2013 SENATE APPROPRIATIONS

SB 2011

2013 SENATE STANDING COMMITTEE MINUTES

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 January 17, 2013 Job # 17381

Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the highway patrol. This is also a combined hearing with SB 2138 which is an alternate way to look at this budget.

Minutes:

Testimony attached # 1 - 4.

V.Chairman Grinberg called the committee to order on SB 2011. All committee members were present.

Colonel James Prochniak, Superintendent of the ND Highway Patrol

Testified in favor of SB 2011

Testimony attached # 1 -Testimony - SB 2011 (Highway Patrol Appropriations)

Testimony attached # 2 - 2013 - 2017 Multi Year Plan

Testimony attached #3 - Truck Permitting and Routing Overview

Testimony attached # 4 - FTE Justification

(11:41) Colonel Prochniak said he was starting with the bulk of his presentation which contained their optional request.

Chairman Holmberg: When you utilize the term "optional requests", to us, that means things you wanted that you did not get. Make sure you make it very clear that of the things you're going to talk about, and the things that are funded in the executive budget.

Colonel Prochniak: Thank you for that clarification. It makes a difference how we communicate that back and forth. This is certainly included in our budget. We refer to those as optional, but they are not optional. They have been included in our budget submission.

(15:57) **Senator Warner** asked about expected retirements and was curious about attrition due to losses to other departments. I'm looking at the number of people we'll need to send through the academy to fill 15 positions over 2 biennium.

Colonel Prochniak: We typically, through a biennium, account for about 13 sworn positions as a regular turnover. Whether that be they take employment elsewhere, whether

through retirement, or frankly, they find out that this job just does not work out for them. We have used that level for a number of years. To further answer that question, we started a class right on the heels of New Years. With the class that is in the academy now, that should be out sometime early July, we would be looking at full staff. Granted, between now and July, if somebody decides to retire, then we'll start with one again as far as a void to fill. As far as requesting, can we hire successfully fifteen different officers or new officers? I believe we can. We've had classes as high as twelve, thirteen, very close to that number. We've successfully filled those slots. It is an ongoing and never-ending challenge, not only for this agency but all law enforcement agencies, to keep that level up to the proper staffing amounts.

Senator Warner: The number of slots within the academy is adequate?

Colonel Prochniak: The number of slots that we have in the academy right now which is eight new recruits brings us up to the level of 148 sworn officers.

Senator Robinson: With the new FTEs that you are looking at, will you have to continue to have rotations to adequately cover your shifts in western ND in particular? I know some officers have been rotated on a regular basis just to cover the bases. Will that continue?

Colonel Prochniak: We are hoping that will alleviate some of that pressure. Running our officers all the way across the state, that's a short term solution. We can't expect those officers to leave their home bases. It short changes that area for police coverage and it's a hardship on those folks to continue to expect them to go out. We're hoping that will provide some relief in that aspect.

V.Chairman Bowman: During the last special session, didn't we hire a few more Highway Patrol to hopefully go out west. With the increased traffic and the amount of speeding, we did hire some more patrolmen out there?

Colonel Prochniak: Yes, we did. Through special legislative session, we added four additional highway patrol and we pushed those officers to the west.

Chairman Holmberg: You should remind the committee that the special session did nothing more than bless what the senates' position was in the last session because the senate was supportive of more troopers. In the end of the day, it was actually approved. How many did the regular session approve?

Colonel Prochniak: We had the system set up where we were authorized uniform strength of 146 with 2 vacant. That would give us a little bit of flexibility. What it boiled down to, is they didn't give us additional sworn, they just said they would partially fund for those two positions but we had to come up with the remaining dollars. That just brought us to the 148. The overall gain was the four that we received out of the special session.

Senator O'Connell: If you're asking for 15 troopers, you only got 5 more on the road because when you've got 24-7 coverage, you've always got four people off so you actually don't have that many on the road.

Colonel Prochniak: That is a very good point. We operate usually from 5 or 6 o'clock in the morning until two or three o'clock in the afternoon. If you do the math, when you take 15 bodies throughout the entire state, and the hours that they're trying to cover, it's not like we're overkill. It's just what we think is a lean and mean metered and measured approach.

Chairman Holmberg commented that it's the same sticker shock that some members of the Legislature had regarding Corrections. As you put people in, you might need five guards but actually have to hire 12-15 people for those positions because they work 24-7.

(22:14) **Colonel Prochniak**: We need reconsideration for the safety of our officers. We cannot continue to operate with pockets of officers working alone or working without nights off, because the phone doesn't quit ringing, without jeopardizing their safety or eventually losing somebody.

(24:13) **V.Chairman Bowman**: Do you work with the counties to coordinate the problems that we're seeing out there? Or are you totally separate from them?

Colonel Prochniak: This job is too big for one agency to conqueror on their own. We certainly coordinate with them whether it's weight enforcement issues or training and certainly when it comes to high risk incidents or coordinating patrol efforts at a checkpoint.

Six of the FTEs would be motor carriers. Nine would be traffic troopers, utilized to provide enhanced coverage across the entire state. Some would backfill agencies that have been open for 18-24 months.

(25:35) **Senator Carlisle**: Where are you at with pay scales? For example in Mountrail County or that area, what happens when your class against some of the deputies that Senator Bowman brought up that work out there.

Colonel Prochniak: It seems like that pay scale is changing even as I stand at this podium. The last two years, we had made some headway as an agency coming from folks like you and we had received some equitable dollars. We addressed many needs, much to the satisfaction of our officers. We thank you for that, however, the past couple years, the pay scale for even small town counties out there, Dunn County, Divide County, Williston PD. Most all of those agencies have starting salaries at or above the Highway Patrol. We're also hearing of agencies where if you stay there for a year, your salary automatically sees an increase of \$10,000. That's becoming a growing concern, although in this budget and listening to our folks through that survey that I briefly mentioned, right now they want to know when the cavalry is coming.

(28:48) Chairman Holmberg named the subcommittee: Senators Krebsbach, Wanzek and O'Connell.

Chairman Holmberg asked about the use of the scales. South of Grand Forks, there is a former rest stop that has equipment there, but there are never any people there? Is that part of your work or is it something else? It's south of Thompson?

Colonel Prochniak: You're correct. I see that everytime I go up to Grand Forks. At one time, we did have a mobile trailering system. They still had to tape sensors on the ground and folks come in. You get the white stuff that doesn't work. There is some other equipment out there that DOT has. We don't have any of the equipment that's out there now.

Colonel Prochniak showed a brief video on some of their calls.

(46:40) **Senator Robinson**: We appreciate the work that you and your officers do under some very challenging conditions. I've got a couple questions. I know you're transitioning in some new vehicles, a Ford Taurus. Have they been performing satisfactorily?

Colonel Prochniak: It is a completely new model, a different format. They are AWD which is fantastic for our climate. The officers and the early reviews of these vehicles are outstanding. The footing, the conditions they have to drive in, they go. The officers appreciate that when they have to catch some of these violators out there. They are very well built sturdy cars. They're spendy, but they are serving the purpose well.

Senator Robinson: Given the history of last few years, the increased traffic, the number of trucks on the road, the growth in the number of fatalities, and the number of alcohol related fatalities, etc., are we at a point in time when we should revisit the 75 MPH speed limit? Maybe you can't respond, but if you're going to address a problem, all aspects of that problem have to be on the table. Speed and conditions continue to be one of the leading factors with alcohol.

Colonel Prochniak: The end of your comment would be very similar of how I would answer it. Quite frankly, speed kills - the higher the speed, the greater the chance. If you are driving 55 versus 60, you're chance of having a severe or fatal crash doubles. Now if you go 70, it's 10X greater than that. So it gives you a flavor when you start to increase to 75, the dangers that can be involved. The best thing to do with our current situation is to strap yourself in.

(50:44) **Senator Gary Lee**: These 15 employees seem like a lot of people to hire. What's the base education - not the academy, but the base education it takes to qualify for a position?

Colonel Prochniak: Our agency requires a 4 year college degree. We prefer something in the criminal justice social field, but that is not necessary. We also allow a 2 year degree or equivalent and a couple years of solid applicable work experience. At times we get teachers, math instructors, or others who had this in the back of their head and wanted to give this a shot. We have found that it leads to a more professional organization. We like to think that it does not prevent officers or people from necessarily applying, to the extent that, if they know it up front, what we are getting is those that bothered to take the time to go through either the technical training program that are offered throughout the country or other training programs or criminal justice programs that we have in our state - through Minot State, UND, NDSU, Dickinson State, and I believe they are trying to get a program at BSC as well.

Senator Gary Lee: In terms of staffing here at the capital itself, do you have a force here outside of the office, people in the judicial wing that just cover capital?

Colonel Prochniak: We have two brown uniforms - state troopers that are part of our security staff along with private citizen security guard. They're the ones that wear the white shirts. The folks I neglected to introduce as I started are: Major Dave Kleppe, Major Mike Gerhardt and seated next to him is Captain Laurie Meloffa. You see those uniforms, but quite frankly, that's what we wear. If there is an emergency, we will help out, but they are administrative positions. It's part of any organization that may have a deputy chief or a personnel officer.

Chairman Holmberg: In the position where you look at the salaries - the operating costs - would that include vehicles as operating costs for an officer position because they still take their car home because they're always on duty. Isn't that roughly it?

Colonel Prochniak: The total cost for those 15 per sworn FTE, includes the equipment and the car.

Senator Warner: We hear reports of returning veterans - does the skill set that they bring back from military duty fit in well with your skill sets?

Colonel Prochniak: It often times does. We see a majority that maybe have some military police background. They obviously have that interest right away. We do have members of the Guard and we're going to be losing a couple of officers due to deployment. When they're able to go through the testing and successfully complete, we do find that those type of individuals coming back from recent service or even past military background. They are very disciplined individuals and I think they serve in a great capacity in our organization.

Senator Warner: My question has to do with emerging technologies from remote detection, perhaps VIN numbers that could be accessed from your car or optically scanned license plates. Or maybe license plates that contain technology that you could read and have interface with your computers so that you had more knowledge going into the initial confrontation as to what you are walking into.

Colonel Prochniak: That license plate, or we call it ALPR. There are only a handful of organizations in the state that have that. I know that West Fargo Police Dept. has had that capability for a few years. We have thought about that, but it is a costly piece of equipment. We can partner that up with some of our existing components - in other words, the computer within the car. We just haven't crossed that bridge or maybe I haven't made that decision to go with that type of unit. We also have the availability to run the information on that vehicle at a moment's notice on the computer and get that information turned around quickly as well.

(56:33) **Senator O'Connell**: Basically with all the stress, where you sit down at the table with your family and you get called out. You go to the scene where there are people killed. Do you have a program or need a program to eliminate some of the stress or keep people as much as possible?

Colonel Prochniak: I certainly appreciate that question. That has been one of my projects and we've worked through staff in our officers. It amounts to a critical incident stress program, sending officers to some of the training. If I may mention that one of the folks that's been behind that is our department chaplain. It is imperative in some of these crash scenes and in particular that we've seen in the Jamestown area, that our officers have the ability to express themselves. It's been a tough year and they're human. I'm sensitive to that and I want to afford that opportunity to those folks.

(57:51) **Senator Wanzek**: With these 15 new sworn officers, what is the time line, from the moment you identify a candidate to them being trained and being in active duty?

Colonel Prochniak: If we start a hiring process in August, we'll be pressed, by the time we finish the testing, the selection, the background phases, the interviews, the physicals to include a psychological test and getting all those appointments set up, a traditional offer would go out to those people, and we could probably get them into the academy in January. It takes time, but you need to get qualified, squared away individuals. In order to do that and mitigate the chances of liability, we can all get bad apples, but we want to reduce that risk as much as possible.

Chairman Holmberg said this committee has always been very sensitive to the issue of personnel with the Highway Patrol and very supportive. We will see what our subcommittee comes and recommends to us over the next weeks. On all of these budgets, one of the things we try to work out before we handle budgets is is there a Senate position on the salary package or is it a majority party versus a minority party position? Is it a House plus Senate position? We won't be passing budgets out until we have figured out that particular question. Our sub-committee will be having opportunity next week or the week after to work on these budgets.

Colonel Prochniak thanked the committee for their time and said he looks forward to working with the sub-committee.

Chairman Holmberg closed the hearing on SB 2011.

(1:00:52) **Chairman Holmberg** stated that SB 2138 was also on the agenda today and it is the alternative way to look at this budget. It is a bookkeeping bill. The dollars and everything is the same. We will have that discussion first in the sub-committee. They will look at the two. There's no difference except how the bill is presented.

2013 SENATE STANDING COMMITTEE MINUTES

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 Subcommittee Hearing 01-31-2013 Job 18105

	Conference Committee
Committee Clerk Signature	alie Delsen
Explanation or reason for introdu	action of bill/resolution:
A Subcommittee hearing on SB 201	I1 Highway Patrol.
Minutos:	See attached testimony

Brady Larson: Legislative Council

Sheila Peterson: OMB

Madam Chair Krebsbach called the subcommittee to order on SB 2011. Senator Wanzek and Senator O'Connell were also present. Colonel James Prochniak and Colonel Dave Kleppe from the Highway Patrol were also present. We will take a look at what we have, what we need, and where we want to go, the situation of looking at the mileage and the rate on the mileage. Where is that rate in the governor's budget?

Colonel James Prochniak, Superintendent of the ND Highway Patrol. It's listed at .74 cents, an increase from the current amount which was .61.

All three members of the committee had no problem with that rate.

Senator O'Connell asked if the newer vehicles they have to use now burn more gas than a regular patrol car.

Colonel Prochniak: the lease rate has adjustment periods about every 3 months from DOT if something really flares up, whether maintenance cost, accidents, that's where we can see that fluctuation. It can over the recommended amount for the most part that calculations are considered in and advise us to build that into our budget.

Senator Wanzek: the 74 cents is that what the HP is charged? Does that cover the gas and the cost of vehicle? He was told yes. We as a state self-insure. He was told yes.

Senator O'Connell: Under the request for emergency lighting, covered in this budget. Yes. How do you work that?

Colonel Prochniak: the replacement takes time. As we cycle out the cars throughout the agency we replace all the light bars. It is also all the electronics that go with it and the

Senate Appropriations Committee SB 2011 Subcommittee 01-31-13 Page 2

switches does take some time so we will rotate those cars in and taking care of the work. It includes the camera.

Madam Chair Krebsbach: I personally do not have any problems on the budget. There are some related bills that are out. One is vehicle inspection bill and one is animal crash bill. Has there been any movement on those?

Colonel Prochniak: Yes, the animal crash bill went through committee unanimously to move that to the floor. That will be transferred to the Senate side. The other bill dealing with vehicle inspection, of the two the more intensive when it comes to our resources, the House put it on hold, they wanted to a little more study. I think it was received. It was heard in the transportation committee and they wanted to know more clarification on the type of mechanic that would take over that responsibility. He was pleased with the answer and some of it can be taken care of on the administrative code side of things with DOT as to opposed to actually inserting it in law. My feeling tells me it was received very well.

Senator O'Connell I would move that we approve this and present this budget before whole committee. 2nd by Senator Wanzek.

Madam Chair Krebsbach: Did we miss anything we should be looking at?

Colonel Prochniak: I don't think so, I appreciate the subcommittee and the whole committee. We appreciate your support.

Madam Chair Krebsbach: I was glad to see the governor had the additional vehicle in for you. That really helps the problems you've been confronted with and takes a lot of stress off your people.

Senator Wanzek: had questions regarding the one time funding for the new law training academy.

Colonel Prochniak: This has been something we have been looking at for a number of We looked at some property east of Bismarck, 18 acres of land, and the city commission held the vote, the offer is still good to go, they would give us the deed to the land, as long as development of that land would be for training purposes for law enforcement and public safety. We proposed to do a master plan study looking well into the future, but what were the most critical needs up front. Then decided to go into a Phase 1 and a Phase 2. Phase 2 includes everything, a brand new building, if those discussions need to be heard, let's let everyone know about that. What we are going after and what is inserted into the governor's budget is referred to as Phase 1. It is a driving pad and an indoor shooting range. Those are the two highest liabilities we are faced with. They require a lot of training. Frankly, we don't have a driving pad in the Bismarck area. The last class that we put through along with basic law enforcement we shipped them down to SD We are looking at some other areas for upcoming basic class right now that requires lodgings in the eastern part of the state. So if we could look at getting a driving pad and an indoor shooting range which really speaks to itself, the use of lethal force, you have to be well trained in that area and we don't have a shooting range.

Senate Appropriations Committee SB 2011 Subcommittee 01-31-13 Page 3

Senator Wanzek: We discussed this last session, but it wasn't in the governor's budget.

Colonel Prochniak: Yes, Phase 1 was but then they carried it over to a study during interim.

Senator O'Connell: For housing this time do you have enough in your budget for training offsite?

Colonel Prochniak: I think we do we partner up with POST, Peace Officers Standardized Training and the POST Board. They also have a fund of training dollars, we are able to partner up, larger training in Bismarck, if you are asking about the lodging at our current facility, it's not the best. He was asked if he needed an amendment drawn up. The Colonel stated they were comfortable with that. A lot of the training we are doing is already booked for the next year to 18 months so we have an idea what the cost is.

Discussion was held regarding the salaries, and it was confirmed that was being handled as the governor provided in his budget. There is performance and market. All part of the HAY study. It was asked if HP was affected by the HAY study.

Colonel Prochniak: The HAY study particularly addressed uniformed new hires ironically we were going through raising that in the first place. All we had to do was raise the new recruits that we were bringing in from the academy and then we fell in the appropriate ranges there.

Madam Chair Krebsbach: asked if that created a compression with the others.

Colonel Prochniak: We do run into a compression but it takes it all the way to my position. We are willing to cross that threshold so we can move this thing forward and some day that can be addressed.

Madam Chairman Krebsbach: I know you had the plans for Phase one and Phase 2. The Committee was given copies. Testimony attached # 1. If no further discussion, we will vote on the motion. Roll call was taken. All voted yes to present this budget to the full committee for their consideration.

The Subcommittee hearing was closed on SB 2011.

2013 SENATE STANDING COMMITTEE MINUTES

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 02-07-2013 Job # 18468

Conference	ce Committee
Committee Clerk Signature	allie Delser
Explanation or reason for introduction of b	ill/resolution:
A BILL for the Highway Patrol (Do Pass)	
Minutes:	You may make reference to "attached testimony."

Chairman Holmberg opened the hearing on SB 2011. All committee members were present.

Brady Larson and Adam Mathiak - Legislative Council Tammy R. Dolan - OMB

Senator Krebsbach: Your subcommittee met with the Highway Patrol and reviewed what was in the governor's budget; as well as if there were any changes that they saw that they needed. There were no further requests made in this budget. It does contain 15 new FTE positions which amount to 9 traffic officers and 6 motor carrier officers. The 6 motor carrier officers are a little bit more expensive than the others because they have to have the scales. The other thing that is included in this budget that we agreed to is the one time funding for the law enforcement training for phase 1 of the training enforcement academy facility. You may recall that we had this before us last time and the Senate did approve it but it failed on the other side of the aisle. They did a study in the interim and at this time and point it was again included in the governor's budget, and we thought it was a good time to get this going because the additional training is going to be needed with the additional statewide officers going to be added as well as training will be needed for the local sheriff and police departments. (2.26)

Senator Krebsbach moved do pass on SB 2011. 2nd Senator Robinson.

Senator Robinson thanked the committee for their hard work and commented about the number of employees now needed in that department and we need to hold onto this during the rest of the session. The need for this is without question.

Senator Krebsbach The gas has been increased from 61 cents to 74 cents and they upped it a bit because of the recommendation that came from the motor pool area.

Chairman Holmberg: Would you call the roll on a Do Pass on SB 2011.

Senate Appropriations Committee SB 2011 (Do Pass) 02-07-13 Page 2

A Roll Call vote was taken: Yea: 13 Nay: 0 Absent: 0.

Senator Krebsbach: In the past Senator O'Connell carried this bill and I would like to give him that opportunity to carry this bill on the floor.

Chairman Holmberg: Senator O'Connell will carry the bill.

The hearing was closed on SB 2011.

Chairman Holmberg commented about SB 2138, I will withdraw that bill on Monday, that was the alternative way to present this budget. It was introduced but it's duplicative of what this committee has decided to pass so I will withdraw that.

Date: <u>/</u>	-31-13
Roll Call Vote #	/

2013 SENATE STANDING COMMITTEE ROLL CALL VOTES

BILL/RESO	LUTION	NO.	2011	7	
Senate Appropriations		/	Subcommittee	Com	mittee
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Legislative Council Amendment Num	ber				
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Motion Made By Sew Q Co.	nnel	Lse	econded By Sen W	anzek	
Senators	Yes	No	Senator	Yes	No
Chariman Ray Holmberg			Senator Tim Mathern		
Co-Vice Chairman Bill Bowman			Senator David O'Connell	2/	
Co-Vice Chair Tony Grindberg			Senator Larry Robinson		
Senator Ralph Kilzer			Senator John Warner	1	
Senator Karen Krebsbach	V				
Senator Robert Erbele	/	*			
Senator Terry Wanzek	V				
Senator Ron Carlisle					
Senator Gary Lee					
Total (Yes)3		N	0_0		
Absent	7				
Floor Assignment					

If the vote is on an amendment, briefly indicate intent:

Date:	2	-7-1	3
Roll Call Vote	#	1	

2013 SENATE STANDING COMMITTEE ROLL CALL VOTES

BILL/RESC	OLUTION	NO	2011		
Senate Appropriations				Comi	mittee
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Legislative Council Amendment Nur	mber _				
Action Taken	Pas	3			
Motion Made By Krebsba	ick	Se	econded By Robin	son	
Senators	Yes	No	Senator	Yes	No
Chariman Ray Holmberg	1/		Senator Tim Mathern	1	
Co-Vice Chairman Bill Bowman	V		Senator David O'Connell	1	
Co-Vice Chair Tony Grindberg	1		Senator Larry Robinson	V	
Senator Ralph Kilzer	1		Senator John Warner	V	
Senator Karen Krebsbach	W				
Senator Robert Erbele	1/				
Senator Terry Wanzek	/				
Senator Ron Carlisle	V				
Senator Gary Lee	V				
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If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

Module ID: s_stcomrep_23_010 Carrier: O'Connell

SB 2011: Appropriations Committee (Sen. Holmberg, Chairman) recommends DO PASS (13 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). SB 2011 was placed on the Eleventh order on the calendar.

