake of the Ozarks, it appears appropriate for the MSWP to ensure these officers are equipped with the necessary equipment to cite noise violators.

**WE RECOMMEND** the MSWP:

- A. Assign ticket books out to officers in numerical sequence.
- B. Ensure both the ticket log and the ticket by officer log are updated when assigning ticket books out to officers.
- C. Ensure the numerical sequence of all tickets can be accounted for properly.
- D. Obtain additional or reallocate existing sound equipment to officers patrolling the Lake of the Ozarks.

**AUDITEE'S RESPONSE**

*The MSWP concurs with the findings for ticket accountability and enforcement.*

- A. *Ticket books are assigned in numerical sequence.*
- B. *The accountability over ticket books has been improved.*
- C. *Policy does exist requiring officers to submit a brief inter-office communication with citations that are voided or lost explaining the circumstances. The communications section uses the annual disposition report to account for citation entries and to identify missing citation numbers. However, the officers are responsible for the citations that they are issued. There should be strict accountability for citations starting with the method of issuance. Considering the number of citations issued for violations (6,299 in 2000), there were relatively few that were not immediately accounted for when reviewing officer records. These citations were accounted for upon request. In all four cases, the officers had failed to follow existing policy. We will be reviewing the existing policy and develop a more formal method to track issued citations. Officers are being notified in regard to missing citations numbers. However, we need a better system to provide "follow-up" if the officers fail to respond.*
- D. *We will reevaluate the need for the equipment and make a request through the budget process if the findings for additional sound equipment are needed.*

**3.****Prior Commissioner's Leave Balances**

The former MSWP Commissioner retired effective December 31, 2000. His final paycheck included a \$10,004 payment for 288 hours of annual leave in addition to his regular salary. This payment was based on the maximum amount of annual leave that could be accrued based on the prior Commissioner's length of service with the MSWP and as a Legislator. In addition, the former Commissioner was credited with 823 hours of unused sick leave for the calculation of his retirement benefit. However, the prior Commissioner did not complete timesheets nor did the MSWP maintain any other record to document leave earned or taken. Periodic timesheets are necessary to properly document leave hours earned and used, as well as any accrued leave balances.

Since documentation indicating hours of accumulated leave hours was not available, we could not determine if the additional payment was justified, or the propriety of the leave amount reported and used to calculate retirement benefits. Proper documentation is necessary to support all payroll transactions.

**WE RECOMMEND** the MSWP ensure time sheets are completed for all employees in the future.

**AUDITEE'S RESPONSE**

*The MSWP policy now requires, regardless of rank, that all employees complete time sheets.*

**4.****Cash Procedures**

- A. The MSWP receipts include monies from the sale of surplus property, federal excise tax refunds, and fees received for copies of accident reports. Receipts totaled \$96,997 for the year ended June 30, 2001, with the majority of the receipts being from the sale of surplus property. The person who opens the mail does not prepare an immediate record of receipts. Receipts are not recorded until they are entered on the Statewide Advantage for Missouri system (SAM II) by someone other than the person who receives the mail. Preparation of an immediate record of receipts is necessary to adequately safeguard receipts against loss or misuse.
- B. The MSWP has \$355 in seized funds that the MSWP has not been able to return to the applicable owner. The majority of the monies were received by the MSWP prior to 1996 with some monies being held since 1988. If proper disposition of these funds cannot be done, these monies should be disposed of in accordance with the state's unclaimed property laws (Sections 447.500 through 447.595, RSMo).
- C. The MSWP has designated officers in each district to be responsible for handling drug buy monies. Generally, the drug buy monies are held in cash although one



district has deposited drug buy monies into a bank account. The drug buy monies range from \$235 to \$930 at the districts while General Headquarters has \$3,100. During our review of the procedures and records regarding drug buy monies, the following concerns were noted:

- Monthly reports were not submitted to General Headquarters on a timely basis. A report indicating any activity regarding the drug buy monies is to be submitted monthly to General Headquarters. One district submitted the monthly reports for January 1999 through May 2001 in June 2001. In addition, another district holding drug buy monies in a bank account did not submit a copy of the monthly bank statement as part of the monthly report to General Headquarters. Monthly reports along with the applicable bank statements should be submitted to General Headquarters on a timely basis to ensure General Headquarters can properly monitor the activity of drug buy monies.
- Periodic surprise reviews of drug buy monies held by the officers were not performed. Surprise reviews are necessary to ensure that drug buy monies are used for authorized purposes only. Without surprise reviews, the risk of loss, misuse, or theft of the money increases.
- Drug buy monies are not used very often. For example, General Headquarters had no activity relating to drug buy monies since May 1998 and had very little activity before May 1998. One district's monthly reports indicated no activity going back to February 1995 while another district's monthly reports indicated no activity going back to August 1996. The other districts also indicated very little activity associated with the drug buy monies. Having excessive amounts of monies on hand increases the risk of loss, misuse, or theft of the money.

**WE RECOMMEND** the MSWP:

- A. Prepare an immediate record of receipts as the mail is opened.
- B. Return the seized funds back to the applicable owner. If this is not possible, these monies should be disposed of in accordance with the state's unclaimed property provisions.
- C. Ensure the monthly reports of drug buy activity and the applicable bank statements are submitted to General Headquarters in a timely manner, perform periodic surprise reviews of the drug buy monies, and reconsider whether current balances of drug buy monies are necessary.

**AUDITEE'S RESPONSE**

*The MSWP concurs with the findings for cash procedures.*

- A. A receipt log has been in place since June 2001.*
- B. We will check with the appropriate people on how best to dispose of the long-term evidence.*
- C. We are checking seizure buy reports and bank statements monthly. Policy has been established for periodic surprise reviews for drug buy monies.*

<b>5. Duplicate Record Keeping</b>
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The MSWP is maintaining two systems to account for its fixed assets and payroll. In addition to maintaining fixed assets and leave accrual records on the new SAM II system, the MSWP has continued to maintain their old fixed assets and leave accrual systems.

Maintaining duplicate records is an inefficient use of state resources. Duplication of record keeping requires additional time by employees and takes time away from other duties required of the employees.

**WE RECOMMEND** the MSWP discontinue the maintenance of duplicate fixed assets and leave accrual records.

**AUDITEE'S RESPONSE**

*The MSWP is taking under advisement the findings for duplicate record keeping.*

*The patrol's Manual Time System and Fixed Assets System have been maintained as a "control" while the SAM II system was being implemented. We felt that it was wise to run the systems concurrently in order to compare employee time for accuracy and to ensure all fixed asset modules in SAM II are working correctly.*

This report is intended for the information of the Department of Public Safety, Missouri State Water Patrol's management and other applicable government officials. However, this report is a matter of public record and its distribution is not limited.