2013 HOUSE APPROPRIATIONS

SB 2011

2013 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Government Operations Division Medora Room, State Capitol

SB2011 March 13, 2013 Recording Job# 19820

Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the highway patrol.

Minutes:

Chairman Thoreson: Opened the hearing on SB2011. All members were present.

Colonel James Prochniak, Superintendent, ND Highway Patrol: See testimony attachment 1.

04:15

Chairman Thoreson: What type of things is it that these agencies are asking you to do?

James Prochniak: Federal motor carrier, for example, wanted to give us additional overtime to try and staff additional safety auditors for new entrance. Quite frankly, we don't have the personnel for that. The largest issues are the traffic issues on the road; then we can start looking at more of the educational component. The federal railway wanted to give us dollars to sit on rural railway crossings for hours at a time; because they're showing an increase in rail vehicle crashes. The number of those crashes pale in comparison to the number of crashes we're seeing on the highways.

Chairman Thoreson: Do they have staff that do that and they were looking to supplement it by having you doing it or do they use agencies such as yours as their first line of providing that service?

James Prochniak: It was my understanding in that meeting that they were looking to us to be the main enforcement unit of that. I know they have railway police; but, I don't know if they typically have traffic enforcement powers. I think they were looking at something this legislative session that may address that.

08.08

Chairman Thoreson: Do you have any idea how many of those you do at this time on an annual basis?

James Prochniak: Yes. We roughly run right around 3,330 car/deer crashes in a single year. We learned from the insurance industry that there's roughly 6,200 that are reported.

James Prochniak continued with his testimony.

11:17

Chairman Thoreson: With the federal funds you said there was no change in that. What type of funds do you receive from the federal government? Are they earmarked for specific projects or uses? Do you foresee where we're going to be going into the future?

James Prochniak: The lion's share of our federal funding is used for our motor carrier safety alliance program. Those officers that conduct truck inspections and work with the trucking industry. Depending on their role in that program; are either subsidized at 80% federal 20% state or 90% federal 10% state. This program is not in jeopardy at this time.

14:32

Representative Kempenich: How many teams do you have?

James Prochniak: We have 9 K-9 teams. Most of those are located along the interstate corridors of I-29 and I-94. We also have those in the Williston area, Hillsboro area, some of the rural areas.

James Prochniak: See testimony of video from highway patrol attachment 2.

25:41

Chairman Thoreson: Wasn't there 2 incidents where we had people in the cornfield?

James Prochniak: We did. This particular one involved a domestic incident. There was another one that escaped from the Ariska rest area between Valley City and Tower City.

Chairman Thoreson: Did you assist in helping out with that one also?

James Prochniak: Yes.

Representative Kempenich: We'd like to see the use of the plane and the FLIR; just to see how active you are.

James Prochniak: We do log the hours and the use of that aircraft.

James Prochniak continued with his testimony from attachment 1.

30:59

Chairman Thoreson: We had quite a discussion about FTE's last time around. Do you have open positions right now or are you pretty well filled up with people?

James Prochniak: There are open posts right now; however, we do have a recruit class in the academy. They will be finishing up in June to fill some of those voids.

Representative Kempenich: Can you provide the detail of what you have in mind for the motor carrier officers?

James Prochniak: Referenced chart on page 2 of attachment 3.

James Prochniak continued with his testimony from attachment 1.

37:40

Chairman Thoreson: Are you talking about the light bar on top or does this include lighting in the back window of the vehicle or the indicators? Is that part of that replacement cost also?

James Prochniak: This is the light bar unit. Our in-mount or inside the car do not need a change at this time.

39:36

Chairman Thoreson: Are the devices you use the type that you push into the person or the ones that you can shoot with the wires that come out? What do you use?

James Prochniak: It's the type that shoots a probe. It has a range of about 20 feet and the probes are attached to a thin wire and the pulse goes through that. Prior to it hitting your body, you'll start to feel those probes penetrate.

40:55

Representative Guggisberg: On that video it looked like it didn't faze that person. Did it not go through his coat or what was the situation there?

James Prochniak: It's my understanding that one of the probes missed. You have to have both probes.

Chairman Thoreson: How does it expel a probe? Is there an explosion of some kind or like a shot going off? What does it do to send those out of the device?

James Prochniak: It looks like a handgun and it's an electronic pulse; it's battery operated that activates the probe. It's very much like the sound of a 22 rifle.

James Prochniak continued with his testimony.

49:42

Representative Hawken: On the facility, there isn't an ongoing plan for updates?

James Prochniak: As far as a plan or reserve to update that particular site; no, other than the phase 1 project. We're talking about an offer from the city of Bismarck for land east of town; it's roughly 20 acres of land that they will deed to our agency as long as it is developed for law enforcement training purposes or public safety training. That's our long range plan.

Representative Hawken: When we had the tax commissioner in here one of the things that became somewhat contentious was the federal grant he received to get the pickup truck for the red dye testing. I'm not sure I total understand who's doing that program. You help with that? Can you explain what your side is and whether or not deleting that was an intelligent thing to do?

James Prochniak: Our normal course of business is to conduct truck saturations and inspection areas. We'll track driver credentials, check the components on a truck, check the trailer; through the course of those inspections, we let the tax department know where those inspections will be. They will come out to the site; to do these inspections we have to set up signing. We're not involved in the dipping of these tanks; they take care of all that. We're not involved in the enforcement side; we don't write any kind of a ticket for it. That's their area.

Chairman Thoreson: See attachment 4.

Representative Guggisberg: Is that in a separate bill; the money for the training facility or is that in the budget here?

Chairman Thoreson: There are parts of this budget that talked about parts of what you were looking to do; but not for the entire project at this time. That's the one time funding of phase I at what you're looking at doing?

James Prochniak: That's correct; just the driving pad and an indoor shooting range that has a couple classrooms attached.

Representative Guggisberg: Do you always ride one in the patrol car?

James Prochniak: That is our typical operations; at times you may see two.

Representative Guggisberg: I was wondering if we could get numbers as far as how many local officers are being added; especially in parts of the northwest? When you're officers leave, what are they leaving for; is it a combination of their safety and possibly money. Do you do exit interviews and do we have ideas? Are they leaving for a job that pays more?

James Prochniak: We are aware that not only the sheriff's departments; but, the local municipality's police departments have added staff and we'll try to get some numbers for you. We do have an exit interview process with our organization; pay is one of them but that's not the only reason. When you

Chairman Thoreson: Closed the hearing.

2013 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Government Operations Division Medora Room, State Capitol

SB2011 March 21, 2013 Job #20283

Conference	Committee

Tyrell Thueson	
Explanation or reason for introduction of bill/	resolution:
A BILL for an Act to provide an appropriation for patrol.	or defraying the expenses of the highway
Minutes:	Attachment 1, 2, 3

Chairman Thoreson: Opened the discussion on SB2011.

01:00 Representative Kempenich: Is this the master plan on the training academy?

Colonel James Prochniak, Superintendent, ND Highway Patrol: See testimony attachment 1. We use the dollar amount. We used the master plan with all the wish lists of the agencies we had as far as a committee when we brought it to the table. This number is high. We want to put together a high level plan to get folks an idea of what we are looking at as far as plans for training.

Representative Kempenich: Are you looking at moving everything out there at some point?

3:18 James Prochniak: This is phase 1, which is priority. What we have highlighted is the driving and shooting.

5:00 Vice Chairman Brandenburg: The thought came up with colleges, is the building worth anything?

James Prochniak: We insure that building for approximately \$3 million. We haven't had a recent appraisal.

Vice Chairman Brandenburg: What is the cost of the phase 1 portion?

6:00 James Prochniak: We've identified a \$6.5 million amount.

Representative Guggisberg: It's a thought that the \$3 million would be paid to the cost of that project.

Representative Guggisberg: I was wondering which fire organizations would train here.

James Prochniak: I provided information during the interim. There is not a certified training course for fire certification within the state of North Dakota. He would like to start a course like that at his institution.

James Prochniak: Went through the green sheet.

Representative Kempenich: Is there a step process in fleet rates?

11:45 James Prochniak: No we don't have a tiered approach, this was the information shared from DOT. The pressure of that fuel price has led to that increase. The other pressure that we're seeing is the cost of cars.

13:39 Representative Kempenich: What's left in your budget for this biennium?

James Prochniak: Our field operations side that covers the fuel, we're not looking at any turn back right now.

Representative Kempenich: What's your scheduled replacement?

James Prochniak: It is from fleet services. We went up to a 42 month cycle for replacement. Based off of that the cars are worn out.

16:00 Representative Kempenich: How do you replace the vehicles that have been wrecked?

James Prochniak: That's also a push on our lease rate. We have it cycled on that 42 month replacement cycle vehicles scheduled every year. We have very few spare vehicles.

17:27 Representative Kempenich: Do you have a breakdown of your inventory for 4x4's and sedans?

James Prochniak: We are going to a Ford Taurus platform; we're also going to Expeditions. Now we have considered and purchased for those trailering scales a Suburban platform.

19:00 James Prochniak continued with the green sheet.

Representative Kempenich: Is some of that funded by the MCSAP fund?

James Prochniak: The FTE's that would deal with the motor care industry are not tied into federal funding. They would be state funded.

Representative Kempenich: They have a little more latitude. You are looking at the northern tier?

James Prochniak: We know of the need in the oil country. That is our effort to replace and/or beef up a presence up there.

20:50 Representative Kempenich: Do you have a breakdown of troopers and sergeants?

James Prochniak: We have not formulized a plan. Based off our budget request we have some positions within our agency that we will take a look at and make decisions.

23:05 Representative Kempenich: Asked for a copy of the cortile. Do you have troopers that are not living in fifth wheels are they?

James Prochniak: Continued on the green sheet, #4. We have some officers in quarters that are less than ideal. We also have some officers with 3 or 4 children and all they can get is a 2 bedroom unit.

27:50 Vice Chairman Brandenburg: Have you put together any numbers for the housing in the western part of the state? Lynn Helms brought us something from oil and gas yesterday.

James Prochniak: We do have somebody on our staff that works very closely with the housing concerns particularly in oil country and all over for our officers. We have an agency policy which deals how the process goes when it comes to requesting some of these dollars for housing compensation only for rental units.

29:44 Representative Kempenich: You have officers rotating quite quickly on the western side.

James Prochniak: We are seeing a turnover rate. It's important for these communities to have their law enforcement and highway patrol present.

Representative Sanford: You said that there are some things coming online. Are you part of the wolf run housing?

James Prochniak: We have a LEP program which establishes housing in designated areas in the oil patch for law enforcement officers. There is also a complex being built by Williston State College.

37:17 James Prochniak continued with the green sheet, item 5.

39:35 Representative Kempenich: You're not looking at putting them inside the car?

James Prochniak: We want them outside.

Representative Kempenich: We will replace the light bars.

40:28 Chairman Thoreson: You're using the 500 series; those aren't made anymore or supported anymore. What are you looking at moving up to and is it a much better product light wise?

James Prochniak: We've been very pleased with that current product line. We'll try to gear it towards those very components of illumination.

42:24 Representative Kempenich: How many companies are there that sell light bars?

James Prochniak: Less than ½ dozen.

James Prochniak continued with the green sheet, #6.

45:08 Representative Kempenich: What do you do with the old tasers, put them in surplus property?

James Prochniak: That's an option; however, I'm not certain that taser wouldn't give us some guidance what to do just to take them out of commission.

46:07 Representative Kempenich: Are the trailers just two wheel?

James Prochniak: It's a trailer about the size of a car hauler.

47:18 Representative Kempenich: Where do you have to go to get those?

James Prochniak: Colorado.

47:36 Vice Chairman Brandenburg: So the scale and trailer is all complete for that?

James Prochniak: Yes it's ready to go.

48:10 Representative Kempenich: You have mixed officers coming through there now?

James Prochniak: Yes. We have 2 female showers in there as well.

Vice Chairman Brandenburg: You're looking at the duct work to make sure air conditioning work with that? You are looking at 6.6 million for the new center, phase 1?

James Prochniak: That's correct. The amount does not include the land purchase. This land would be given to us by the city of Bismarck.

53:00 Representative Kempenich: See attachment **2**. Are there specific job classes for highway patrol troopers? Your agency is pretty much its own class.

James Prochniak: With this new study we are now mixed in with Game and Fish, Department of Corrections, and many officers in certain positions.

54:54 Representative Guggisberg: When we look at markets, how much is based on internal and how much is external like what Minnesota troopers make?

James Prochniak: Not knowing how the Hay Group put together their proposal. I think they did a market that includes instate and some of the region.

Representative Guggisberg: The point I'm trying to get at is that a guard that works in a prison is highly supervised. Your troopers are out there for others to come and help them out and I don't think it's a good comparison.

James Prochniak: I think in the past that those are some of things that we've tried to highlight.

58:45 Representative Kempenich: Within these grades how far do they move up within that 6 month period? Walk me through the scenario of when they leave the academy to when they actually are done.

James Prochniak: When officers graduate from the academy they will see an increase in pay to get them equivalent to officers that are on the road. They also have their anniversary date of hire.

Representative Kempenich: Out of this last class, what is the retention rate? Is there half a dozen?

James Prochniak: I would say that's a close number. We had one walk away and we may weed one out.

Eric Pederson, Director of the Training Academy, ND Highway Patrol: We are fully utilizing the training facilities now. We have need for additional training sites. We conduct 3 twelve week basic licensing sessions a year. Our concern is the logistics. We have nowhere we can safely drive in the city of Bismarck. We train not only to navigate through traffic through municipal areas but also the high speed areas in the rural areas.

1:13:52 Representative Guggisberg: Can we get copies of this?

1:14:17 Representative Kempenich: Even through the counties they come through here?

Eric Pederson: Yes. There are three training sessions, with 26-30 participants. It's the infrastructure and facility we need.

Eric Pederson: See attachment 3.

1:18:24 Representative Guggisberg: Housing allowance is a concern. When you're running and shooting through windows, how accurate do you have to be?

Eric Pederson: They have to reapply every year for housing. This request deals with not just a housing issue, it was dealing with some overtime, a leased trailer unit on site, and we've been rotating our guys who are leasing. It's not just for rent assistance. All the moving interim courses are restricted to lead free ammunition. He leases a private range per day. We don't train to stand still. Realistic situations are not there. We shoot out of the cars. Scenario based training is used.

1:32:48 Representative Guggisberg: Is there anything happening with the National Guard?

Eric Pederson: The National Guard training is a different situation in civilian law enforcement. We see the trickle down of tactics and equipment. We are trying to use their same principles they have used over the years.

1:33:55 Representative Guggisberg: How to you qualify as a trooper to be ready to go out with a gun?

Eric Pederson: The qualification is a static test. Qualification is at a baseline level so that you can participate in the rest of the training.

1:35:15 Representative Guggisberg: I've heard the term that the law enforcement is 30% accurate, it that where the target is moving or you are running?

Eric Pederson: In the past it was static training in the past. When people were confronted with this they weren't trained in it and it was fight or flight. Younger officer stats you see have a better hit percentage because they are training that way.

Representative Glassheim: Do you have any of those popup things that we see in the movies sometimes where you have to distinguish between a little old lady with a gun and not with a gun and that sort of stuff? Will that be in the facility?

James Prochniak: What you see there and what we utilize is a flat screen device, projected image. Same type of weapon we fire although it's electronically charged in a laser site. We are accessing their mental knowledge of what they are seeing and how they react to it. On the range they have to use both mental knowledge and putting the officer under stress by having them hit the target that's moving.

Representative Kempenich: Closed the discussion.

2013 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Government Operations Division Medora Room, State Capitol

SB2011 April 4, 2013 Recording Job# 20908

Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the highway patrol.

Minutes:

Chairman Thoreson: Opened the discussion on SB2011. All members were present.

Vice Chairman Brandenburg: Made a motion to take bullet #3 on the green sheet and amend that so it follows all the other pay packages. He made a motion on #4 to remove one time funding for housing subsidies. And he also made a motion on #9 to take out the phase 1 funding for the EVOC course.

Representative Guggisberg: Can we divide out the training center?

Chairman Thoreson: That's fine.

Vice Chairman Brandenburg: Made a motion to remove the pay package.

Representative Sanford: Seconded the motion.

Voice vote was made and carried.

Vice Chairman Brandenburg: Made a motion to remove #4 for one time funding for housing subsidies.

Representative Kempenich: Seconded the motion.

Representative Glassheim: Is there something being worked on to incorporate all these or there will be a procedure for doing that?

Representative Kempenich: The salary increase of \$6.3 million has been requested for oil impacted and the housing issue is about \$2.1 million roughly. I think OMB will be involved in setting up some rules or criteria for how they will qualify for that. There are apartments becoming available and I think they're trying to model it after the public service commission or DOT.

Representative Glassheim: Do I recollect that he said \$261,000.00 from the general fund wasn't all for housing?

Chairman Thoreson: In the \$261,000.00? Is there anything else out of that \$261,000.00 other than the housing subsidy?

Brady Larson, Fiscal Analyst, ND Legislative Council: There was also a deficiency appropriation for the highway patrol and that was roughly the same amount. In that deficiency appropriation there was funding for some other items; some motor pool costs and I believe they might have had a vehicle that was wrecked or burned up.

Chairman Thoreson: You're thinking that's the number we were thinking of since it was a similar number?

Brady Larson: Yes.

Representative Kempenich: I think it was just straight housing allowances; it might have been some per diem on here but I don't think there was.

Chairman Thoreson: Quoted from the highway patrol's previous testimony.

Representative Kempenich: I'm seriously frustrated with the patrol on this issue. We had this conversation in 2007 with Colonel Nelson. We told them that Watford City, Tioga and Stanley that they had issues about housing. They still haven't done anything in this area. Now we're here six years later and they state they have a housing issue. There was a housing issue six years ago.

Voice vote was made and carried.

Vice Chairman Brandenburg: Made a motion to remove item #9.

Representative Kempenich: Seconded the motion.

Representative Glassheim: Made a substitute motion to state that if OMB after one year certifies that we have collected \$200 million more than we anticipated when leaving here, that this money be released for this purpose.

Chairman Thoreson: So the motion would be if revenue projections exceed \$200 million more than what was estimated the amount of \$6.651 million dollars be released for the purpose of the EVOC facility.

Representative Glassheim: Yes.

Representative Guggisberg: Seconded the motion.

Vice Chairman Brandenburg: I'm not going to support that motion. There's so many other places in the state; and there's a better way to do this.

Representative Glassheim: I think they wanted it 2 to 4 years ago and I've been persuaded that it's a useful activity in training. My expectation is there is going to be significantly more than projected of surplus. I've made provision that it's not spent unless we can afford it.

Representative Sanford: The concern I have with #9 is that we know we have a lot of facilities; and they described them as being inadequate. We have state facilities, we have a training program at Lake Region; it's a two year program. It worries me of taking these resources of facilities and splitting them up. We have a program that's in the higher education system now and maybe it can be strengthened if it's co-located. We have 48 shooting galleries in the state; none of them work for this. So we're going to have a law enforcement program at Lake Region and an academy in Bismarck; and if you have to go to Devil's Lake for your training, I think it can be accomplished.

Representative Kempenich: Truthfully, if we are going to enhance we should be looking at Devil's Lake. I think we should get a comprehensive program together. Grand Forks has a nice indoor shooting range. I think we have to look at the taxpayer's side and what's the best for state and how we want to go about doing this. I'm going to have to resist this until we get a broader conversation going than what's proposed in the bill.

Representative Guggisberg: Phase 1 is what we're talking about and that has the emergency vehicle operations course; which there aren't any other locations in the state that do that. Driving is a serious issue for them and they don't have the facilities to do that now. There's really no place in the state what they need to do for the shooting range. I think we need a needs assessment before we move forward with phase 2.

Representative Glassheim: I was going ask Representative Sanford if he would support the motion if it was located in Devil's Lake.

Representative Sanford: The reason I look at another facility is because of phase 2. If you look at Devil's Lake, there are places to stay, places to eat, you have access to outdoor roads in that area; and if you build it where we wouldn't have to consider phase 2, if we had the elements of phase 2 in place. I'm thinking possibly that phase 2 is already done at Devil's Lake.

Representative Brandenburg: I'm not convinced that where they want to put it in Bismarck; just east of town is the right place for this. In 10 years there's going to be houses built around that training facility.

Representative Kempenich: Made a substitute motion that \$6.6 million is targeted towards the Devil's Lake College for phase 1.

Chairman Thoreson: The motion would be for the amount of \$6.651 million would remain but be targeted towards the facility being at Devil's Lake. It would be one time funding and it would not be listed as phase 1; it would be game over.

Representative Kempenich: That's correct.

Representative Hawken: Seconded the motion.

Representative Glassheim: Are most of the highway patrol stationed in Bismarck in terms of where they have to go for their training?

Representative Kempenich: A lot of this is new. Sixty percent of the population lives on the I-29 corridor. I'm guessing that 60% of the highway patrol is from Jamestown to Fargo. I think you're going to hit a bigger percentage of law enforcement going in that direction.

Representative Glassheim: I wonder that if we're going to do that whether there should be a study of it to see how it would work.

Representative Kempenich: We can keep studying it. If we do this it's going to be something semi-permanent.

Representative Hawken: I think that what Representative Kempenich said is right. I think going to Devil's Lake as opposed to taking more taxable land out of Bismarck is not a bad idea.

Chairman Thoreson: I think we studied this a lot. I'm not going to support the motion. I think there are probably facilities as is.

Representative Guggisberg: I'm going to resist this motion. I think they put a lot of work into this and there's been a lot of studying done. I do think we should go ahead with phase 1.

Representative Kempenich: That's what they are doing right now. They are going to Grand Forks for their shooting. Probably over half of the law enforcement is east of Bismarck. I won't support it the way it sits right now.

A voice vote was made and carried.

Representative Kempenich: Made a motion to reduce fuel costs by \$.04 to \$.70.

Vice Chairman Brandenburg: Seconded the motion.

Representative Kempenich: The same argument keeps coming up that fuel is increasing and we were at \$4.00/gallon at that time. Those are all estimates.

Brady Larson: The budgeted rate is \$.74/mile and the rate as of April 1, 2013 is \$.62/mile.

Representative Guggisberg: Is that something we're planning on doing on all the budgets?

Representative Kempenich: This is strictly an arbitrary number on this budget; because it's people in cars in this agency. About two sessions ago we were arguing about \$.48 going to \$.52; then we went to \$.64/mile. The DOT has a contracted price for so many

gallons over so much time. The numbers over the last two bienniums; as far as what gas has cost hasn't gone up, we've been basing it on between \$3.00 and \$4.00 gas for awhile.

Representative Guggisberg: I think that would have been a good conversation to have when the colonel was here. I'll probably go against this motion.

A voice vote was made and carried.

Chairman Thoreson: What is the current per diem for the highway patrol?

Brady Larson: That hasn't been changed for several bienniums.

Sheila Peterson, Fiscal Analyst, ND Office of Management and Budget: They have purchased several FEMA trailers and they also rent a trailer from the Williston State College Foundation.

Chairman Thoreson: Do you know how long ago they purchased those items?

Sheila Peterson: I believe it was sometime during this biennium; because it was an emergency commission request.

Chairman Thoreson: They do have something in place now?

Sheila Peterson: Yes.

Vice Chairman Brandenburg: Made a motion for a "Do Pass as Amended".

Representative Kempenich: Seconded the motion.

A roll call vote was made 5 Yeas 2 Nays 0 Absent.

Representative Kempenich: Carried the bill.

Chairman Thoreson: Closed the discussion.

2013 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Committee

Roughrider Room, State Capitol

SB 2011 4/8/13 Job #21001

☐ Conference Committee
Committee Clerk Signature Vicky Crabbee
Explanation or reason for introduction of bill/resolution:
A BILL for an Act to provide an appropriation for defraying the expenses of the highway patrol.
Minutes:
Rep. Kempenich introduced the bill and went through the green sheet and amendment .01001.
8:15 Rep. Kempenich: I moved amendment 1001 on SB 2011.
Rep. Brandenburg: Second.
Rep. Skarphol: A few sessions ago we were concerned about the visibility of the Highway Patrol and with the new lighting systems; are they going to be incorporated inside the vehicle?

Rep. Kempenich: No. They will have inside lights, but they are getting a light stealth bar on top. It will be a lower profile.

Rep. Skarphol: I can appreciate the desire for wind resistance to disappear, but there are times you can't tell a Highway Patrolman is out there because the cars are so camouflaged. It's nice to know these guys are out there.

Chairman Delzer: For two reasons. One, to be aware of it, but also to know they are out there working for them, the people that pay their wages.

Rep. Kempenich: That is an issue. In some other states they get really camouflaged. The strobes are a lot brighter in the new bars that are coming out.

10:45

Rep. Skarphol: With regard to law enforcement in the west; what kind of reassurance are we getting that there will be more out there? There is a need for it.

House Appropriations Committee SB 2011 April 8, 2013 Page 2

Rep. Kempenich: The housing is one issue. Some of the people will be truck regulatory and they will end up out west. There is a general issue of wages and housing is driving a lot of what is going on out there.

Chairman Delzer: What's the vacancy?

Rep. Kempenich: They had two vacant FTE positions.

Chairman Delzer: Will this class be part of this new 15 or is this class the ones for the vacancies they had?

Rep. Kempenich: I think that's what it is.

Chairman Delzer: My understanding is it is a fairly lengthy class, 26 weeks. Will they hire these people and pay them as officers while they are being trained? If we give them 15 more positions, do they need the money for the whole 24 months?

Rep. Kempenich: I'm guessing not, but there becomes the issue of micromanaging.

Chairman Delzer: Do they have authority to move money from salaries to operating in their budget?

Rep. Kempenich: Probably not because there have been issues when there have run short on fuel money and vacant FTE positions and have been able to move it back and forth.

VOICE VOTE: MOTION CARRIED

Rep. Kempenich: I move a Do Pass as Amended on SB 2011.

Rep. Brandenburg: Second.

ROLL CALL VOTE: 20 y 0 n

Bill Carrier: Rep. Kempenich

Prepared by the Legislative Council staff for House Appropriations - Government Operations Division

April 5, 2013

Fiscal No. 1

PROPOSED AMENDMENTS TO SENATE BILL NO. 2011

Page 1, line 1, after "patrol" insert "; and to provide a contingent appropriation"

Page 1, replace lines 10 through 15 with:

"Administration	\$3,159,842	\$247,380	\$3,407,222
Field operations	40,651,139	8,215,331	48,866,470
Law enforcement training academy	1,602,488	183,456	1,785,944
Accrued leave payments	<u>0</u>	1,110,651	1,110,651
Total all funds	\$45,413,469	\$9,756,818	\$55,170,287
Less estimated income	11,364,325	1,195,720	12,560,045
Total general fund	\$34,049,144	\$8,561,098	\$42,610,242"

Page 1, remove lines 23 and 24

Page 2, remove line 1

Page 2, replace lines 6 through 8 with:

"Total all funds	\$1,237,000	\$1,145,000
Total special funds	<u>161,000</u>	148,000
Total general fund	\$1,076,000	\$997,000"

Page 2, after line 12, insert:

"SECTION 3. CONTINGENT APPROPRIATION - LAW ENFORCEMENT TRAINING FACILITIES. There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of \$6,651,000, or so much of the sum as may be necessary, to the highway patrol for the purpose of constructing law enforcement training facilities in the Devils Lake area, for the biennium beginning July 1, 2013, and ending June 30, 2015. The highway patrol shall coordinate with lake region state college regarding the types of facilities to be constructed and the locations for the facilities. The funding provided under this section is available to the highway patrol only if actual general fund revenues for the period July 1, 2013, through June 30, 2014, exceed estimated general fund revenues for that period by at least \$200,000,000, as determined by the office of management and budget, based on the legislative estimates made at the close of the 2013 regular legislative session. The funding provided under this section is considered one-time funding and the highway patrol shall report to the appropriations committees of the sixty-fourth legislative assembly regarding the use of the funding."

Page 2, line 14, replace "\$7,169,296" with "\$6,091,755"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2011 - Highway Patrol - House Action

	Executive	Senate	House	House
	Budget	Version	Changes	Version
Administration	\$3.602.910	\$3,602,910	(\$195,688)	\$3,407,222

Field operations	51,492,863	51,492,863	(2,626,393)	48,866,470
Law Enforcement Training Academy	8,493,527	8,493,527	(6,707,583)	1,785,944
Accrued leave payments			1,110,651	1,110,651
	\$63,589,300	\$63,589,300	(\$8,419,013)	\$55,170,287
Total all funds			575-91	
Less estimated income	13,783,677	13,783,677	(*,223,632)	12,560,045
	\$49,805,623	\$49,805,623	(\$7,195,381)	\$42,610,242
General fund				
	213.00	213.00	0.00	213.00
FTE				

Department No. 504 - Highway Patrol - Detail of House Changes

	Corrects Executive Compensation Package¹	Adjusts State Employee Compensation and Benefits Package ²	Provides Separate Line Item for Accrued Leave Payments ³	Reduces Funding for State Fleet Mileage Rates'	Removes Energy Impact Housing Funding ⁵	Removes Funding for Law Enforcement Training Academy Project ⁶
Administration Field operations Law Enforcement Training Academy	\$520 5,436 147	(\$98,509) (1,030,791) (27,960)	(\$94,419) (989,038) (27,194)	(\$3,280) (312,000) (1,576)	(300,000)	(6,651,000)
Accrued leave payments Total all funds Less estimated income	\$6,103 1,343	(\$1,157,260) (252,343)	1,110,651 \$0 0	(\$316,856) (68,632)	(\$300,000) (39,000)	(\$6,651,000) (865,000)
General fund	\$4,760	(\$904,917)	\$0	(\$248,224)	(\$261,000)	(\$5,786,000)
FTE	0.00	0.00	0.00	0.00	0.00	0.00
Administration Field operations Law Enforcement Training Academy Accrued leave payments Total all funds Less estimated income General fund FTE	Total House Changes (\$195,688) (2,626,393) (6,707,583) 1,110,651 (\$8,419,013) (1,223,632) (\$7,195,381)					

¹ Funding is added due to a calculation error in the executive compensation package.

² This amendment adjusts the state employee compensation and benefits package as follows:

Reduces the performance component from 3 to 5 percent per year to 2 to 4 percent per year.

Reduces the market component from 2 to 4 percent per year for employees below the midpoint
of their salary range to up to 2 percent for employees in the first quartile of their salary range for
the first year of the biennium only.

[•] Removes funding for additional retirement contribution increases.

³ A portion of salaries and wages funding from the general fund (\$866,641) and from other funds (\$244,010) for permanent employees compensation and benefits is reallocated to an accrued leave payments line item for paying annual leave and sick leave for eligible employees.

⁴ Funding for State Fleet Services mileage is reduced to reflect an estimated mileage rate of 70 cents per mile for Highway Patrol vehicles rather than 74 cents per mile.

⁵ One-time funding from the general fund (\$261,000) and the highway tax distribution fund (\$39,000)

included in the executive budget recommendation to address employee housing issues in areas affected by energy development is removed.

⁶ One-time funding included in the executive budget recommendation from the general fund (\$5,786,000) and the highway tax distribution fund (\$865,000) for Phase 1 of the law enforcement training academy facility project is removed.

A section is also added to provide a contingent general fund appropriation of \$6,651,000 for the construction of law enforcement training facilities in the Devils Lake area. The funding is contingent upon general fund revenues exceeding legislative estimates by at least \$200 million during the period beginning July 1, 2013, and ending June 30, 2014.

Date: April 4, 2013 Roll Call Vote #: 1

2013 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. SB2011

House Approp	riations - Governme	ent Ope	rations	Division	Com	mittee
☐ Check here	for Conference C	ommitte	ee			
Legislative Counc	cil Amendment Nun	nber ₋				
Action Taken	Do Pass as Amer	nded				
Motion Made By	Vice Chairman Brandenburg		Se	econded By Representative	Kempe	nich
Repres	entatives	Yes	No	Representatives	Yes	No
Chairman Thore			x	Representative Glassheim	х	
Vice Chairman I	Brandenburg	Х		Representative Guggisberg		х
Representative		Х				
Representative		X				
Representative	Sanford	X				
Total (Yes) Absent 0	5		N	0 _2		
Floor Assignmen	t Representative	Kempe	nich			

If the vote is on an amendment, briefly indicate intent:

Date:	4	8	13	
Roll Call Vote	#:	1		

2013 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. 2011

House Appropri	ations				Com	mittee
Check here f	or Conference C	ommitte	ee			
Legislative Counc	il Amendment Nun	nber _		-01001		
Action Taken:	☐ Do Pass ☐	Do Not	Pass	☐ Amended ☐ Adopt A	Amendme	nt
	Rerefer to Ap	propriati	ons	Reconsider		
Motion Made By	Rep. Kemper	nich	Se	econded By Rep. Brand	nburg	
Represe	entatives	Yes	No	Representatives	Yes	No
Chairman Delzer				Rep. Streyle		
Vice Chairman K	empenich			Rep. Thoreson		
Rep. Bellew				Rep. Wieland		
Rep. Brandenbur	g					
Rep. Dosch						
Rep. Grande				Rep. Boe		
Rep. Hawken				Rep. Glassheim		
Rep. Kreidt				Rep. Guggisberg		
Rep. Martinson				Rep. Holman		
Rep. Monson				Rep. Williams		
Rep. Nelson		-				
Rep. Pollert						
Rep. Sanford						
Rep. Skarphol						
Total Yes _			N	0		
Absent						
Floor Assignment	_					

If the vote is on an amendment, briefly indicate intent:

voice vote carrier

Date:	4	8/13	
Roll Call Vo	te #: _	2	

2013 HOUSE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. 2011

House Appropriations				Com	mittee
☐ Check here for Conference (Committe	ee			
Legislative Council Amendment Nu	mber _		13.8/61.01001		
Action Taken: Do Pass	Do Not	Pass		Amendme	ent
☐ Rerefer to A	ppropriati	ons	Reconsider		
Motion Made By Reg. Kempen	nich	Se	econded By Reg. Brande	aburg	
Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer	X		Rep. Streyle	X	
Vice Chairman Kempenich	X		Rep. Thoreson	X	
Rep. Bellew	X		Rep. Wieland	X	III i
Rep. Brandenburg	X		1		
Rep. Dosch	X				
Rep. Grande	X		Rep. Boe	X	1
Rep. Hawken	X		Rep. Glassheim	X	
Rep. Kreidt	X		Rep. Guggisberg	X	
Rep. Martinson			Rep. Holman	X	
Rep. Monson	X		Rep. Williams	X	
Rep. Nelson	X				
Rep. Pollert					
Rep. Sanford	X				
Rep. Skarphol	X				
Total Yes)	N	00		
Absent 2					
	ep. Ku	1			
If the vote is on an amendment, bri	chy muca	are illie	TIL.		

Module ID: h_stcomrep_63_002 Carrier: Kempenich Insert LC: 13.8161.01001 Title: 02000

h stcomrep 63 002

REPORT OF STANDING COMMITTEE

SB 2011: Appropriations Committee (Rep. Delzer, Chairman) recommends AMENDMENTS AS FOLLOWS and when so amended, recommends DO PASS (20 YEAS, 0 NAYS, 2 ABSENT AND NOT VOTING). SB 2011 was placed on the Sixth order on the calendar.

Page 1, line 1, after "patrol" insert "; and to provide a contingent appropriation"

Page 1, replace lines 10 through 15 with:

"Administration	\$3,159,842	\$247,380	\$3,407,222
Field operations	40,651,139	8,215,331	48,866,470
Law enforcement training academy	1,602,488	183,456	1,785,944
Accrued leave payments	<u>0</u>	1,110,651	1,110,651
Total all funds	\$45,413,469	\$9,756,818	\$55,170,287
Less estimated income	11,364,325	1,195,720	12,560,045
Total general fund	\$34,049,144	\$8,561,098	\$42,610,242"

Page 1, remove lines 23 and 24

Page 2, remove line 1

Page 2, replace lines 6 through 8 with:

"Total all funds	\$1,237,000	\$1,145,000
Total special funds	161,000	148,000
Total general fund	\$1,076,000	\$997,000"

Page 2, after line 12, insert:

"SECTION 3. CONTINGENT APPROPRIATION - LAW ENFORCEMENT TRAINING FACILITIES. There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of \$6,651,000, or so much of the sum as may be necessary, to the highway patrol for the purpose of constructing law enforcement training facilities in the Devils Lake area, for the biennium beginning July 1, 2013, and ending June 30, 2015. The highway patrol shall coordinate with lake region state college regarding the types of facilities to be constructed and the locations for the facilities. The funding provided under this section is available to the highway patrol only if actual general fund revenues for the period July 1, 2013, through June 30, 2014, exceed estimated general fund revenues for that period by at least \$200,000,000, as determined by the office of management and budget, based on the legislative estimates made at the close of the 2013 regular legislative session. The funding provided under this section is considered one-time funding and the highway patrol shall report to the appropriations committees of the sixty-fourth legislative assembly regarding the use of the funding."

Page 2, line 14, replace "\$7,169,296" with "\$6,091,755"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2011 - Highway Patrol - House Action

	Executive Budget	Senate Version	House Changes	House Version
Administration	\$3,602,910	\$3,602,910	(\$195,688)	\$3,407,222
Field operations	51,492,863	51,492,863	(2,626,393)	48,866,470
Law Enforcement Training Academy	8,493,527	8,493,527	(6,707,583)	1,785,944
Accrued leave payments			1,110,651	1,110,651
Total all funds	\$63,589,300	\$63,589,300	(\$8,419,013)	\$55,170,287

Module ID: h_stcomrep_63_002 Carrier: Kempenich

Insert LC: 13.8161.01001 Title: 02000

Less estimated income	13,783,677	13,783,677	(1,223,632)	12,560,045
General fund	\$49,805,623	\$49,805,623	(\$7,195,381)	\$42,610,242
FTE	213.00	213.00	0.00	213.00

Department No. 504 - Highway Patrol - Detail of House Changes

	Corrects Executive Compensation Package ¹	Adjusts State Employee Compensation and Benefits Package ²	Provides Separate Line Item for Accrued Leave Payments ³	Reduces Funding for State Fleet Mileage Rates ⁴	Removes Energy Impact Housing Funding ⁵	Removes Funding for Law Enforcement Training Academy Project ⁶
Administration Field operations Law Enforcement Training Academy	\$520 5,436 147	(\$98,509) (1,030,791) (27,960)	(\$94,419) (989,038) (27,194)	(\$3,280) (312,000) (1,576)	(300,000)	(6,651,000)
Accrued leave payments			1,110,651			
Total all funds Less estimated income	\$6,103 1,343	(\$1,157,260) (252,343)	\$0 0	(\$316,856) (68,632)	(\$300,000) (39,000)	(\$6,651,000) (865,000)
General fund	\$4,760	(\$904,917)	\$0	(\$248,224)	(\$261,000)	(\$5,786,000)
FTE	0.00	0.00	0.00	0.00	0.00	0.00
Administration Field operations Law Enforcement Training Academy Accrued leave payments Total all funds Less estimated income	Total House Changes (\$195,688) (2,626,393) (6,707,583) 1,110,651 (\$8,419,013) (1,223,632)					
General fund	(\$7,195,381)					
FTE	0.00					

¹ Funding is added due to a calculation error in the executive compensation package.

- Reduces the performance component from 3 to 5 percent per year to 2 to 4 percent per year.
 - Reduces the market component from 2 to 4 percent per year for employees below
 the midpoint of their salary range to up to 2 percent for employees in the first quartile
 of their salary range for the first year of the biennium only.
 - Removes funding for additional retirement contribution increases.

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⁶ One-time funding included in the executive budget recommendation from the general fund

Module ID: h_stcomrep_63_002 Carrier: Kempenich Insert LC: 13.8161.01001 Title: 02000

(\$5,786,000) and the highway tax distribution fund (\$865,000) for Phase 1 of the law enforcement training academy facility project is removed.

A section is also added to provide a contingent general fund appropriation of \$6,651,000 for the construction of law enforcement training facilities in the Devils Lake area. The funding is contingent upon general fund revenues exceeding legislative estimates by at least \$200 million during the period beginning July 1, 2013, and ending June 30, 2014.

2013 CONFERENCE COMMITTEE

SB 2011

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 04-17-2013 Job # 21220



Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A Conference Committee hearing regarding the Highway Patrol.

Minutes:

You may make reference to "attached testimony."

Senator Krebsbach called the Conference Committee to order on Wednesday, April 17, 2013 at 2:30 pm in the Harvest Room. The clerk called the roll.

Senate: Senator Krebsbach, Chairman; Senator Wanzek and Senator O'Connell. House: Representative Kempenich, Chairman; Representative Brandenburg and Representative Guggisberg.

Brady Larson - Legislative Council Sheila Peterson and Laney Herauf - OMB

Brady Larson presented the Statement of Purpose, Testimony attached # 1.

Senator Krebsbach; asked the House why they changed the senate version.

Representative Kempenich: 2011 came over as you shipped it to us, pretty much what was in the OMB, if you go to the second page of the marked up bill. We corrected the executive compensation package. What the House has been doing is taking out the performance and the market component, 2% each, the total reduction was about \$900,000 and that's been every bill what the House has done. And then the next item we rolled up the accrued leave, they can access this a little more complicated, it is one way the House has been looking at keeping the shadow FTE more funded. What' been in practice, a lot of them have used this roll up dollars to pay people that are retiring. Then what we did the state fleet says 74 cents, I wanted a 4 cent reduction. This last session we budgeted 68, and right now the HP is setting at 62. This has been an on-going, this gets frustrating, we see this mileage thing gets used, it didn't get used at the 68, the gas price, the end of the day, this should be looked at a little harder. And then on the housing issue, on-going conversation with the HP, last 6 years, the former colonel it was an issue in 2007, it was an issue and in 2009, and this year now there is money put in, now there is a lot of agencies coming with housing requests and so the thought we would come up with a larger number

with OMB, it's not a small number. This is just one instance on this housing issue. We got to discussion the academy training project, we were going to pull the whole amount, it kind of a formula that we got put together, where, the patrol has their idea. I represent the state of ND, we have to look at it as a whole. If we do this, going down this road, the conversation got around to where areas that can benefit also, not just here in Bismarck, in other places, DL came into the conversation. We would look at DL area, and get more comprehensive how were going to do that. Right now the academy is zeroed out. It would be looked harder in the DL area. That is what we did with this budget.

Senator Wanzek: What is the rationale for Devils Lake?

Rep. Kempenich They have a training program, we also have Camp Grafton, quite a bit of room with the guard up there, if we were going to something that would impact an area, their economy; also brought to our attention, GF has some facilities there, and if you look at the demographics of the population of the states at Devils Lake would be more centrally located rather than Bismarck, if you were actually going to do this. There is nothing wrong with Bismarck per say, but the problem is we can do a lot of things in the state, and it's kind of was brought up in our conversation on this subject, that ND is kind of a size of a big city, not a large, large city, with long main streets. In the scheme of things, ND isn't geographically its large, but population wise it isn't and just kind of spread it around the state. We had the same argument when DOCR brought in their plans to bring women into Jamestown; how to do this, the problem is a lot of these agencies don't look at the whole state, when they do stuff. How to do that, this isn't a cost saving measure by any means I am pretending that this going to be less, it's just that look at the whole state where we could do some things that would help another community. The state dollars don't necessarily mean they need to stay in Bismarck.

Senator O'Connell: The interaction they can have with BCI, FBI, atty general, they come to Bismarck and the people are here in Bismarck, the majority of time we'd rather sit across from each other and talk.