STATISTICAL SECTION

History, Organization, and Statistical Information

DEPARTMENT OF PUBLIC SAFETY  
MISSOURI STATE WATER PATROL  
HISTORY, ORGANIZATION, AND STATISTICAL INFORMATION

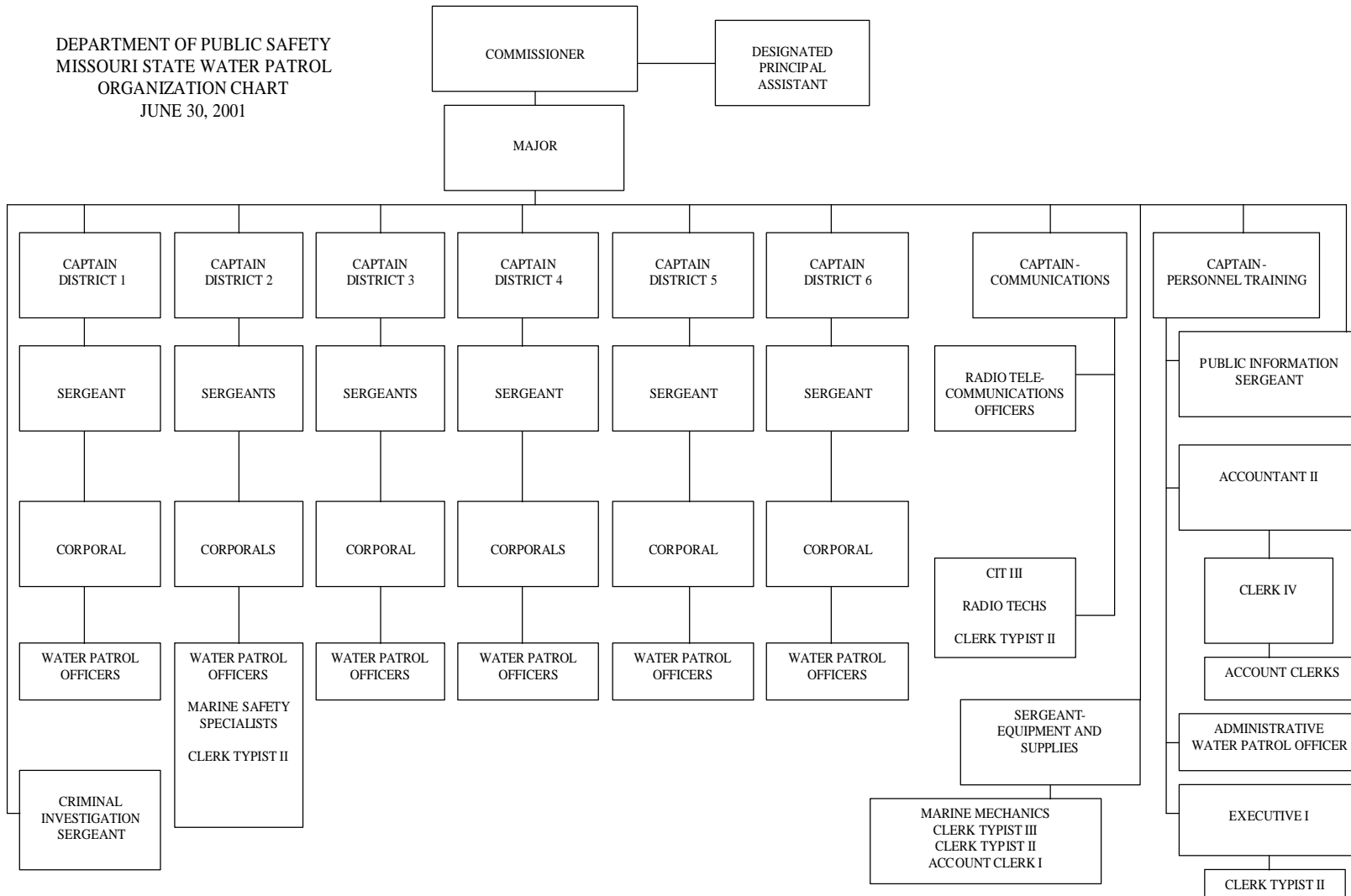
In 1959, the 70<sup>th</sup> General Assembly enacted legislation for regulation of boating in Missouri. The resulting agency was called the Missouri Boat Commission, and its purpose was to provide boating safety for the state through registration, inspection, education, and law enforcement. The Omnibus State Reorganization Act of 1974 transferred the Missouri Boat Commission to the Department of Public Safety and the agency was renamed the Division of Water Safety. In 1989, the Division of Water Safety was renamed as the Missouri State Water Patrol.

The purpose of the Missouri State Water Patrol is to make the waters of the state safe for boating and other water-related activities through law enforcement, registration, inspection and educational programs.

The Missouri State Water Patrol is a statewide law enforcement agency specializing in the regulation of waterways and boating safety. The Missouri State Water Patrol operates in a quasi-military fashion with authority being delegated by rank. For control purposes, the state is divided into six districts with a captain in charge of each district. The agency had 124 employees at June 30, 2001, including 84 water patrol officers.

Colonel Larry Whitten served as the Commissioner from May 17, 1993 to December 31, 2000. Major James Glover served as Interim Commissioner from January 1, 2001 until June 6, 2001 when Colonel Jerry Adams started serving as Commissioner on June 7, 2001. An organization chart follows.