Representative Kempenich This society is very mobile. From our area it would be a long drive, you get into different regions of the state, we should look at options outside of just what has been presented to us.

Representative Brandenburg: Today, it might be fine, the city is going to grow around it, things get bigger, you are squeezed in. You go out there to Camp Grafton you got 5000 acres to work with, plenty of room to grow, need to look at a place where you have enough space, and not impact the people. Firing ranges, you can use ammo, lot's of driving, there is some importance to looking at this area.

Senator O'Connell: I want to remind you the HP uses cars not boats for tracing people down.

Representative Brandenburg: It is not in the water. Camp Grafton is south, it's out of the water.

Senator Krebsbach The road has constantly had to be built up just to get people by the camp. Back to the issue of the facility.

Representative Guggisberg: I opposed this amendment in committee. I think we are getting lost in what this first stage is just to set up something for emergency vehicle operations course and as a firefighter I know a little bit about that, we quit driving to the non-essential runs, calls with our lights and sirens on because they did studies and found out fire trucks were killing more people than they were saving because of the danger of driving with their lights and sirens. The other part is the shooting range, whether we decide to do it here or other locations, we still need this here. To have something located in the state, would help allow law enforcement from all over the state to get here about the same distance and the shooting range there is nothing like that here. It's a lot different environment that it was; they need an expanded shooting range. I want to be in opposition to these amendments.

Senator Krebsbach I am listening to this conversation. I have been one in favor of starting to transfer some of the functions of the training facility from Bismarck State. It is not really conducive to having them on the campus, for many reasons, and it is time to take a look at moving them. We did pass in the Senate the last time, the transfer of the shooting range, and the driving range and I think that is all that is being looked at to be transferred again. I am getting the nod from the HP. The city of Bismarck is willing to transfer the land to the state for this function. It is simply moving it from this location to that location. There is great benefit to have the rub off of the Attorney General being here just for the classes they conduct. You will have to talk long and hard to convince us.

Representative Kempenich This is zeroed out on the House side in reality. There is no, training facility even, this is contingent on what happens so we're basically starting from a zero prospect. It was kind of what if it did happen that was our look at it.

Senator Krebsbach If I may I would like to go back to the mileage factor here. As I recall, it seemed to me we wanted 64 cents, the House wanted 61, we finally compromised on going down there. They did however have to go to the emergency fund because they ran short on the mileage last time. If they don't use the money they don't spend it, it gets carried over.

Representative Kempenich Thats kind of the whole argument about because we've been basing these off of some fairly substantial dollars per gallon. They are sitting at 62 today, when you start putting those numbers together, you are still 10 cents higher than what we were this last biennium. I don't' think it was all gas; the deficiency appropriation was for either stuff on it.

Senator O'Connell: My question after they had the figures wrong, it ended up being? **Senator Krebsbach** replied 63 cents.

Colonel James Prochniak, Superintendent of the ND Highway Patrol: We were instructed by DOT to budget for 64 cents. It was settled as it came out of legislative session at 61 cents. Since December 2011 we have been paying 63 cents, and only this last month of April did it go down to 62 cents, still above what we received in our budget.

Senator Krebsbach The figure they were looking at from 61 cents to 74 cents was what the state fleet rate was recommended they use.

Representative Kempenich It isn't really the sense as just an equivalent and to get to that number of what the operating budget, it is all inclusive when you go on the bar system and so that is what we came up with.

Senator Krebsbach I found it interesting, this is not in this bill, but I found in another bill, they were planning to send some of this training up to the ND State Fair Grounds in Minot.

Representative Kempenich That is another issue contingent on the parking lot and the fairgrounds in Minot. **Senator Krebsbach** We will leave that for 2009.

Senator O'Connell: I was out there when they were instructing troopers on the driving range when they were using the airport. That wasn't really the best spot either but when they moved up over here it is dangerous up at BSC, for them and the public. The sooner we can get it out of get them proper training, the better off we are.

Representative Kempenich That fact was not lost on the House. It isn't what is being requested. There is for what they want to do, it is unique. Truthfully the parking lot at the fairgrounds isn't probably the proper place to put this either. We keep building, seems convenient here, but my job is to represent the state.

Senator Krebsbach Was the guard at all contacted in response as to would they have ample room, or would welcome this training there?

Representative Brandenburg No, we have not contacted the guard because we haven't gotten that far, but we are certainly open to that discussion.

Senator Krebsbach They would be interested if they knew the legislature was dealing with this.

Senator Wanzek In visiting with my local sheriff today, by having the training center here in Bismarck, it does allow them to save costs, they make their trip more worthwhile by the fact the Dept of Corrections and State Penn is here, and they also haul with an officer coming for training they will transport an inmate to the state penitentiary. Along with the fact that the other training facilities are here I am just struggling with that. There is a lot of reasons why and I commend he House in the sense that you're looking to provide some economic development for other parts of the state, but, that is one other reason why our sheriff had expressed an interest in keeping it in Bismarck. I thought it was worth mentioning.

Senator Krebsbach We all received a message with a more isolated training academy in Devils Lake, it would greatly affect the ability of the Highway Patrol to get necessary instructors to teach these courses. These courses are pretty much done without any compensation to be paid for them. They are just doing it on a volunteer basis, or at the cost of the entity that is employing them.

Senator Wanzek Why, in a number of bills the House removes the housing, it seems like a legitimate concern for me. How do they maintain staff in that area when their costs are that much higher.

Representative Kempenich Because of the housing, Watford City and Williston is also a problem. What the House is doing, with all of this, where someplace around the \$9M, throughout all agency budgets that we've seen. There is a couple of different agencies, the DOT and maybe the PSC, have some people stationed out there, how they reimburse, what the thought is to put a pool together, more than likely run through OMB, as a need basis, rather than spread out through all the agencies. That is kind of the thought process.

Senator Krebsbach I hear what you're saying and yet, if it would have to be handled through OMB they would have to get those figures from those agencies anyway.

Representative Kempenich We've got those numbers pretty well added up. There has been figures in numerous bills.

Senator Krebsbach Where is the cost savings going to be, it wouldn't become part of the base budget?

Representative Kempenich The cost savings would be, it would not become part of the base budget, it would be part of their operating costs.

Senator Krebsbach It is a separate line item now.

Representative Kempenich Maybe some have come in GN&F came in with requests too. I think this is going to change because we are getting numbers from Tioga, Williston, Dickinson, Watford City too, we could have 10,000 apartments coming on line. That is quite a change in what we are dealing with. We should have been a conversation two years ago, the prices are still high, I think that will start dropping, as more apartments become available, and the developers will start figuring out in a hurry that is limited amount of access for \$1500-\$2000 apartments.

Senator Krebsbach It is still an issue at this time, an example, Minot is looking at adding 14 more police, they granted them 7 officers and they can't find affordable living in Minot.

Representative Kempenich Thats the problem across the whole western part of ND.

Senator Krebsbach So it does need to be addressed. Just a matter of how and where it would be done.

Senator O'Connell If the range is moved, what kind of cost would be incurring over what you now, because you would have to be looking at housing, drive range close to the campus wouldn't you?

Colonel Prochniak If we would move this to Camp Grafton site, there is no easy answer as far as the cost. I could get something like that. As much as the logistics behind that as well, if we are doing the rest of the training for a course here in Bismarck, and then for that

week or two weeks, we send them to a different location, we've been having to do that here periodically, over the last few courses because we could not drive at the Bismarck location. Now, we are crafting some communication to go through post board to the respective agencies that we are going to have them to pick up the tab for the lodging and then everything else where we would typically do it here. We have not put a total cost to that, so I am a little lost for words. I am just trying to give you a flavor of how that complicates things.

Senator O'Connell It would be an additional cost? It would be a cost savings to keep it right here at home, right?

Colonel Prochniak Absolutely! They would have a roof over their head here.

Senator Krebsbach It would not only be a cost savings to the patrol but also each entity that is sending people here, all of the police, all of the sheriffs, and everyone else, right? Because they would have to good two different places?

Colonel Prochniak That is absolutely accurate.

Senator Krebsbach Anything else. We will be meeting again. We will be in recess until that time. Dismissed.

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 conference committee April 18, 2013 Job # 21292

Committee Clerk Signature Lose Janing

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation for defraying the expenses of the highway patrol; and to provide a contingent appropriation.

Minutes:

Testimony attached # 1

Legislative Council - Brady Larson OMB - Sheila Peterson & Laney Herauf

Senator Krebsbach opened the conference committee hearing on SB 2011. Senators Wanzek and O'Connell were present as well as Representatives Kempenich, Brandenburg and Guggisberg.

Senator Krebsbach asked if the House had anything new to add to the hearing.

Rep. Kempenich handed out new information (see attached #1) and said this is a deficiency. This is quite a bit lower than what was proposed in this budget.

Senator Krebsbach - Your idea was to go from 74 to 70 cents.

Rep. Kempenich - We thought that would still be a pretty good margin from what we are currently at, that's why we did what we did. We got some break downs from housing and salaries.

Brady Larson, Legislative Council - We are getting some information on housing and for energy impact allowances.

Rep. Kempenich - We have to address that.

Senator O'Connell - You're referring to Delzer's amendment that we go to a pool and apply for that rather than designate them to a certain area?

Rep. Kempenich - Our concern on the House side is that we don't build these into base budgets. We want a pool of money available and some agencies are doing this already. There are protocols put in place and that's what we were looking at. It's working and we're going to run through OMB.

Senator Wanzek - You're talking about looking at all budgets that have the kind of request and putting them in a pool, where would the pool be located, OMB, and the thought is rather than

building a base budget you anticipating that in some point in time this is going to settle down a little bit and housing will level off?

Rep. Kempenich - There's over 10,000 units coming on line and most of these developers are basing it on \$2000/month rent. A couple apartment buildings are pretty much vacant since last fall. They will have to start basing. (6:37)

Rep. Brandenburg - There were a lot of examples. D.O.T. and we've been looking at their numbers and seeing what makes sense. There is a model that's being developed and coming together.

Senator Krebsbach - I can understand the need to make sure that it doesn't become part of the permanent budget. It's on a separate line item now in every budget. I have to be convinced that it's best to put it all in one pool and leave it with the agencies. (8:15)

Senator Krebsbach - It's not a hearing and it was brought up the other day that we could transfer the driving range and firing range and some of the operation for the schooling to the Camp Grafton at Devil's Lake. It's only fair that the Adjutant have a chance to express his views on that

Major General Sprynczynatyk, Adjutant General - The first I heard of this was this morning. I tried to learn a little more from others and no one had heard of this before. We don't know what has been proposed. There will be challenges at Camp Grafton to superimpose law enforcement academy on top of what we already have there. We have not been consulted about if this is something that could work with our current setting at Camp Grafton and our plans for the future.

Rep. Brandenburg - Last week it was brought up about Camp Grafton south. There are about 5,000 acres down there. All options should be looked at and that's where the discussion came up.

Major General Sprynczynatyk - My reference was to Camp Grafton proper. It's about 8,000 acres that the state owns. (12:18)

Senator O'Connell - Around the nation people are looking at law enforcement as being military and if we put a law enforcement out on a military encampment or whatever, I think we are asking for trouble.

Senator Wanzek - You essentially removed the funding for training and law enforcement academy. Are you holding hard and fast to that? You put a contingency in there that we'd fund only if we had general fund revenues exceeded by \$2 million.

Rep. Kempenich - That's one of the reasons we did what we did. (14:15)

Senator O'Connell - I'd be willing to put funding back into phase 1 and use your amendment for finishing the whole encampment.

Rep. Kempenich - This is phase 1 and why the conversation got started. There are future ambitions of this facility. We're looking at 30-40 year commitment. (16:17)

Senator Krebsbach - It seems to me that it's a driving range and firing range that are the first 2 things that need to be accomplished for the needs of the training for the peace officers. We can delay this but it's going to get more expensive. (17:51)

Rep. Kempenich - We're at zero right now. As far we are concerned even discussing it isn't even really viable. (18:50)

Senator Krebsbach - I was just made aware of an indecent that happened in Williston. I'm going to ask the Colonel to relay that to the committee.

Colonel James Prochniak, Superintendent, NDHP - We are discussing the importance of a shooting range and/or a driving range and I got word as I was coming up to chambers that we have an officer involved shooting, our officer is okay, the suspect is not, this happened in the city limits of Williston. You can't get any more real than that and that is what I have been trying to preach not only from my stand point but from all law enforcement and their concern.

Senator O'Connell - In the past I've talked to a number of troopers who never had to draw their weapon. Environment has changed completely out there now hasn't it?

Colonel Prochniak - It has grossly increased over the years.

Rep. Kempenich - We understand what the issues are. (20:55)

Senator Wanzek - It is in the governor's budget? Answer - yes.

Rep. Brandenburg - We did put the 15 patrolmen in there.

Senator O'Connell - We can put a bunch of cowboys in there too.

Rep. Brandenburg - We mean that there is serious effort on our part to try and address the seriousness of the need.

Senator Krebsbach - I have information also that there are going to be 3 new recruits assigned to Watford City in June 2013.

Sheila Peterson, OMB - We prefer to deal with it as it was in the governor's budget. We did put this in as one time money. Having it in a pool in OMB or in the agency either place its one time money. (23:38)

Senator Krebsbach asked Brady Larson to put together a sheet of all the differences.

Recessed until further notice

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 04-22-2013 Job # 21382

□ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

A Conference Committee hearing for the Highway Patrol

Minutes:

See attached testimony

Senator Krebsbach called the Conference Committee hearing to order on Monday, April 22, 2013 at 10:00 am in regards to SB 2011. Let the record show that all conferees are present.

SENATE: Senators: Karen Krebsbach, Chair; Terry Wanzek, David O'Connell HOUSE: Representatives: Keith Kempenich, Mike Brandenburg, Ron Guggisberg

Brady Larson - Legislative Council Sheila Peterson and Laney Herauf - OMB

Senator Krebsbach: Is the House ready to make any move?

Representative Kempenich asked why the driving facility is \$2.6M higher than it was last biennium, they had asked for \$4M, now they are asking for \$6.6M.

Jim Prochniak, Superintendent of ND Highway Patrol: The difference is in the original numbers, prior to the study, were rough numbers and estimates put together by OMB. We were advised this is going to entail a lot more than that. We paid for a study, which got us a master plan. We updated this master plan, based off the original study and the inflationary numbers, and that's the final results.

Senator Krebsbach: sending people out of state for training is costing us money.

Representative Kempenich: the training academy is not the issue. Once we start this, we will commit to phase 2. The population is east of Bismarck. We're looking at the needs of the state as a whole. A question that keeps coming up on the House side is where the expansion would be.

Senator O'Connell: there might be more people on the east, but there's more work on the west, where we need more law enforcement. Bismarck is much cheaper for law enforcement, they can contact much easier the Attorney General, crime bureau, they can bring evidence in, haul prisoners in here, etc...

Senator Krebsbach: My eyes have always been open to that is phase one and phase two is planned within this. I don't think we should back away from that. If your side isn't ready to accept that, then we do have a problem.

Representative Kempenich: we aren't there yet. If we go down this route, it's going to be more complicated than just \$6.6M appropriation.

Senator Wanzek: in your version of the budget, you must have given some consideration to building; you wanted to be sure that there were extra revenues (proper funding) for it?

Representative Kempenich: Yes, the leadership wanted it zeroed out. We felt there is an argument to look for alternatives, to have a conversation, we recognized there is a need to do something about it. There is no agreement on our side now.

Senator Wanzek: it appears there is a little leeway in the mileage. We are probably going to strip the one-time funding for oil impacted areas. When we do that we will still be below the governor's budget, so I don't' see that we would be totally out of line.

Senator Krebsbach: the fact that you included phase one, that was a vote of approval of doing that project?

Representative Kempenich: not the project, it was more to look at areas around the state, to make sure that the alternatives are vetted out. We didn't directly fund it; it's still a zero unless we agree to Devils Lake, as far as the House is concerned.

Senator Krebsbach: If we are not closer than this we need to recess and see what recommendations you can come up with, transferring it to other places don't seem to hold a lot of water.

Senator O'Connell: I stand fast on this one. No compromise at all.

Senator Krebsbach asked **Brady Larson** if, in the interim study, there were any conclusive evidences or directions. **Brady** said the interim government services committee made no recommendation regarding the study of the Highway patrol training academy. Testimony attached # 1: Study of Options to Relocate the HP Training Academy.

Senator Krebsbach closed the Conference Committee on SB 2011.

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 04-25-2013 21516

Committee Clerk Signature

alie Detzer

Explanation or reason for introduction of bill/resolution:

A Conference Committee hearing for the Highway Patrol

Minutes:

You may make reference to "attached testimony."

Senator Krebsbach called the Conference Committee hearing to order on Thursday, April 25, 2013 at 11:00 am in regards to SB 2011. Let the record show that all conferees are present except Senator Wanzek (Senator Erbele is sitting in in his place)

SENATE: Senators: Karen Krebsbach, Chair; Terry Wanzek, David O'Connell, (Filling

in for Senator Wanzek is Senator Erberle)

HOUSE: Representatives: Keith Kempenich, Mike Brandenburg, Ron Guggisberg

Brady Larson - Legislative Council Sheila Peterson and Laney Herauf - OMB

Senator Krebsbach presented amendment #13.8161.01002. Testimony attached # 1 went through the amendment. The other is the removal training facility gives some wording that the facility in the future that the Enforcement Training Academy Facility project which shall be phase two, shall modify that the Highway patrol shall modify the plan as needed to provide the most efficient use of resources to address the law enforcement training needs of the state. The Superintendent of the Highway Patrol shall report to the Appropriations Committee in the next legislative session with a modified plan for phase 2 of the Enforcement Training Center facility.

Representative Kempenich I think the 1-5 we can probably with on the backside, on page 2. One of the things on the House side and this has been an ongoing discussion not only with any building project that you put a fixed number in, you can pretty much guess where the numbers and without the patrol I am presuming hasn't done a RFP, or they've got to spend some money on some preliminary stuff, what we have been doing is underfunding when we go on with construction. I am guessing there is some contingency money in there too. Just about every one of these building projects usually holds 10% back at least and we have to talk about it, every building the House has passed, is underfunded. We have to see what the bids are and then put some type of contingency money, either accessing it through budget session. This is still a conversation piece of whether we even have a green

light to even move forward with this. I am just telling you what the thought process on the House side of how most of this building stuff is getting approved is not been the number that has been asked for; whether it's right or wrong, or otherwise but even if we do start moving forward with this.

Senator Krebsbach We can call on the Colonel to explain the numbers at this time but perhaps that is not necessary at this time I don't know.

Representative Kempenich I think we've gotten the book and at the time when we start forward, more than likely we'll try to figure out something here. We've been told to put it on hold for a little bit yet. At some point here we'll get where we need to be. I am saying when we do start the conversation that we're probably going to have some type of contingency on what, because when you get the specific dollars it's we know what it is going to cost and it always becomes an interesting conversation in itself.

Senator Krebsbach We will allow time for you to explore that change. I certainly hope your thoughts are to proceed with those ones as we talked because to put it off another two years it would not be fair to the state or to the Highway Patrol.

Representative Kempenich No, It's going to be an up or down. What I was going to suggest but do you want to vote on the 5 line items to get them off the books right now?

Senator Krebsbach The first 5 items are all related to the salary or to the one time funding for housing that was removed from this budget and then the mileage and so if you're in concordance with all of those, we would certainly take a motion to adopt that part of it.

Representative Kempenich What it looks like that housing is being addressed in 1015; we will give on the mileage rate. I know there is some science behind it we are raising it 10 cents from what their currently paid, but they have paid more so, we'll go along with that. The leave and the compensation so, I'll make the motion we accept the conference committee report on 1 through 5. 2nd by Representative Brandenburg.

Senator Krebsbach call the roll for the adoption of the 1-5 items on page 2 of the prepared amendment of .01002.

Krebsbach - yes Erbele - yes O'Connell - yes Kempenich - yes Brandenburg - yes Guggisberg - yes

Senator Krebsbach The item left is Section 3 to discuss. We will recess and we are making progress.

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 April 26, 2013 Job # 21567

□ Conference Committee

Committee Clerk Signature	Taning
Explanation or reason for introduction of A Conference Committee for the Highway P	
Minutes: Legislative Council - Brady Larson OMB - Sheila Peterson & Laney Herauf	

Senator Krebsbach opened the conference committee hearing on SB 2011. Senators Wanzek and O'Connell were present as well as Representatives Kempenich, Brandenburg and Guggisberg.

She said last time we worked off amendment .01002. We agreed on the points 1-5, on the back 2nd page. The only thing left to discuss is section 3 on the law enforcement training academy facility. Has the House come today with the idea that they would consent to that section?

Rep. Kempenich: I had some draft language but some of what is in our bill now is contingent on some numbers we passed out. Leadership on House side didn't like it. I don't know if there's anything on the Senate side. We are speaking of the dollar amount in that section, where we got a contingent on Jan1/14 date of Devils Lake

Senator Krebsbach I thought we agreed to remove it. I thought that wasn't a contention.

Rep. Kempenich: we're going back to original amendment. I don't think we agreed to take that section out

Senator Wanzek: are you saying you're agreeing that the Devils Lake location is out, but you are looking at funding based on that language regarding whether revenues exceed legislative forecast by \$200M.

Rep. Kempenich: That didn't go far on House leadership. That will be included in any agreement we come up with, but they want more than that. This will go higher than this committee before it is done.

Senator O'Connell: planning idea: sleep on it until Monday.

Senator Krebsbach: no other discussion that needs to take place, adjourned until further notice.

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 conference committee May 1, 2013 Job # 21648

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

This is a conference committee on the Highway Patrol budget.

Minutes:

Amendment 13.8161.01004

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Legislative Council - Brady Larson OMB - Sheila Peterson & Laney Herauf

Senator Krebsbach opened the conference committee hearing on SB 2011. Senators Wanzek and O'Connell were present as well as Representatives Kempenich, Brandenburg and Guggisberg.

Senator Krebsbach said they were down to one issue and will open it to the House.

Representative Kempenich Section 3 in the bill, the House is willing to start the project - the first half - \$2.9 starting dirt work and then \$ 3.3 on the rest of the building. We're willing to start the dirt work on January 2014. They could start something and get bids and then fund the rest of it in 2015 is where we are at.

Senator Krebsbach How much are you willing to put forward at this time?

Rep. Kempenich \$3M Senator Krebsback \$3 M at this time, and what about he balance of the \$3.6 then? How would that be handled?

Representaive Kempenich We could put temporary language in, but the intent language would be that they get so we understand what the cost will be. It will be a \$2.6 increase from when this started 18 months ago. Not comfortable with the \$6.6M. Truthfully the way we had it structured was when it came from the Senate, it had a trigger before they start doing it. We're offering to take the \$200M that contingent off and the Devils Lake issue off. They aren't going to turn any dirt this year. Try to find a contractor. There won't be anything started until 2014 anyway on it. That is where we are at.

Senator Krebsbach We could put an emergency clause on there and they'd start right away. The need is there.

Representative Kempenich I would be lucky to get this through truthfully.

Senator O'Connell Handed out amendment # 13.8161.01004; If we're hung up on funding, this is a way to pay for it. The highway patrol has in the neighborhood of \$75,000-\$80,000 citations a year, probably 50,000 in that neighborhood, and we'll put a \$20 dollar surcharge to state Phase 1 and whatever is left over then start on Phase 2.

Representative Kempenich I guess that would be a funding source, the Phase 2 we don't want to mention that in this budget though, that would really become a problem. Just getting to Phase 1, part of it even started is been an uphill battle.

Senator O'Connell There has been movement for HP and DOT which didn't go through to for help in raising fines.

Representative Brandenburg He is saying that there would be an additional \$20 on each citation and that would go to the training academy.

Senator O'Connell Yes. If we can't come up with the other \$3M, this would be a way to pay for it.

Senator Krebsbach Plus putting away for the next phase of it.

Discussion:

Representative Kempenich We'll have to discuss this a little bit. We started with the counties keeping the overweight fees. The biggest worry becomes is all is when you get agencies to start self-funding especially enforcement type agencies you get dukes of hazard mentality.

Senator Krebsbach I take exception to that because we have the most professional law enforcement highway patrol in the country.

Representative Kempenich I am not referring to that but there does get to be for that motivational factors in law enforcement, the best intentions serve and so. I don't think probably money is one of the bigger issues. I think it's more of doing it or starting it is probably the issue. They went through last session, it was turned into a study and there are a lot of avenues in this that lots of cities have already built shooting ranges and stuff. That is where it is just kind of sitting on our side.

Senator Krebsbach I think that it is an embarrassment for the state of North Dakota to send people to SD for this training and further the Senate is dead set on getting this started this session.

Representative Kempenich I made the proposal and we would get it started this session. In looking at the crime lab was 3 years until finished. If we pass this this wouldn't be done, until probably the end of 2015-2016 biennium as far as finished. That is where the House is at, I guess if we can't come to something here, we'll probably have to take it too the next level, because that is what.

Senator Wanzek I'm not sure of the amendment. Are we talking state fines or would it be local, cities, counties?

Senator O'Connell Basically it was for non-recurring speeding tickets. Strictly, the intent was for the Highway Patrol. You know it could be expanded to the others too, because they use it too.

Senator Wanzek You don't have an idea of how many dollars this would generate like in a vear?

Senator O'Connell: You take \$50,000 on speeding tickets times 20 so about \$1M. That would be over two years and we would still be short.

Senator Wanzek Intent to continue or cut it off after we reach a point?

Senator O'Connell This was just to get something on the short time for the Legislative Council and myself, but it would be \$1M/year approximately.

Senator Wanzek Is the concern that you feel that if we put the \$6.6 M - that is what the bid would be? Are you thinking isn't there another way of putting parameters on? But is there another way of actually doing it where you could have it in place, some other method or means to try and encourage the most efficient bids without and would address your concern?

Representative Kempenich: I had a bill drawn up to drafted to put some loan language in where we fund some and then make them borrow some until, but that didn't go very far on our side so, this is it's \$3M and starting January 2014.

Senator O'Connell Do we have some driving classes?

Colonel Prochniak, Superintendant, Highway Patrol Last week we completed a training class. They have a conditional license and within a year they have to finish their EVOC training. We also had a conversation with Maj. Dave Kleppe about allowing these officers and administrators to go out to the field without having their proper certifications. It puts those agencies in a tremendous liability issue. We are currently starting a class in June. We have tried to work with Minot - don't know dates. Fargo, VA - those are sites that would even consider it. We still are in communication with the South Dakota State Patrol in Pierre we have no use at BSC because of the construction project that is going up there, so we can't use that. Those are the sites that would even consider it. There has been talk about looking Kirkwood mall parking lot and this would rip it up.

Senator O' Connell That is where I was coming from next. Can you explain what it does to pavement and what kind of track you need? **Colonel Prochniak** If you don't have proper base for this type of driving, it wrecks the parking lot. We need a strong base with 6 inch overlay over the top of that base. By the time we get done, plus we offer it to ambulance and fire fighters to drive their emergency equipment on, it has to be able to sustain that weight and that pressure.

Senator Krebsbach How soon would you be ready to start the project and what plans have already been made to get it started and to get this thing accomplished?

Colonel Prochniak Should we get budget approval, we will appoint someone on staff to start RFP. Whether we can start turning dirt, there is a need for contractors all around our state, may be first shovel next spring. My knowledge is bare bones. I think this is probably a two year project, two construction year project.

Senator Krebsbach Looking at 2013-14.

Senator Wanzek We should find a point where we assist law enforcement with proper training. I feel very strongly about that, I think it is vitally important to them to being well trained. I don't necessarily like this approach, I think we have the money to do it and to find a way to do it I'm having some reservations because we have the money. We want to get our best project for the money. It troubles me that we have to go through this route to get to the money.

Senator Krebsbach What does your language read for release of money in January of 2014?

Representative Kempenich We would appropriate it but it would be released in January of 2014. After July 1, they'd start the project. It will be 13-15 before this gets done. Once it gets started we could do an emergency clause on it for the next biennium to get the building part if you wanted to get that started before July 2015 too. Have you seen the proposal? There's \$2.9M for the dirt work and they said no building. That is where we are on that.

Senator Krebsbach Phase 2 with the building, with track and shooting range is a \$6.6M to the Highway Patrol it probably doesn't matter is they get the \$3 M released now, and there is a guarantee in January that the other \$3.6 would be released. I am not answering for them but that is probably not too much of a problem, but it depends on what contingents are laying against all of this.

Representative Kempenich The \$3M would get the dirt work and it would get the track. The shooting range is a building and I am not talking about phase 2. The shooting range is an enclosed building too. That is \$3.? We could get started on it too and we could put intent language that we intend to finish this project, out with the shooting range, but the shooting range there is other places in the state for right now. It's not the best ideal but it is what I can sell. We are probably wasting time.

Senator Krebsbach You're not going to have people being trained and then send people to other areas. It's got to be done in one location.

Representative Brandenburg If the money became available, it would be tough to get the contractor this year plus dirt work done. A lot will happen in 2014 anyway. The dirt work has to be done the year before to take care of settling. So by throwing \$3M out there, we'll get dirt work started. Do you someone who can start this process?

Colonel Prochniak: You're not wrong in your question with the timing is concerned and do we have somebody ready to rock n' roll? No we don't because I didn't want to get the cart before the horse. I'm not quite certain in your discussions. If we wait till January 2014 for any pre-planning dollars, any of the pre-planning whether its architect, any of that, whether any of that we have no way to pay for that and cover that cost. Now, that is how I originally understood what was being discussed, now if that has changed to initially we'll get roughly \$3 M, so we can at least start some of the pre-planning, when the thaw happens next spring, we can immediately turn dirt and we'll have a better idea of the total cost to include the range, then I think that makes sense to me.

Representative Brandenburg: On the House, there is a process to get track and shooting range done and track in place.

Colonel Prochniak If I'm kind of understanding, this it's almost like turning it into a 3 phase project and I understand that. I am just trying to get my head around it.

Representative Kempenich Listening to the colonel, we can drop the January 2014 if that is going to help this any get the \$3 M appropriated when it comes available July 1.

Senator Krebsbach What about the balance then, who would that be?

Representative Kempenich It would be our intent to fund it but it wouldn't be until 15-16 when the \$3.3 comes available.

Senator Krebsbach That is not acceptable to the Senate. **Representative Kempenich** They started two years ago with \$4 M, on both projects.

Senator Krebsbach That is why I say, the longer we wait, the more expensive it is and the state loses. We are in recess because they walked out on us.

Senator O'Connell There are contractors coming in for the bigger jobs all over the state. Bids have come down quite a bit. There are contractors available. I think we could get it done within the two year period the whole phase.

Senator Krebsbach I agree, I don't think we have the delay that the House is talking about and I think we pretty much said our peace. We are in recess until further hearing time.

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 conference committee (2) May 1, 2013 Job # 21662

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

This is a conference committee on the Highway Patrol budget.

Minutes:

Amendment # 13.8161.01005

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Legislative Council - Brady Larson OMB - Sheila Peterson & Laney Herauf

Senator Krebsbach re-convened the conference committee hearing on SB 2011. Senators Wanzek and O'Connell were present as well as Representatives Kempenich, Brandenburg and Guggisberg.

She handed out amendments #13.8161.01005 and said this amendment splits the payment for \$3M funding authority in this session and then for the Highway Patrol to borrow from the Bank of North Dakota \$3,651,000 or so much of the sum as may be necessary to complete phase one of the training academy project. Any proceeds received under this section are appropriated during the biennium from July 1, 2013 through June 30, 2015. They shall seek funding from the sixty-fourth legislative assembly to repay the loan authorization under this section. She said she hopes they can review this and come to some agreement on this issue.

Senator Krebsbach: Can we vote on it - or do you need 5 minutes or so and we can go in recess? I'm anxious to get this one settled.

Rep. Kempenich: This is something similar to what I presented earlier to our leader in an amendment form and I was told not to bring it. It is something that we might end up agreeing to, but I can't say right now.

Senator Krebsbach: If this isn't agreeable, I would hope your side would come with some offer so we could get this moving.

Rep. Kempenich: We did come with the \$3M and some stuff on it.

Senator Krebsbach: I have not seen it in an amendment form, so I'm not sure what we're dealing with. That's what I want to get clarified at this point.

Senator O'Connell: What I offered for an amendment this morning, is that in the discussion then too?

Rep. Kempenich: We brought it up, but I don't think that we're going to move very far on that because it does open up an avenue that really changes how the Patrol operates. That was brought up to about using a surtax. The money part is one thing, but it's more of a policy part on it too. Like I said, I brought something similar like this earlier and we're going to have to have a conversation before we can......

Senator Krebsbach: And you can't do that in five minutes? (Answer - no.)

Senator Krebsbach: Ok, we are in recess until 10:00 tomorrow morning or 11:00 tonight or early morning. Please get back to me.

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 conference committee May 2, 2013 Job # 21664

□ Conference Committee

Committee Clerk Signature	General
Explanation or reason for introduction of	f bill/resolution:
This is a conference committee on the High	way Patrol budget.
Minutes:	
Legislative Council - Brady Larson	OMB - Sheila Peterson & Laney Herauf

Senator Krebsbach re-convened the conference committee hearing on SB 2011. Senators Wanzek and O'Connell were present as well as Representatives Kempenich, Brandenburg and Guggisberg.

Rep. Kempenich: In talking with the House leadership, we're making some headway and they don't like the number but \$5M is what they were looking at. They've looked at the plan that was presented to us and they're not comfortable going \$6.6M on it. The \$5M will get them well on the way to do it. They thought they'd get enough appropriation to get the numbers where they want to be.

Senator O'Connell: At \$5M, then the surcharge is right on the number then. **Rep. Kempenich**: Seriously it is, and we brought that up but that got shot down.

Senator O'Connell: If it got shot down, evidently your leadership must be trained better than what they expect the Highway Patrolmen to be trained then.

Senator Wanzek: I recall at the last meeting we had, the madam chair asked if you had something in mind that you bring amendments. Did you bring amendments with the \$5M? **Rep. Kempenich**: No, we didn't.

Senator Krebsbach: In view of that, we will recess until you can bring something concrete to the table. If \$5M is what you want, we will vote on it and act on it, but bring the amendment please.

Rep. Kempenich: It didn't seem like we should waste a bunch of time if it wasn't acceptable.

Senator Krebsbach: The committee will entertain any proposal, but I'll be prepared to bring another proposal if that one doesn't succeed. We'll recess.

Senate Appropriations Committee

Harvest Room, State Capitol

SB 2011 conference committee (2) May 2, 2013 Job # 21670

□ Conference Committee

Committee Clerk Signature

Explanation or reason for introduction of bill/resolution:

This is a conference committee on the Highway Patrol budget.

Minutes:

Testimony attached - amendment

Legislative Council - Brady Larson OMB - Sheila Peterson & Laney Herauf

Senator Krebsbach re-convened the conference committee hearing on SB 2011. Senators Wanzek and O'Connell were present as well as Representatives Kempenich, Brandenburg and Guggisberg.

Rep. Kempenich handed out Amendment # 13.8161.01006. He read from the backside of the amendment and said the first five were agreed to earlier on the compensation package, the line item accrued leave, the fleet rates and housing. The last one leaves \$5M in the bill and takes out \$6,651,000.

Senator Krebsbach: That includes whatever they can do with this money for the \$5M, correct? (Answer - Yes.)

Senator O'Connell: This is kind of a hard one to swallow, but we've rode around the block more than once but as long as we have insurance that it's going to be here and it's in the record with stakes at the site, I'm ok with it.

Senator Wanzek: I think it's important that we get started on this project to provide the necessary training that our law enforcement folks deserve. I'm willing to make the compromise and I think this \$5M will give them a good start on that project and certainly when we come back, I can't imagine that we wouldn't be willing to finish the project if it does require some more funding. I would hope that we can have a lot better understanding with the way the bids are coming in and how things are going by that time. The need is there to maybe compromise with this and lets at least get this project started.

Senator Krebsbach: I am pleased that we are establishing the fact that this should be done. With the \$5M, they can get a good start on it and we will have phase 1 on its way to being completed on this project. We'll be back and if additional funding is needed for the completion of the project, we'll be dealing with that in the 2015-17 session.

Senator Wanzek moved that the House recede from House amendment and further amend with amendment 13.8161.01006. Rep. Kempenich seconded the motion.

A roll call vote was taken. Yea: 6 Nay: 0 Absent: 0

Date_	4-	25-	12
Roll Ca	all Vote	#	

2013 SENATE CONFERENCE COMMITTEE ROLL CALL VOTES

BILL/RESOLUTION NO. 3620/ as (re) engrossed

Senate		app	roprio	tions	Comm	nittee				
Action Taken	SENATE accede to House Amendments									
	SENATE	SENATE accede to House Amendments and further amends								
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	☐ HOUSE re	ecede from l	House amer	ndments and an	nends as fol	llows				
Unable to agree, recommends that the committee be discharged and a new committee be appointed adaption 1-5 stars 01002 Motion Made by: Seconded by:										
Motion Made by.			Seconde	ш бу.						
Senators	1) 4/25	Yes No	o Rep	oresentatives	1/25	Yes	No			
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Total Senate Vote			Total R	Rep. Vote						
Vote Count	Yes:	6	No:	0	Absent: <u>Ø</u>					
Senate Carrier			House C	Carrier						
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Date	5-8	1-13	
Roll Call V	/ote #	1	

2013 SENATE CONFERENCE COMMITTEE ROLL CALL VOTES

BIL	L/RES	OLU	JTION	NO	2	011	as (re)	engross	sed		
Senate			(Upp	210				_Com	mittee	
Action Taken	SE	NA	TE ac	cede to	Hou	se Ame	ndments				
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Module ID: s_cfcomrep_79_003

Insert LC: 13.8161.01006

REPORT OF CONFERENCE COMMITTEE

SB 2011: Your conference committee (Sens. Krebsbach, Wanzek, O'Connell and Reps. Kempenich, Brandenburg, Guggisberg) recommends that the HOUSE RECEDE from the House amendments as printed on SJ pages 1237-1239, adopt amendments as follows, and place SB 2011 on the Seventh order:

That the House recede from its amendments as printed on pages 1237-1239 of the Senate Journal and pages 1314-1316 of the House Journal and that Senate Bill No. 2011 be amended as follows:

Page 1, replace lines 10 through 15 with:

"Administration	\$3,159,842	\$306,271	\$3,466,113
Field operations	40,651,139	8,969,638	49,620,777
Law enforcement training academy	1,602,488	5,200,555	6,803,043
Accrued leave payments	0	1,110,651	1,110,651
Total all funds	\$45,413,469	\$15,587,115	\$61,000,584
Less estimated income	11,364,325	2,028,217	13,392,542
Total general fund	\$34,049,144	\$13,558,898	\$47,608,042"

Page 1, remove lines 23 and 24

Page 2, replace line 1 with:

"Emergency vehicle operations course and 0 5,000,000 weapons training range"

Page 2, replace lines 6 through 8 with:

 "Total all funds
 \$1,237,000
 \$6,145,000

 Total special funds
 161,000
 798,000

 Total general fund
 \$1,076,000
 \$5,347,000"

Page 2, line 14, replace "\$7,169,296" with "\$6,841,066"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2011 - Highway Patrol - Conference Committee Action

	Executive Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
Administration	\$3,602,910	\$3,602,910	(\$136,797)	\$3,466,113	\$3,407,222	\$58,891
Field operations	51,492,863	51,492,863	(1,872,086)	49,620,777	48,866,470	754,307
Law Enforcement Training Academy	8,493,527	8,493,527	(1,690,484)	6,803,043	1,785,944	5,017,099
Accrued leave payments			1,110,651	1,110,651	1,110,651	
Total all funds	\$63,589,300	\$63,589,300	(\$2,588,716)	\$61,000.584	\$55,170,287	\$5.830,297
Less estimated income	13,783,677			* 7.1 - 7.1 - 7.1 - 7.1		
Less estimated income	13,763,677	13,783,677	(391,135)	13,392,542	12,560,045	832,497
General fund	\$49,805,623	\$49,805,623	(\$2,197,581)	\$47,608,042	\$42,610,242	\$4,997,800
FTE	213.00	213.00	0.00	213.00	213.00	0.00

Department No. 504 - Highway Patrol - Detail of Conference Committee Changes

Corrects	Adjusts State	Provides	Reduces	Removes	Reduces
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Module ID: s_cfcomrep_79_003

Insert LC: 13.8161.01006

	Executive Compensation Package¹	Employee Compensation and Benefits Package ²	Separate Line Item for Accrued Leave Payments ³	Funding for State Fleet Mileage Rates ⁴	Energy Impact Housing Funding ^s	Funding for Law Enforcement Training Academy Project ⁶
Administration Field operations Law Enforcement Training Academy Accrued leave payments	\$520 5,436 147	(\$41,258) (432,484) (11,649)	(\$94,419) (989,038) (27,194) 1,110,651	(\$1,640) (156,000) (788)	(300,000)	(1,651,000)
Total all funds Less estimated income	\$6,103 1,343	(\$485,391) (104,532)	\$0 0	(\$158,428) (34,316)	(\$300,000) (39,000)	(\$1,651,000) (214,630)
General fund	\$4,760	(\$380,859)	\$0	(\$124,112)	(\$261,000)	(\$1,436,370)
FTE	0.00	0.00	0.00	0.00	0.00	0.00
Administration Field operations Law Enforcement Training Academy	Total Conference Committee Changes (\$136,797) (1,872,086) (1,690,484)					
Accrued leave payments	1,110,651					
Total all funds Less estimated income	(\$2,588,716) (391,135)					
General fund	(\$2,197,581)					
FTE	0.00					

¹ Funding is added due to a calculation error in the executive compensation package.

- Reduces the performance component from 3 to 5 percent per year to 3 to 5 percent for the first year of the biennium and 2 to 4 percent for the second year of the biennium.
- Reduces the market component from 2 to 4 percent per year to 1 to 2 percent per year for employees below the midpoint of their salary range.
- Reduces funding for retirement contribution increases to provide for a 1 percent state and 1 percent employee increase beginning in January 2014 and no increase in January 2015.

² This amendment adjusts the state employee compensation and benefits package as follows:

³ A portion of salaries and wages funding from the general fund (\$866,641) and from other funds (\$244,010) for permanent employees' compensation and benefits is reallocated to an accrued leave payments line item for paying annual leave and sick leave for eligible employees. The House also provided a separate line item for accrued leave payments.

⁴ Funding for State Fleet Services mileage is reduced to reflect an estimated mileage rate of 72 cents per mile for Highway Patrol vehicles rather than 74 cents per mile as provided in the Senate version. The House version provided funding for 70 cents per mile.

⁵ One-time funding from the general fund (\$261,000) and the highway tax distribution fund (\$39,000) included in the executive budget recommendation to address employee housing issues in areas affected by energy development is removed. The House also removed the funding.

⁶ Funding for Phase 1 of the law enforcement training academy project is reduced from \$6,651,000 to \$5,000,000.

Module ID: s_cfcomrep_79_003

Insert LC: 13.8161.01006

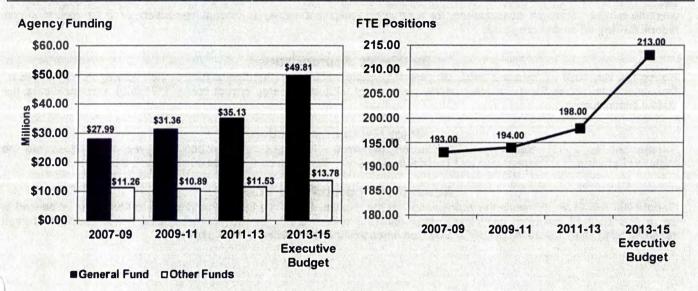
SB 2011 was placed on the Seventh order of business on the calendar.