DEPARTMENT OF PUBLIC SAFETY  
 MISSOURI STATE WATER PATROL  
 ORGANIZATION CHART  
 JUNE 30, 2001



Appendix A

DEPARTMENT OF PUBLIC SAFETY  
 MISSOURI STATE WATER PATROL  
 COMPARATIVE STATEMENT OF APPROPRIATIONS AND EXPENDITURES

	Year Ended June 30,					
	2001			2000		
	Appropriations	Expenses	Lapsed Balances	Appropriations	Expenses	Lapsed Balances
<b>GENERAL REVENUE FUND - STATE</b>						
For statewide assessment, abatement, removal, remediation, and management of hazardous materials and pollutants	\$ 3,191	3,191	0	17,625	14,434	3,191
For statewide pavement management system	4,570	4,570	0	0	0	0
Personal Service	4,102,068	3,900,060	202,008	3,873,227	3,757,029	116,198
Expense and Equipment	1,247,431	995,030	252,401	1,195,431	1,150,014	45,417
Drug - Expense and Equipment	27,562	16,177	11,385	0	0	0
General expenditures from federal forfeiture funding sources deposited in the general revenue fund	0	0	0	27,562	0	27,562
For emergency and unprogrammed requirements for facilities statewide	0	0	0	2,000	2,000	0
For statewide pavement management system	25,000	25,000	0	0	0	0
<b>Total General Revenue Fund - State</b>	<b>5,409,822</b>	<b>4,944,028</b>	<b>465,794</b>	<b>5,115,845</b>	<b>4,923,477</b>	<b>192,368</b>
<b>FACILITIES MAINTENANCE RESERVE FUND</b>						
For maintenance, repairs, replacements, and improvements at facilities statewide	11,283	11,283	0	12	0	12
<b>Total Facilities Maintenance Reserve</b>	<b>11,283</b>	<b>11,283</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>
<b>DEPARTMENT OF PUBLIC SAFETY - FEDERAL FUND</b>						
Expense and Equipment	1,337,060	1,064,334	272,726	1,325,583	1,313,702	11,881
Personal Service	269,427	144,850	124,577	174,680	104,426	70,254
<b>Total Department of Public Safety - Federal Fund</b>	<b>1,606,487</b>	<b>1,209,184</b>	<b>397,303</b>	<b>1,500,263</b>	<b>1,418,128</b>	<b>82,135</b>
<b>FEDERAL DRUG SEIZURE FUND</b>						
Expense and Equipment	0	0	0	27,562	5,447	22,115
<b>Total Federal Drug Seizure Fund</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,562</b>	<b>5,447</b>	<b>22,115</b>
<b>Total All Funds</b>	<b>\$ 7,027,592</b>	<b>6,164,495</b>	<b>863,097</b>	<b>6,643,682</b>	<b>6,347,052</b>	<b>296,630</b>

Appendix B

DEPARTMENT OF PUBLIC SAFETY  
 MISSOURI STATE WATER PATROL  
 COMPARATIVE STATEMENT OF EXPENDITURES (FROM APPROPRIATIONS)

	Year Ended June 30,	
	2001	2000
Salaries and wages	\$ 4,044,910	3,861,455
Travel	102,288	101,819
Fuel and utilities	29,386	25,433
Supplies:		
Repair and maintenance	324,868	505,474
Administrative	135,161	146,439
Specific use	65,736	81,006
Other	7,391	23,995
Professional development	29,767	27,704
Services:		
Communications	233,565	201,780
Professional	105,473	6,618
Transportation repair and maintenance	71,334	80,374
Business	57,207	99,022
Equipment repair and maintenance	38,661	25,885
Housekeeping and janitorial	14,313	10,336
Equipment:		
Motorized	599,317	698,347
Electronic and photo	72,262	123,222
Specific use	55,255	76,018
Computer	34,922	91,355
Other	1,302	32,311
Property and improvements	41,787	21,831
Real property rentals and leases	95,983	93,097
Other	3,607	13,531
Total Expenditures	\$ 6,164,495	6,347,052

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