2013 TESTIMONY

SB 2011

Department 504 - Highway Patrol Senate Bill No. 2011

	FTE Positions	General Fund	Other Funds	Total
2013-15 Executive Budget	213.00	\$49,805,623	\$13,783,677	\$63,589,300
2011-13 Legislative Appropriations	198.00	35,125,144	11,525,325	46,650,469
Increase (Decrease)	15.00	\$14,680,479	\$2,258,352	\$16,938,831



Ongoing and One-Time General Fund Appropriations

	Ongoing General Fund Appropriation	One-Time General Fund Appropriation	Total General Fund Appropriation
2013-15 Executive Budget	\$42,761,623	\$7,044,000	\$49,805,623
2011-13 Legislative Appropriations	34,049,144	1,076,000	35,125,144
Increase (Decrease)	\$8,712,479	\$5,968,000	\$14,680,479

Executive Budget Highlights General Fund Other Funds Total 1. Adds funding for increases in State Fleet Services vehicle rental \$1,541,000 \$231,000 \$1,772,000 2. Adds funding for 15 FTE sworn officer positions (\$2,242,740) \$3,892,740 \$3,386,684 \$506,056 and related operating expenses (\$1,650,000) 3. Provides funding for state employee salary increases of which \$1,779,338 \$501,864 \$2,281,202 \$1,731,714 relates to performance increases and \$549,488 is for market equity adjustments 4. Provides one-time funding for housing subsidies for employees \$39,000 \$300,000 \$261,000 living in areas affected by energy development 5. Provides one-time funding for emergency lighting equipment \$585,000 \$87,000 \$672,000 6. Provides one-time funding to replace agency taser equipment \$202,000 \$176,000 \$26,000 7. Provides one-time funding to purchase two trailer scale \$131,000 \$19,000 \$150,000 systems 8. Provides one-time funding for extraordinary repairs to the law \$105,000 \$16,000 \$121,000 enforcement training academy facility 9. Provides one-time funding for Phase I of the new law \$5,786,000 \$865,000 \$6,651,000 enforcement training academy facility project

Other Sections in Bill

Highway tax distribution fund - Section 3 provides for \$7,169,296 of special funds from the highway tax distribution fund to be used for Highway Patrol operations.

Highway Patrol officer per diem - Section 4 provides for highway patrol officer per diem of \$200 per month during the 2013-15 biennium, the same as provided during the 2011-13 biennium. The per diem payments are in lieu of reimbursement for meal and other expenses while in travel status within the state.

Continuing Appropriations

Highway Patrol assets forfeiture fund - North Dakota Century Code Section 39-03-18 - Consists of funds obtained from seized assets that may be used for paying expenses associated with the inventory and selling of seized assets, to pay for overtime relating to certain investigations, for purchasing equipment related to criminal interdiction, or to be used to match federal funding for certain programs.

Deficiency Appropriations

House Bill No. 1023 - Provides a \$402,000 deficiency appropriation from the general fund to the Highway Patrol for greater than anticipated State Fleet Services vehicle costs (\$231,000) and energy impact costs (\$171,000) incurred during the 2011-13 biennium.

Major Related Legislation

Senate Bill No. 2059 - Retirement Contribution Increases - Increases the state and employee contributions into the Highway Patrolmen's retirement plan by 1 percent on January 1, 2014, and by 1 percent on January 1, 2015

Alternative Appropriation Format

Senate Bill No. 2138 - Presents the appropriation for the Highway Patrol in a format that provides for the bill as introduced to be at the 2011-13 biennium base level rather than the executive budget recommended level. The executive budget recommended changes are included in a proposed amendment which is attached to the bill.

Testimony SB 2011 (Highway Patrol Appropriations) Senate Appropriations Committee Submitted by James Prochniak, North Dakota Highway Patrol

January 17, 2013

Introduction

Good afternoon, Mr. Chairman, and members of the Senate Appropriations Committee.

I am Colonel James Prochniak, Superintendent of the North Dakota Highway Patrol. I am pleased to present the Highway Patrol's 2013-2015 budget address.

This past biennium has been full of new adventures – adventures that have never before been experienced by our agency. With continued support from Governor Dalrymple's administration and legislative leaders, the Patrol will continue to provide a safe community and safe travel that our citizens have come to deserve and expect.

During the past two years, the many challenges that have impacted the NDHP have no barometer from which to compare. I'm proud to say that when asked, our agency responds. However, I'm witnessing a change within our agency. A change that stems from workload, demographic change, societal change, increased turnover, and the feeling of a safety organization that is much more reactive than proactive when dealing with the increased demands.

Make no mistake, we have been up to the task. There are countless examples of quality service, heroics, assistance, enforcement, excellent training, and professional investigations. However, the pace and frequency with which all of these demands are coming at this agency cannot be sustained. We are at a fragile point in this agency's period. As leader of this great organization, I'm concerned for the wellbeing and safety of all our personnel.

Today, as in years past, the Patrol continues to emphasize education and information sharing with our stakeholders as a strong part of our total educational and enforcement package. I want to share in this budget address the accomplishments of the past two years. These accomplishments stem from a need to adapt to a changing paradigm of sorts. The increased population, vehicle counts, truck traffic, and our vibrant economy all have an effect on public safety. Although still one of the safest states in the country, that sense of safety is being questioned like no other time in our history.

To continue our efforts, we must adapt with the following changes. Reorganization, with the goal of creating human resource efficiencies, is accomplished through attrition and relies on communication and stepping away from our comfort zone. We must meet the demands of today's challenges. One such challenge has been the growth of the motor carrier industry. Through reorganization we are creating a greater motor carrier operations division. From management to uniform staffing and location consideration, enforcement of the trucking industry has been given a priority.

Agency shift changes have been implemented on a broad basis for the first time in my tenure with the department. Providing a fresher, more motivated officer that is ready to perform his or her duties, increases officer safety, job satisfaction, and quality of life.

I also understand that in order to ask what the NDHP is requesting in this budget, we must look for some efficiency in the way we conduct business. We have placed a heavy focus on "getting back to the basics" of our job. In the past year we have declined offers from FMCSA, Federal Railway, and U.S. Treasury, all offering money to work extra duty to meet many of **their** needs. As we continue to appreciate our relationship with these valuable partners and look forward to working with them in the future, we have had to concentrate on the immediate traffic safety needs of today.

In an effort to make our operations even leaner, we must periodically scrutinize some of our responsibilities. As we review our operations, the goal of maximum visibility and patrol is always

SB 2011 Provided by Colonel Jim Prochniak, NDHP Page 2

considered. Two agency bill submissions have proposed law changes which can add efficiency and greater visibility. But more importantly, we can reduce unnecessary workload and risk for our officers.

One such bill would remove the responsibility of NDHP troopers from conducting salvage vehicle inspections and placing that responsibility in the hands of those who know vehicles much better than troopers, professional mechanics.

Another bill proposes eliminating the reporting of crashes involving undomesticated animals. Property crashes involving vehicles and wild animals are simply a collection of paperwork that serves no real purpose. Yet, troopers and other law enforcement officers spend time gathering information that isn't even used by insurance companies.

All employees of the North Dakota Highway Patrol strive to carry out the message of safety and strive to be the best. Whether it's during safety presentations or through strong enforcement measures, assisting a traveling motorist, or investigating a crash, our personnel take pride in performing their duties. Simply put, they are proud to wear the uniform of a North Dakota State Trooper; they are proud to work for this organization.

A recent letter of appreciation to Sergeant Mitch Rumple expresses the care a family received after experiencing a motor vehicle crash,

My family and I were recently involved in an accident in North Dakota a short distance south of Hillsboro on I29. Needless to say, I as well as my wife and 2 children were very shaken up by the incident. The driver's side of our minivan was entirely smashed with glass covering the entire interior of our van. The glass had cut my face (minor cuts) as well as my wife's nose. There was glass everywhere!

Your professionalism and courtesy helped both my family and me feel much better about the whole situation. You not only took the time to perform your required duties but also to find out who we were on a personal basis. I'm sure that in view of the icy road conditions that there were many things that you could have been doing instead of making sure that we had a ride into Fargo, a tow truck to retrieve our van, a rental vehicle lined up and then proceeding to take us to a location where we could retrieve our belongings from our vehicle.

I wish to offer my family's sincere thanks and appreciation for your assistance without which would have made this situation much more trying and unbearable. In my eyes and those of my family, you are one of the finest.

Sincerely, John and Kirsten Hoffman (Mac and Chase)

However, we are only as good as our last call, incident, crash investigation, or our last arrest. We cannot rest on our laurels.

This past year we have implemented an employee survey to gauge workload and assess needs and concerns. Facebook was implemented as we realize this mode of communication can be a valuable tool to help our image, increase interaction with the public, and increase transparency, as well as humanize our officers' role in the importance they play in the eyes of our agency.

The NDHP commitment towards high visibility and strong enforcement measures will continue. We fully support increased penalties against DUI offenders as part of the equation in reducing the needless loss of life.

The NDHP looks forward to the upcoming challenges. We embrace the state's prosperity as an exciting time to be part of an historic period in this state's history.

Overview of the agency

As many of you are aware, the primary duty of the ND Highway Patrol (NDHP) is to keep the motoring public safe as they travel the state's 70,000 square miles. This is accomplished through enforcement and services which include implementation of public education programs to reduce crashes and encourage safe driving practices. The NDHP is the main authority for enforcing laws and regulations relating to the commercial vehicle industry. The department provides security and protection for the Governor, the Supreme Court, the Legislative Assembly, and other elected government officials. The NDHP assists local agencies with responses to calls for service when situations arise which exceed the limits of local resources. The NDHP oversees the operation, maintenance, and administration of the Law Enforcement Training Academy. The Academy provides basic and advanced training for all law enforcement officers in North Dakota.

Field Operations is the largest component of our agency. Field Operations is where the "rubber meets the road." The state is divided into four regions: Northeast, Southeast, Northwest, and Southwest. This allows for high visibility on the state's 7,382 miles of highway. Each region is under the supervision of a Regional Commander. Field Operations also includes Motor Carrier Operations.

I have included a copy of our agency's 2013-2017 multi-year plan for your review. While I do not plan on covering the document in detail, if you should have any questions regarding the plan, please feel free to contact me.

As requested fortoday's testimony, I've provided the 2011-2013 appropriation. The NDHP 2011-13 biennium budget is:

Funds	Current Budget		
State Funds	40,150,906		
Federal Funds	6,499,563		
Total Funds	46,650,469		

The status for one time spending of the \$1,237,000 radio project: \$1,142,735 had been expended as of December 31, 2012. The entire \$1,237,000 will be expended by the end of the 2011-2013 biennium.

NDHP 2013-15 executive recommendation is:

Funds	Executive Recommendation 2013-2015	
State Funds	56,974,919	
Feelera Nationals	6,614,381	
Total Funds	63,589,300	

There have been no changes to our federal funding level.

Agency Major Accomplishments

1. E-permits and Routing – All permit types are now available online. The permit section's phone queue system notifies callers about the permits available online and advises callers to visit the website or try back later if there is a large volume of calls. A contract was awarded to implement an automated routing system. The routing module, along with the in-house oversize/overweight permitting application, will allow the motor carrier industry to purchase and route their permit with limited intervention from NDHP personnel. The routing system will take into account roadway types and weight restrictions in addition to the height, width, and weight of the load and route the movement accordingly. The new routing component will bring added convenience to the customer by allowing permit purchases 24 hours a day, seven days a week. The project is scheduled to be completed by July 2013. I've included a progress timeline related to this project and look forward to its successful completion.

- 2. Motor Carrier Enforcement Due to the growing demands in the energy sector, the NDHP has shifted resources to Motor Carrier Operations. These resources include two semi-portable trailer scale systems that provide the opportunity to weigh more commercial vehicles while minimizing time delays to the driver. The NDHP has also enhanced enforcement activities by transitioning more motor carrier enforcement troopers to the western part of the state. The department is focused on protecting infrastructure and will continue to seek opportunities to meet the changing demands due to increased motor vehicle traffic across the state.
- 3. <u>Enhanced Communications</u> In an effort to mitigate known radio communications issues, the NDHP purchased new repeaters and radio control heads for the patrol vehicles. The new repeater will enhance communications from the officer's portable radio to the vehicle's mobile radio by allowing duplex communications (officers can transmit even while receiving radio traffic).
 - The NDHP realizes the importance of educating the public about traffic safety issues to promote increased safety through crash prevention. A large component of educating the public is to communicate a strong safety message. One administrative assistant position was converted to a public information specialist with the intent of strengthening the agency's ability to communicate with stakeholders through various forms of media.
- 4. <u>Reaccreditation</u> Accreditation is used by universities and hospitals in much the same way that it's used by law enforcement agencies accreditation proves to the community we serve that our agency is committed to meeting the highest standards of professional excellence. This year's on-site assessment and commission hearing demonstrated that the NDHP voluntarily meets the most stringent and internationally recognized public safety standards.
 - On July 28, 2012, the Commission on Accreditation for Law Enforcement Agencies, voted to award the North Dakota Highway Patrol international accreditation status for another three-year period. Our agency also received a Meritorious Award for being involved in the accreditation process for over 15 continuous years. The NDHP has been accredited since 1989, and this year marks our eighth successful accreditation award. Out of 100 public safety agencies up for accreditation at the July conference, only eight others had been reaccredited as many times as the NDHP.
- 5. <u>Agency Structure</u> The NDHP is currently undergoing a change in organizational structure in order to streamline management and optimize resources on the road. Through attrition, the agency will transition from four regional administrative commanders in the field (one per region) to two (eastern and western). Each of the four regions will retain one regional operations commander to oversee first-line supervisors.
- 6. <u>Public Survey</u> The NDHP website was enhanced to include an online survey that is available to anyone who has had contact with a North Dakota state trooper. The survey asks a series of questions to gauge the level of satisfaction with their interaction. The survey also asks for feedback on how the NDHP can improve our level of service.
- 7. Computer Aided Dispatch (CAD) and Mobile Data Communications (MDC) Since its inception, the CAD application has provided our agency with new tracking abilities for all events, including traffic stops, which ultimately increases officer safety. During calendar year 2011, the NDHP conducted 68,131 traffic stops; during calendar year 2012, a total of 79,035 traffic stops were conducted. Events logged in CAD involving the NDHP totaled 202,730 for the two-year period.
- 8. <u>Criminal Interdiction</u> Efforts in criminal interdiction continue to be a high priority for the NDHP. The effects of major criminal activity and narcotics trafficking have devastating impacts on society. One of the best proven methods to deter and prevent this criminal activity is through high visibility traffic enforcement. Troopers receive specialized training that enhances their ability to detect indicators of criminal activity. They investigate the indicators until the suspicious circumstances are alleviated or criminal activity is discovered.

The NDHP's K9 program is critical to the success rate of our drug interdiction efforts. The K9 program consists of nine canine teams that are strategically located around the state to maximize availability. Total drug arrests in 2012 specific to canine activity increased 75 percent from 2011 canine activity. During 2012, K9 teams conducted 155 narcotic searches and four tracks for missing or fleeing subjects. The teams also accounted for 134 misdemeanor arrests, 41 felony arrests, and the discovery of drug paraphernalia in 91 incidents.

<u>OPTIONAL PACKAGE</u> <u>2013-2015 BUDGET</u>

New FTEs

The NDHP is faced with challenges presented by the increased traffic and population across the entire state. The 15 additional FTEs will allow the NDHP to maintain a level of quality service to the citizens of North Dakota. They will also help us to meet the increasing demands placed on our sworn officers as they protect valuable infrastructure across the state and assist other governmental agencies.

The NDHP believes they have a good understanding of the level of service that is expected. Since 1935, the NDHP has never been the biggest. We have sought growth through a metered and measured approach in an effort to match the expected level of service. Although 15 extra troopers may seem like a lot, we will still be the smallest state patrol in the nation.

At this time I'd like to briefly cover a few items that are mentioned in your PowerPoint handout.

Every day you read about our state's economy, increased population, higher traffic volumes, public service needs, and reluctantly, motor vehicle tragedies. Folks, these numbers are real and nowhere can the exponential growth be felt any more than on the shoulders of our troopers. If not for the safety of our motoring public, I need you to consider this option for the safety of our officers. We cannot continue to operate with pockets of officers working alone or without nights off from call without jeopardizing their safety or eventually losing someone.

I will share some of the calls for service and incidents we are experiencing on a much too frequent basis at the end of my testimony. Please note, these incidents occur in every corner of the state and at any time of the day! I could play video examples like these for the entire allotted time allowed to present this testimony.

Don't just take my word about law enforcement needs. A survey done in the fall of 2012 by Andrew Kubas and Dr. Kim Vachal of Upper Great Plains concludes, "As a whole, responses from the survey show that local residents in the oil region perceive driving conditions to be unsafe. Most drivers believed that to improve safety on oil roads law enforcement presence needs to be increased." Also, an extensive study compiled by the North Dakota and Montana Fusion centers reports in their executive summary, ... "The majority of law enforcement agencies reported a need for additional sworn and non-sworn positions within the next year and indicated a need for additional protective equipment and training." The study goes on to say in its executive summary conclusion, "As the population continues to expand in response to the ongoing development of the Williston Basin oil reservoir, local, state and federal law enforcement agencies will continue to see increased requests for services and will be required to grow in order to keep pace with the corresponding service requests."

Six of the additional FTEs will be motor carrier troopers focusing on enforcing size and weight limitations. These officers would have a primary responsibility to enforce weights and measures. Deteriorating highway infrastructure directly impacts the safety of the motoring public. The function of size and weight enforcement is a critical component for infrastructure protection in the state. The unprecedented amount of spending to develop and repair our roadway system will not accomplish its true potential if not properly protected.

Nine of the FTEs will be traffic troopers utilized to provide enhanced coverage across the state, backfilling locations that have been vacated as resources have been moved west. This will provide additional coverage with the goal of protection of life and property on public roadways through an increasing law enforcement presence across the state.

Training Facilities Phase I

The pressure on law enforcement training continues as agencies across the state hire more officers. Proper training facilities can no longer be overlooked for today's law enforcement. Tragedies such as the school shooting in Connecticut and the theatre homicides in Aurora, Colorado, are extreme examples of what law enforcement must be prepared to handle. Sadly, we don't have to hear about some distant location when these unthinkable acts occur. May I remind you of the tragedy that occurred recently in New Town, North Dakota? As we see tragedies of this past year vividly depicted in the news, we must remind ourselves the folks that respond to these incidents need qualified training!

The NDHP proposes construction of an emergency vehicle operations course (driving pad) and an indoor weapons training range to enhance training for law enforcement, corrections, fire, and emergency medical services (EMS). The current facility does not have a shooting range or driving pad.

Law enforcement across the state value the LETA and its location. Improved training at a Bismarck location is supported by the North Dakota Sheriffs and Deputies Association as well as the North Dakota Peace Officers Association.

• Emergency Vehicle Operations

Emergency vehicle operations training is both a requirement for police officers to be licensed and an area that produces a great deal of risk and possible liability. This training helps to ensure law enforcement officers operate their patrol vehicles in a safe manner in all types of emergency and non-emergency situations by helping officers to realize the limitations of their vehicle and driving skills. Increased performance in later model patrol vehicles creates a need for a larger training facility to allow for practice maneuvers at highway speeds.

The current area that is utilized is a parking lot located between the Bismarck Community Bowl and the new Bismarck Aquatics and Wellness Center. Due to increased traffic flow and pedestrian traffic, as well as other safety concerns, this is no longer a viable location. The current Bismarck Community Bowl renovation will further encroach upon the track, eliminating the safety zone between the traveled portion and the raised curbing.

Weapons Training

Ongoing weapons training and proficiency is both a licensing requirement and another high risk and liability area for law enforcement. Currently, the LETA utilizes several private indoor and outdoor ranges for which we pay a daily fee. These ranges require students to travel away from the LETA property up to 25 miles, greatly decreasing efficiency for both students and volunteer instructors. We also face scheduling conflicts as these ranges primarily were built for their members only. The private ranges are not built or equipped to conduct the dynamic training required for law enforcement weapons training. When the private ranges are not available, training is provided at an older outdoor range owned by the State Penitentiary or a range owned and operated by the city of Bismarck. Due to its close proximity to Apple Creek Elementary School, we are limited in the time of day that the State Penitentiary Range can be utilized as well as the weapons that can be fired. There are also weapon limitations at the Bismarck Range. When limitations and constraints are placed on weapons training, it compromises the level of knowledge and skills these individuals are able to bring to bear when faced with a situation in which they may be required to fire their weapon in the line of duty.

Increased Funding for State Fleet Costs

A total of \$1,126,000 is needed to provide funding for an increase in the State Fleet rate per mile from .61 to .74 cents. In addition, \$630,000 is requested to handle increases in average miles driven per FTE per

month by 250 miles. We have seen an increase in the miles our officers drive directly related to the increased level of calls and response to activity.

Our actual fleet costs have exceeded our funding level for 13 months of the 2011-2013 biennium. As a result, we have made an emergency appropriation request to fund the increased rate of .63 cents a mile rather than our budgeted amount of .61 cents. Limiting our miles driven and limiting visibility wasn't an option during such a busy time.

Emergency Lighting

Emergency lighting is a critical component for officer safety. It not only provides necessary visibility in emergency situations, it clearly identifies emergency vehicles in action. Light bars are a piece of equipment that get used and abused. Extended periods of continued operation eventually take its toll and Mother Nature's elements seem to provide the abuse. The NDHP currently uses Whelen Liberty 500 Series light bars for emergency lighting equipment on patrol vehicles. Due to age, the vendor is no longer supporting the 500 Series. Whenever a module in a light bar goes out, the NDHP must send it to the Whelen factory on the east coast for repair at a significant cost since replacement parts are no longer in production. The light bars have reached the end of their useful life. Emergency lighting replacement equipment is estimated to cost \$4,200 per vehicle. This cost includes new emergency lighting, siren/lighting controllers, and mounts for our various vehicle types.

Tasers

In this day and age, the public expects alternative steps to gain control of uncooperative subjects. Tasers have filled that void for years and have been used by law enforcement agencies across the nation. I should be very clear, tasers are not intended to replace the use of lethal force. If the officer fears for their life, their duty weapon may be the only option they exercise.

The NDHP currently has Taser X26 electronic control devices. These devices afford an officer the ability to temporarily incapacitate a suspect through muscle pain. When deployed properly, these devices can be a very effective means of subduing an offender. That said, tasers are an electronic instrument that are technologically advanced. When deployed, troopers expect that they will work. However, electronic technology doesn't last forever. These vital and necessary pieces of equipment are in need of replacing. As you know, our officers work solo. This valuable tool offers protection to troops whose nearest backup may be several miles away – if there is any at all. The manufacturer recommends replacement of Taser X26 units after five years of service. Our Taser X26 units were purchased in April 2008 so they are due for replacement in 2013. New Taser X2 units cost \$950 each; the NDHP would also have to purchase batteries at a cost of \$50 each, holsters at a cost of \$60 each, and four training cartridges and two duty cartridges for each officer at a cost of \$30 each. Costs are based on a quantity of 160 officers with 20 spare batteries and 30 spare cartridges of each type. At the end of my testimony, I will show the effectiveness these instruments provide.

Energy Impact Allowance

This allowance is requested to provide assistance to NDHP employees recently affected by significant rent increases and to secure housing leases for new hires where housing costs have been significantly impacted. Additionally, funding assistance is needed for leasing manufactured housing in oil country and overtime related to enforcement efforts in energy impacted areas.

Trailer Scale Systems

Funding for the purchase of two additional trailer scale systems is requested for enhancing NDHP capabilities to protect roadway infrastructure. At the end of the last Legislative Session, the NDHP purchased its first two trailering scale systems and deployed them in the western part of the state. The effectiveness and mobility of these scale systems is outstanding. Typically used in areas with a highway pullout or rest area, these trailering systems quickly and effectively weigh numerous trucks while checking for overloaded vehicles. During a nine month period in 2012, these units were directly responsible for

SB 2011 Provided by Colonel Jim Prochniak, NDHP Page 8

\$505,910 in overload fees. The trailer scales will provide troopers the ability to weigh more trucks while minimizing delays to the trucking industry.

LETA Extraordinary Repairs

The current law enforcement training academy was completed in 1970. An addition was constructed in 1997. The building consists of three classrooms seating 24, 32, and 32, respectively; one multipurpose room; 18 double occupancy dorm rooms with sinks; two male bathrooms, each with six stall communal male showers; one female bathroom with two shower stalls; and three double occupancy dorm rooms with private showers. The facility also includes a kitchen, dining room, conference room, and offices.

The building is seeing heavier use than ever before and is in need of major repairs and updates. The higher priority projects include:

- Roof Repair: A section of roof on the middle portion of the original building is due to be replaced.
 There are leaks in the 1997 addition that also need to be repaired. Estimated cost to repair: \$75,000
- Air conditioning for main dormitory area: The 18 dorm rooms on the north end of the building were
 part of the original construction and are not air conditioned. As our training requirements have
 expanded, we are hosting more long-term (3 to 12 week) courses during the summer months.
 Estimated cost to install: \$30,000
- Dorm room plumbing repairs: The 18 dorm rooms on the north end have sinks that need to be replaced or repaired due to scale buildup and corrosion. Estimated cost to repair/replace: \$6,000
- Other repairs and maintenance needs: Some areas of interior and exterior wall material is crumbling and in need of repair or replacement. Estimated cost: \$10,000

In the future, other projects needed include remodeling of the north dorm area for ADA compliance, the addition of more female restroom/shower space, remodeling male shower areas to include private shower stalls, installing wireless internet access throughout the facility, and window replacement.

To summarize, we are experiencing the busiest time in our agency's history. This increase is affecting all employees within the organization. The safety of our employees and the motoring public is paramount. We have put together a package that creates efficiencies through legislative law changes that will streamline some of our work efforts. We continue to streamline staffing with reorganization and place an emphasis on protecting the massive investment in infrastructure. After all of these measures, we identified a base level of troops needed to cover more of the clock in critical areas of the state. We aim to provide safety and visibility to our motorists and most importantly, provide safety to the valued members of this agency.

With these above considerations, our agency proposes an efficient package that assists with staffing, addresses training for all law enforcement, and replaces necessary equipment.

As mentioned earlier in my testimony, I'd like to take a few minutes to show what we are experiencing on an increasing basis throughout the state. I ask that you keep in mind the requests I've made today as you see firsthand what our troopers deal with.

[Video]

Mr. Chairman, members of the committee, this concludes my presentation. I'd be happy to try and answer any questions.

Attachments
2013-2017 NDHP Multi-Year Plan
Truck Permitting and Routing Overview (progress timeline)
FTE Justification (PowerPoint handout)

Colonel James Prochniak \$2 5B 2011 1-17-13

2013 - 2017

Multi-Year Plan



North Dakota Highway Patrol

Our pathway to the future ...



Mission, Vision, and Values	1
Overview of Agency	2
Environmental Assessment	3
Needs Assessment	4
Strategic Goals and Operational Objectives	5
Provide a Secure Environment for All Citizens	6
Public Safety on Highways	7
Enhance Relationships	8
Enhance Employee Welfare	9
Achievements	10



Mission

The mission of the Highway Patrol is to make a difference every day by providing high quality law enforcement services to keep North Dakota safe and secure.

Vision

Public safety through quality service.

Values

Loyalty—We will show allegiance to ourselves, our department, the state of North Dakota, our community, and to those who came before us and sacrificed so much to ensure the safety of our citizens.

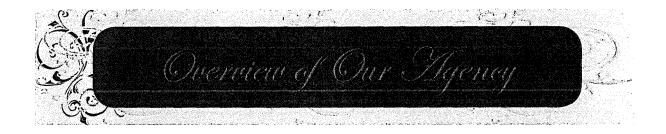
Integrity—We are honest, responsible, and ethical. Citizens place the highest trust in the NDHP. Each member must recognize that they are held to a higher standard of accountability than the public. We must always be mindful to **NEVER** violate the public trust. Our conduct, both on and off duty, must be beyond reproach.

Commitment—To fulfill the vision of the NDHP each employee must deliberately carry out their duties and responsibilities to the best of their abilities.

Respect—Because we are a diverse culture we value each other and all members of our community regardless of age, race, gender, appearance, individual beliefs or lifestyles. We will always show understanding, respect, and appreciation for our similarities and differences.

Professionalism—To be considered professional we must conform to the technical and ethical standards of our profession. Because we are highly trained and dedicated we are capable of handling the daily demands of law enforcement and devoting our full energy and talents to the department's vision.

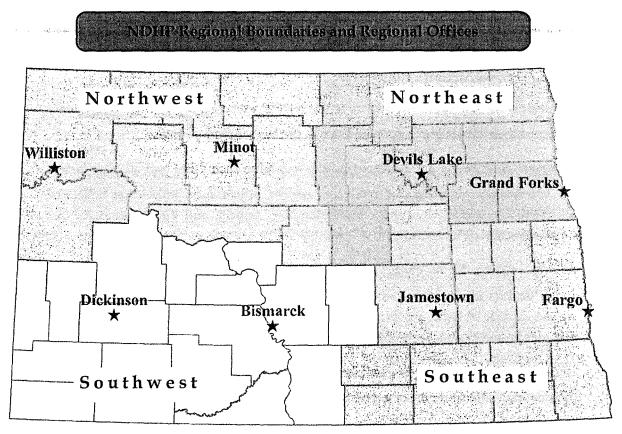
Frequentability-Employees at all levels and ranks must accept responsibility for their actions both in their personal life and in their professional life.



The North Dakota Highway Patrol's (NDHP) primary duty is to keep the motoring public safe as they travel the state's 70,000 square miles. We accomplish this through law enforcement and service. We are the main authority for enforcing laws and regulations relating to commercial vehicle safety and the commercial vehicle industry. The NDHP provides security for the state Capitol, elected government officials, and the Supreme Court. The NDHP also partners with local agencies to provide assistance when situations arise that exceed the limits of local resources.

The NDHP currently has 198 authorized positions: 148 sworn and 50 civilian with the superintendent ultimately being responsible for the agency. The NDHP is divided into two components: Field Operations and Administration.

Field Operations consists of four geographical regions and Motor Carrier Operations. This allows for high visibility on the state's 7,385 miles of highway. Each region is under the supervision of a regional commander.



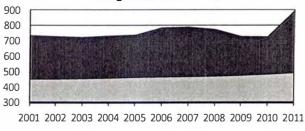


9.5

North Dakota has 106,670 total miles of road, which is equal to 156 miles per 1,000 people. This is the highest number of road miles per capita in the nation. Of the total road miles, 7,385 miles are U.S., state, and federal highways. As a result, we have a very large network of roadways to patrol. With the number of vehicle miles traveled dramatically 7.5 increasing (Figure 1), it has become an even greater challenge for our troopers to provide adequate 6.5 coverage.

Figure 2

Thousands of Licensed Drivers and **Registered Vehicles**



■ Registered Vehicles
□ Licensed Divers

An even greater concern for the NDHP and the citizens of North Dakota is the rising fatality rate (Figure 3). The fatality rate is based on deaths per 100 million vehicle miles traveled (VMT).

Figure 4

Population Trends				
Region	2000	2005	2011	
Northwest	122,216	115,942	132,535	
Northeast	140,986	136,346	135,225	
Southwest	157,762	158,402	173,874	
Southeast	221,236	224,675	242,298	
Statewide	642,200	635,365	683,932	

Figure 1

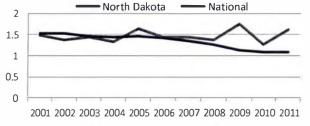
Billions of Vehicle Miles Traveled

2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011

The number of licensed drivers in the state is steadily growing, however, showing a dramatic increase is the number of registered vehicles (Figure 2). This is significant for the Highway Patrol because it reflects an increasing customer base for a fixed amount of troopers.

Figure 3

Fatality Rate



The population of the state as a whole is growing. The highest percent of change can be seen in the Northwest Region, showing an increase of 14% since 2005. This shift in population poses challenges for the Highway Patrol. As the population increases and urban areas require additional personnel to provide adequate service to the growing communities, it is becoming harder to provide enough coverage in the rural areas to ensure a timely response.



Personnel Projections

Short-Term — With the increasing demand on our agency we identified a short-term need for 15 more troopers and one more support staff.

Due to the continued population growth, the increasing demands, and the rising number of calls for service, we anticipate a need for at least 20 additional sworn positions and two additional support staff. (see Figure 2).

Equipment | Technology

Based on the equipment replacement schedule (see Figure 3) and serviceability concerns, two upcoming equipment needs are Taser replacements and updated emergency lighting. We have also identified a need for crash reconstruction equipment upgrades, replacement long rifles, and improvements in communications technology over the next five years.

Capital Improvements

We have identified an immediate need for the Emergency Vehicle Operations Course and an indoor weapons range.

In the coming years, we will need to relocate and construct a new training center. We also need a facility that would combine the Support Services Division, the Southwest Regional office, and Motor Carrier Operations.

Figure 1

November 2012 Personnel Chart			
Classification	Authorized Positions	Present Positions	Vacant Positions
Sworn	148	142	6
Capitol Security	7	7	0
Motor Carrier	11	8	3
Support	32	32	_/ 0
Totals	198	189	9

Figure 2

Classification	Authorized Positions	Short Term	Long Term
Sworn	1:48	+15	+20
Capitol Security	7	.0	0
Motor Carrier	11	0	0
Support	32	+1	+2:
Totals	198	.221	+23

Figure 3

Equipment Replacement Schedule				
Туре	Lifecycle	Last Cycle Completed	Replacement Cycle	
Emergency Lighting	8 Years	2006		
Mobile Radios	10 years	2006		
Portable Radios	6 years	2008		
Traffic Radars	4 years	2012	1/4 per year	
Lidar	6 years	2012		
In-car Video	8 years	2009		
Tasers	5 years	2008		
Laptops	4 years	2012	1/2 per biennium	
Vehicles	48 months	2012	1/4 per year	



The NDHP's strategic plan for the coming years is comprised of four goals that complement the operational objectives we strive towards daily. The following pages provide details for both our long-term strategic goals and short-term operational objectives to attain these goals. It is important to note that this is a "living document" and will continue to be evaluated and discussed annually throughout the coming years.

- 1. Provide a Secure Environment
- 2. Public Safety on the Highways
- 3. Enhance Relationships
- 4. Enhance Employee Welfare



Our agency is built on seven key operational objectives that drive our troopers to make a difference in the state of North Dakota:

- 1. Concentrate efforts towards patrolling highways and being visible.
- 2. Reduce crashes and investigate when they do occur.
- 3. Reduce alcohol use related to DUI and underage consumption and the tragedies that happen on our highway as a result.
- 4. Impact criminal activity occurring in our state.
- 5. Protect highway infrastructure and provide for the safe movement of goods and services through an effective motor carrier program.
- 6. Provide quality service to the public.
- 7. Hold individuals, not groups or regions, accountable for their actions, good or bad.



The Highway Patrol continues to strive to meet the changing demands placed on law enforcement across the state. Capital improvements are needed to maintain our compliance with national standards and training. Adequate and updated facilities are needed for the Highway Patrol to operate effectively.

Strategic Goals

- 1. Evaluate the need for increased patrol coverage and personnel assignments.
- 2. Continue upgrades to provide adequate law enforcement facilities.
- 3. Implement the training facility plan including the Emergency Vehicle Operations Course, weapons range, and training center.
- 4. Enhance agency response to public safety concerns.

Operational Objectives

- 1. Complete resource allocation and deployment study prior to the 2013 legislative session.
- 2. Construct emergency vehicle course and weapons range by 2015.
- 2. Continue to reorganize Field Operations.



Drivers in North Dakota face several dangers while traveling. Impaired, fatigued, or preoccupied drivers can cause a serious collision. Consistently in North Dakota, 40-50% of all fatal crashes involve alcohol. Severe winter weather also poses a significant danger. Increased traffic, especially motor carrier traffic, has presented new challenges and created an emphasis on safety and enforcement of the motor carrier industry.

While statewide survey results show the number of individuals using seatbelts to be slightly higher from past years (76.7%), approximately 69% of those killed traffic crashes in 2011 choose not to use a restraint.

Strategic Goals

- 1. Reduce statewide injury and fatality rates on all roadways.
- Increase statewide seat belt usage on all highways.
- 3. Increase public awareness of the hazards of impaired driving.
- 4. Strengthen motor carrier enforcement operations.
- 5. Sustain patrol presence in areas with high injury and fatality crash rates.

Operational Objectives

 Implement an automated routing permitting system for oversize or overweight vehicles by 2013.



The NDHP has many stakeholders. Motorists, taxpayers, the governor, legislators, and the motor carrier industry are only a few of the groups external to the organization that have some influence on or a vested interest in the Patrol and its services.

Today's technology give us a wealth of information at our fingertips. By utilizing this tool to complete citizen surveys, we are ensuring that all of our stakeholders have an opportunity to give us their opinion. It is one more way to make sure we are providing quality service to the citizens of North Dakota.

Strategic Goals

- 1. Continue to assess customer satisfaction through the use of surveys.
- 2. Inform and educate stakeholders on agency operations and goals.
- 3. Educate the motor carrier industry on regulations of size and weight.
- 4. Field Operations will actively solicit participation in public presentations to schools and community organizations.

Operational Objectives

- Partner with the ND Safety Council to offer Slippery Slope adverse weather driving courses in 2013.
- 2. Achieve 800 'likes' on Facebook.



The Highway Patrol values its employees and wants to ensure that they are treated fairly. Periodically we review duties, responsibilities, and compensation packages.

Many of the NDHP's troopers are relatively young in their career. As a result, when our experienced sworn personnel in leadership positions retire, our current troopers will have to step up to the challenge. By providing the tools necessary for success, we also ensure the well-being of the agency.

Strategic Goals

- 1. Develop an employee survey to assess professional development interests.
- 2. Mentor employees for successful continuation or advancement in the agency.
- 3. Establish a supervisor training program, targeting new sergeants.
- 4. Evaluate resources to meet current and future needs.
- 5. Enhance the agency's ability to manage employee well-being of those involved in critical incidents.
- 6. Create a NDHP honor guard.

Operational Objectives

- 1. Conduct employee survey to assess professional development interests by 2014.
- 2. Pursue career development opportunities by 2015.
- 3. Implement a supervisory and leadership training program by 2013.
- 4. Identify those interested in participating in the honor guard by 2013.



We have accomplished the following goals from the 2012-2016 Multi Year Plan

- Hired a public information specialist.
- Reorganized Field Operations and restructured the Motor Carrier division.
- Implemented trooper on a bus program.
- Provided bi-annual reports to superintendent on website surveys.
- □ Conducted training sessions for the motor carrier industry.
- □ Created Facebook page.
- ☐ Conducted statewide employee survey.
- ☐ Created email accounts for all troopers.
- Established a human resource position.
- Trained several troopers in critical incident and stress management.



Truck Permitting and Routing Overview

This is a brief overview of the progress made regarding electronic permitting and truck routing over state highways and county roads in western oil and gas regions in North Dakota.

State Highways

Phase 1: Implemented Feb. 2012

- E-Permits application enhanced to expand permits available for purchasing online:
 - o Work-over Rig
 - o ID Supplement (3 types)
 - o Mobile Home ID Supplement
- 3 day extension process for any single trip permit.

Phase 2: Implemented April 2012

- Remainder of permits added:
 - Approved Equipment (2 types)
 - Bridge Length
 - o Over-width Annual
 - o Over-width Fish House
 - o Self-issue (5 types Mobile Home, Oversize, Interstate, Special Mobile Equipment SME, Special Mobile Equipment WOR)



Added an online request validation number for oversize loads eliminating the requirement to call the Highway Patrol.

Allows companies to save their power unit's axle configuration for each permit.

Phase 3: In system testing

Making the application mobile friendly (smart phones, tablets).

Phase 4: End of June 2013 implementation

- Integration with ProMiles automated routing software - routes include both state and county roads, but county road permits must be obtained from counties.
- Approval routing process for bridges.
- Add a QR image to a permit allowing a driver to scan the image using a smart phone and display their approved route.
- Process to handle notification of reroutes in emergency circumstances.

Roads in Oil & Gas Producing Counties

Phase 1: Implemented July 2010

- **Uniform County Permit System**
 - o Permits available online or self-issue
 - o Self issue are invoiced monthly
 - Monthly reporting by county

Phase 2: Implemented April 2011

- **Road Restriction Communication**
 - o System restrictions or closings are posted online.
 - o Companies can sign up to be notified by email or text when restrictions are added, deleted or changed by the county.

Phase 3: Implemented August 2011

A rig move permit was added for the tracking of oil drilling rig moves on county roads.

Phase 4: In analysis

- Creation of an e-permit template that includes a number of e-permits purchased as a group for a typical route involving multiple units.
- Capability for companies to pay electronically for their monthly trip invoices online.



Collaboration beginning? 2013

State agencies and Oil and Gas Production Counties are analyzing ways for data sharing between the State's E-Permitting application and the Uniform County Permit System. The concept is to have a one-stop shop allowing companies to enter their data into one system and have it replicated in the other.

James Prochniak #4

5B 2011 1-17-13

FTE JUSTIFICATION

NORTH DAKOTA HIGHWAY PATROL



12/28/2012

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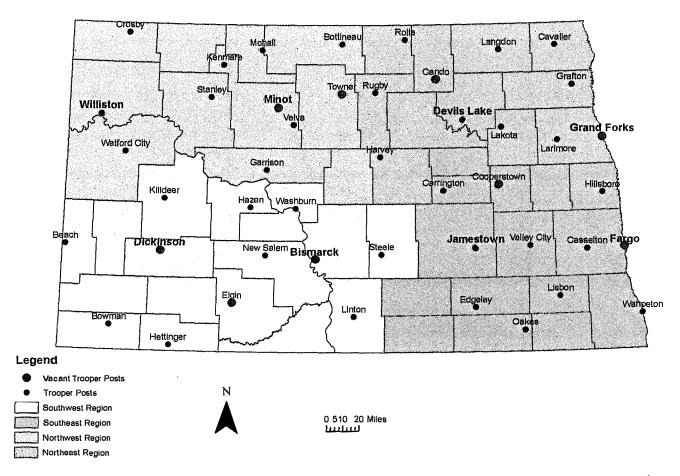
NEED FOR ADDITIONAL TROOPERS	1
INCREASED COVERAGE	2
EMPLOYEE CONCERNS	4
INCREASE IN STATEWIDE TRAFFIC, VIOLATIONS AND GENERAL ACTIVITY	5
INCREASE IN MOTOR CARRIER EFFORTS	6
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STATEWIDE MOTOR VEHICLE CRASHES	8
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NEED FOR ADDITIONAL TROOPERS

Increasing traffic levels and population throughout the state present challenges for the NDHP to maintain quality service, protect valuable infrastructure, and assist other government agencies. While the activity level of our state rapidly increases, the number of troopers has not increased proportionally to the demand. Additional FTEs would allow the NDHP to better serve the state's citizens and motorists, protecting life and property on public roadways.

The additional FTEs would include motor carrier troopers focused on enforcing size and weight limitations, protecting the public from deteriorating highways and traffic troopers providing enhanced coverage statewide and augmenting current staffing levels in the west. Some of the traffic troopers would backfill posts that were vacated to assist with the increased workload in western ND. These vacated posts have increased demands on county sheriffs and other law enforcement agencies as well as our own employees.

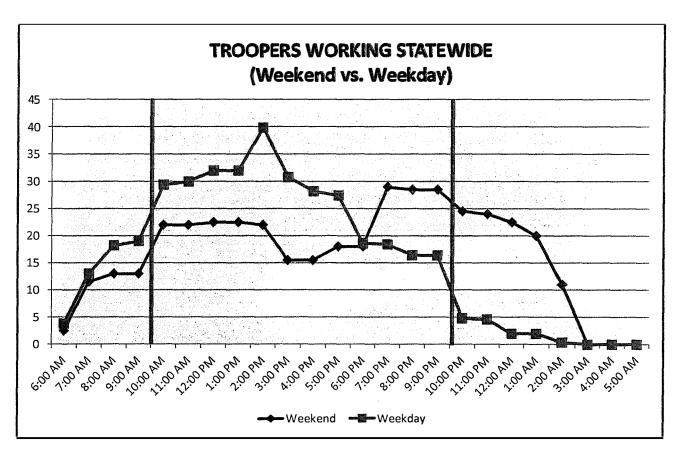
NDHP Regional Boundaries and Post Locations Existing Needs



INCREASED COVERAGE

Covering more of the clock is becoming increasingly difficult. The volume of calls after 6 pm vs. the staffing level after 6 pm doesn't allow for adequate coverage. Typically, an entire region may only have a couple troopers working after 6 pm and maybe one trooper after 10 pm. As depicted in the below graphics and when considering the increased level of calls, it is becoming difficult to focus on traffic safety and accident reduction through patrol efforts. More importantly, trooper safety is compromised while working alone.

Many of these shifts only have one trooper working which makes officer safety much more of a concern.

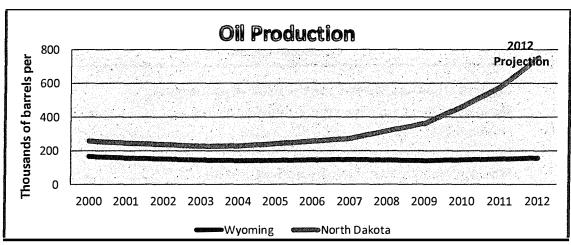


The figures were gathered from August 1-7, 2012. (This crosses two different weekly schedules to pull a sample from both shifts)

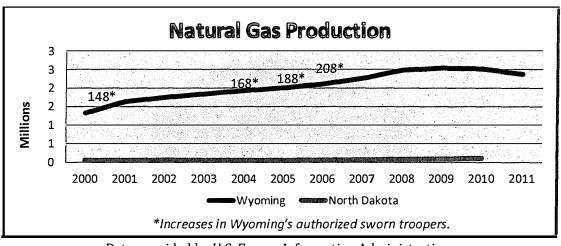
Comparison of Troopers Per Capita

	2012 Population*	Number of Troopers	Troopers per 1,000 people
Montana	1,005,141	.235	.23
South Dakota	833,354	162	.19
Wyoming	576,412	208	.36
North Dakota	699,628	148	.21
	*Population estimates f	rom US Census Bureau.	

Based on an average of these three states, ND would have 182 troopers. Based on Wyoming's troopers per capita, ND would have 252 troopers.



Data provided by U.S. Energy Information Administration

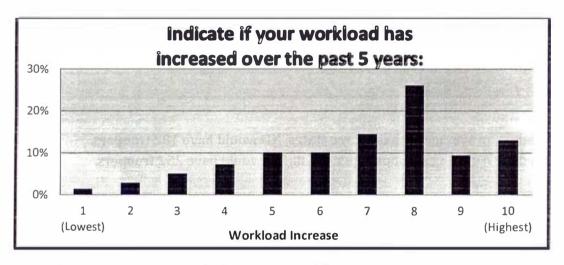


Data provided by U.S. Energy Information Administration

EMPLOYEE SURVEY

The NDHP conducted an employee survey in July 2012. There were 138 total responses:

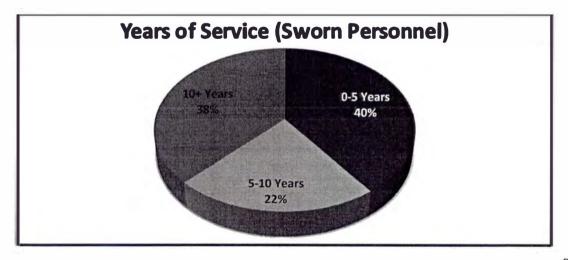
- 116 from sworn staff
- 22 from civilian staff.



Explain what has caused your workload to increase:

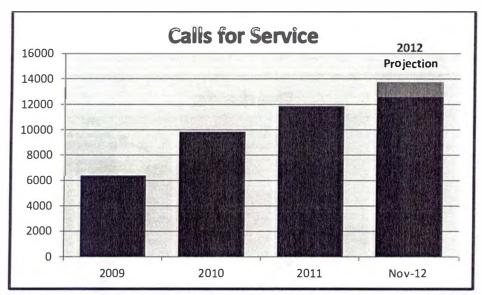
More work due to heavier traffic, oilfield activity	40%
Understaffed	22%
More work because of promotion/transfer	6%
Moving troopers from east to west half of state	4%

In 2000, the NDHP was authorized 198 FTEs, which included 132 sworn officers and 66 non sworn employees. Of the 66, 39 were Motor Carrier Inspectors. We are currently authorized to have 198 total FTEs, which includes 148 sworn officers and 50 non sworn employees. Of the 50, 11 are Motor Carrier Inspectors/Auditors.

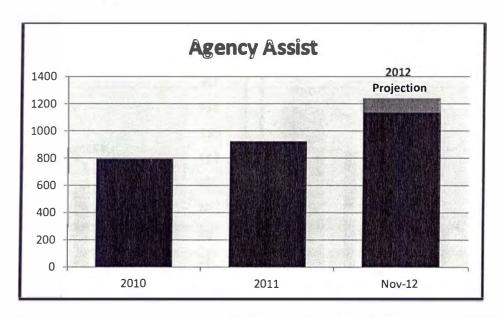


INCREASE IN STATEWIDE TRAFFIC, VIOLATIONS & GENERAL ACTIVITY

Troopers are spending significant time on calls for service, leaving little time for regular traffic patrol.



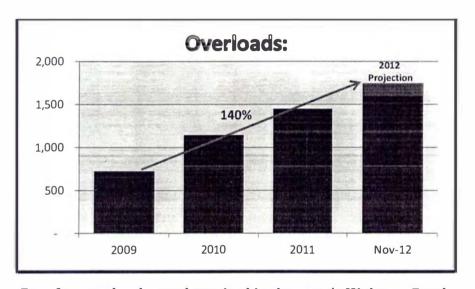
Average time devoted to a call for service is 22 minutes. Based on this average, NDHP troopers spent 4,348 hours handling calls for service in 2011.



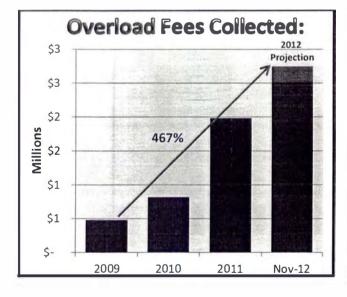
Average time devoted to each agency assist is 49 minutes. Based on this average, NDHP troopers spent 754 hours assisting other agencies in 2011.

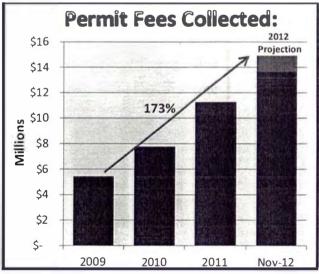
INCREASE IN MOTOR CARRIER EFFORTS

Overload fees are projected to exceed \$5 million per biennium, easily covering the cost of additional motor carrier troopers. These additional troopers would bolster efforts to protect existing highways, a benefit that is hard to quantify as costs to repair highways are substantial. Currently the NDHP has only 15 motor carrier troopers covering the entire state. County governments often request assistance from the NDHP to enforce weight and size limits on county roads, creating an additional strain on limited resources.

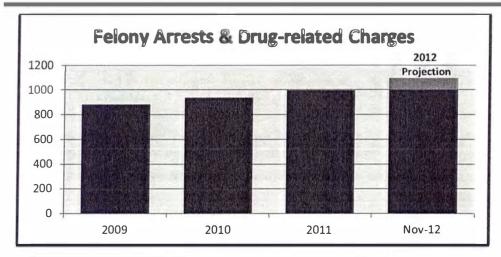


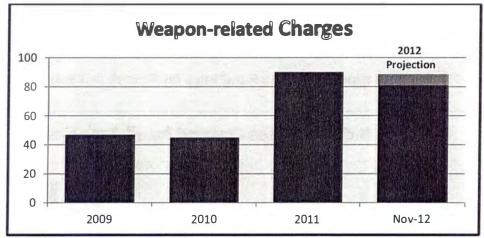
Fees for overloads are deposited in the state's Highway Fund.

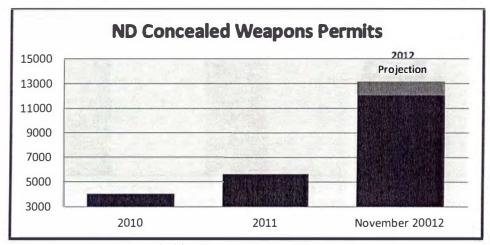




INCREASING NUMBER OF SERIOUS INCIDENTS







Data provided by Bureau of Criminal Investigations

Between 2006 and 2011, the Williston Basin region saw a 103% increase in calls for service.

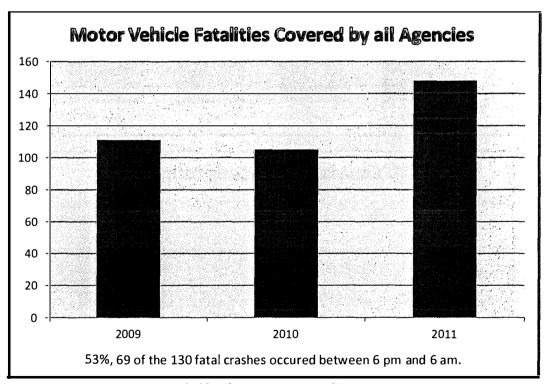
STATEWIDE MOTOR VEHICLE CRASHES

(All crashes reported to DOT)

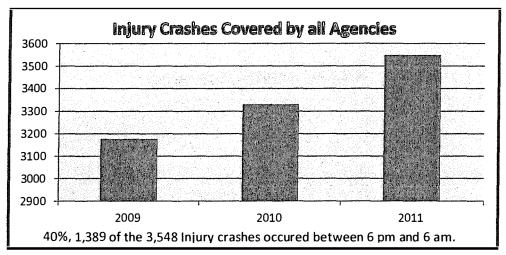
Increase in crashes the NDHP has investigated			
Year	Property Crashes	Injury Crashes	Fatal Crashe
2000	2,421	659	56
2011	2,769	816	102

NDHP covered 1,474 total crashes in 2011.

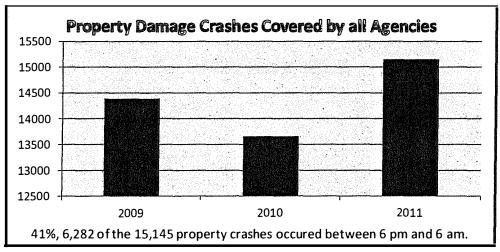
The average time devoted to handling a fatal crash is 8 hours.



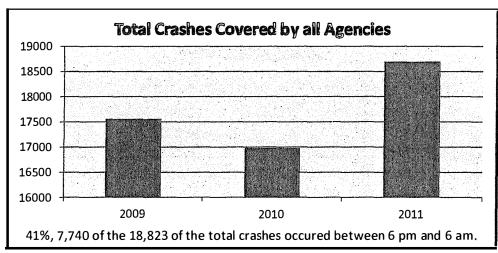
Data provided by the Department of Transportation



Data provided by the Department of Transportation

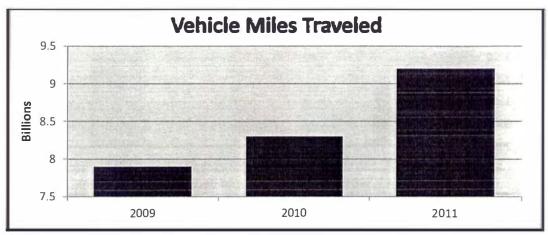


Data provided by the Department of Transportation

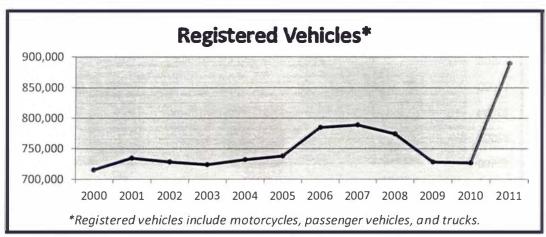


Data provided by the Department of Transportation

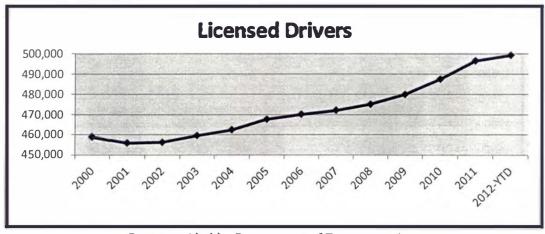
OTHER VEHICLE STATISTICS



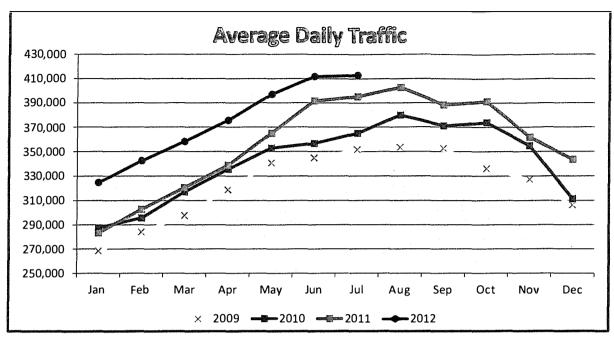
Data Provided by Department of Transportation



Data provided by Department of Transportation



Data provided by Department of Transportation



Data provided by the Department of Transportation "Automatic Traffic Data" report.

Dramatic increases in traffic, population, and activity on our roadways are straining the NDHP's resources. Additional FTEs would allow the NDHP to improve patrol coverage where necessary, assist other government agencies while enhancing the safety and reducing burnout of our current personnel. The FTEs would also allow the NDHP to continue to provide timely, quality service to the citizens of North Dakota.

State of North Dakota Law Enforcement Training Academy Master Plan

Revision: January 10, 2013

Prepared for: State of North Dakota Highway Patrol

Prepared by: Rhodes and Associates, P.C. Ubl Design Group, P.C.

State of North Dakota Law Enforcement Training Academy Master Plan

Under Direction of:

Coordinating Team

Col. James Prochniak, Superintendent, NDHP
Capt. David Kleppe, Support Services Commander, NDHP
Keith Witt, Former Chief of Police, Bismarck Police Department
Joel Boespflug, Fire Chief, Bismarck Fire Department
Jeff Heintz, Director of Service Operations, City of Bismarck
Capt. Lori Malafa, Administrative Services Commander, NDHP
Lt. Mike Gerhart, Training Director, Law Enforcement Training Academy, NDHP
Dr. Larry Skogen, President, Bismarck State College
Dr. Drake Carter, Associate Vice President of Academic Affairs, Bismarck State College
Ken Sorenson, NDHP General Counsel, Office of Attorney General

Master Planning Team

Vaughn Rhodes, Architect, Rhodes and Associates, P.C. Jeff Ubl, Design Consultant, Ubl Design Group, P.C.

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Introduction:

Police and Fire Training is an ongoing and evolving process which is integral to public safety in North Dakota. Equally important, proper training prepares and protects our police and fire professionals. Over the last ten years as community populations have grown and threats both locally and from abroad have increased training has intensified to new levels with an increased focus on multi-agency cooperation. This master plan represents an effort to help support new and improved training for the North Dakota State Highway Patrol and open the door to a regionally based training complex capable of supporting state wide training needs for all our public safety professionals.

Executive Summary:

The North Dakota Highway Patrol with its partners, the Bismarck Police and Fire Departments along with Bismarck State College, have taken on the task of enhancing and expanding training opportunities for law enforcement and fire responders in North Dakota. The training complex proposed in this study is positioned to become a key statewide asset in the ongoing effort to provide professional and prepared public safety service to the citizens and communities they serve.

The master plan includes the Law Enforcement Training Academy building which includes classrooms, offices, multi-purpose room, facility kitchen and training storage; a 120 bed dormitory; outdoor training field and track; canine training field; campus maintenance building; the existing open-air baffled 25 yard outdoor tactical firing range; a 16 lane, 25 yard indoor firing range; practical training building with classrooms (dirty classrooms) and storage; a 100 yard open-air baffled rifle range; live fire training shoot house; smoke training house; a multi-purpose concrete pad for EVOC (Emergency Vehicle Operations Course); a concrete pad dedicated to fire training with several training props; a multi-tactical simulation building that can be used for tactical fire attack simulation, search and rescues, high-angle rescue; clandestine laboratory training, SWAT training, hazmat training, explosive device mitigation training, mass casualty training, live fire training, radiological response training, and emergency operations functional and full scale exercises.

A training complex of this type has the ability to be multi-faceted and unique. In order to fully understand the master plan presented it is important that the project objectives used to develop the physical plan be identified. The following are the key project objectives outlined by the coordinating team.

- The complex must meet the training needs of the North Dakota Law Enforcement Training Academy and the Highway Patrol.
- The complex must meet the training needs of the other partners including the Bismarck Police and Fire Departments as well as Bismarck State College.
- The complex must be designed and planned to meet regional and state wide training needs of other interested agencies.

• The master plan reflects bench mark of 50 years. Therefore the plan at its ultimate and completed state must take into consideration evolving training needs, environmental concerns, changing land uses near the site and other issues which could result from the length of the planning bench mark.

Process:

Prior to beginning this effort, a planning process was developed with the coordinating team. The process outlined below was used to guide the master plan development.

- Task 1: Define project objectives.
- Task 2: Review space and site program developed by OMB.
- Task 3: Develop a physical master plan.
- Task 4: Review the physical master plan with the coordinating team.
- Task 5: Develop an "Opinion of Probable Costs".
- Task 6: Develop phasing and implementation strategies.
- Task 7: Finalize and present final master plan.

Validation of Bismarck Master Plan:

Prior to this study the City of Bismarck developed a master plan for the 911 Memorial Police and Fire Training Facility which would occupy a portion of the site considered for this study. The coordinating team conducted a review of that master plan. The objective of the review was two-fold. First, the team utilized information gathered from the 2007 Bismarck Master Plan to help better understand site related issues, such as storm water management and related site utilities. Second, the 2007 master plan was utilized as a tool for the Highway Patrol, Bismarck Police and Bismarck Fire to better understand the training needs of the three departments involved in the planning process.

Needs Assessment:

A needs assessment was not within the scope of this master plan. However, information provided by the Office of Management and Budget and the Highway Patrol was reviewed and updated to ensure this study represented the current and long range needs of the Highway Patrol.

Training Components:

OUTDOOR FIRING RANGES

Two outdoor baffled ranges are shown for the training complex master plan, a 100 yard, 5 point range with a fixed firing position and the existing 25 yard, 10 point range with firing positions at 25 yards and baffled to accommodate no-blue sky tactical firing from 0 to 25 yards. The complex also includes one indoor baffled firing range, 25 yard, 16 points, with fixed firing positions. Each range includes a trap for bullet collection and a targeting system. Construction is precast concrete wall panels with acoustical lining on the range side. Baffles are constructed of armor plating mounted on trusses that span between the concrete walls.

MULTI-PURPOSE/EVOC PAD

Designed for the axel loads of apparatus, the multi-purpose pad is a large concrete surface used for various training exercises. The pad is sized for a standard NFPA emergency vehicle operations course as well as low speed law enforcement maneuvers. This pad can be used for skid operations utilizing a skid car during winter operations as well as any other training exercise requiring over four acres of staging and exercise area.

PRACTICAL TRAINING BUILDING

The practical training building is a one-floor building that includes training facilities and range support. Training areas include classrooms and a practical applications high-bay space. The high-bay space also has a primary function as equipment storage. Associated training support areas include restrooms and storage. Range support areas include control rooms and staging areas for ranges, ammunition storage, and rooms for cleaning, supply, armory and smithing, and target equipment.

LAW ENFORCEMENT TRAINING ACADEMY

The Law Enforcement Training Academy building will serve as the base for all Highway Patrol training activities. It will include a multi-purpose training room, 6 classrooms, a conference room, training staff offices, and 120 bed dormitory. Associated training support areas include restrooms, laundry facility, a dining hall, commercial kitchen, and storage.

CANINE TRAINING FIELD

The training field is a fenced area of turf 200 feet square. Grading in this is even and less than 2 percent. This field would allow the temporary or permanent creation of dog obstacles and could also be used to stage Special Response Team obstacles as well.

MULTI-TACTICAL SIMULATION BUILDING

The multi-tactical simulation building is an unconditioned, multi-story building; constructed of concrete block with cast-in-place concrete floor and roof slabs of pre-engineered steel. The building is designed to create realistic tactical situations for buildings that would be found in the community including habitats such as a residence, offices, commercial, high rises, schools, and other public and private structures with vertical and horizontal square footage. One of the features which makes this structure unique and an incredibly important training tool is the ability to transform and create a wide variety of live fire simulations, police simulations, and combined training exercises.

SHOOT HOUSE

The shoot house is a law enforcement live weapon tactical assault tool. The building is constructed of armor plating and ballistic walls. The building has the ability to create several entry and approach scenarios. The building often times is capable of video and sound recording which can be transmitted to a nearby classroom.

TECHNICAL RESCUE PROPS

The trench simulator will consist of a concrete trench simulator properties will focus on the evolutions of rescue for shoring and trench wall collapse and slough in. The properties will be able to be used wet or dry and have the ability to have air or liquid piped in the area to simulate various leaks.

The confined space simulator will be comprised of reinforced concrete pipe and concrete structures at different diameters and heights. The plan will include 90's, tees, and angled intersections with vertical drops of different heights.

The rubble pile will consist of typical construction debris found in urban, suburban, and rural environments after a natural or manmade disaster. It will include confined spaces, areas of refuge, areas of collapse, and can accommodate other debris situations. The pile will be placed on a gravel pad that will allow positive drainage and workability for USAR teams.

The collapse building is a structure that will allow the simulations of various USAR skill evolutions including shoring, breaching, search, rescue, and clearing. The building will simulate wall, ceiling, floor, and pancake collapse with various architectural components to simulate various building types.

OUTDOOR FIRE PROPS

The fire simulator prop consists of several outdoor fire scenarios that the fire department might find in the community. The prop is a compact footprint and contains more real world situations than the more traditional outdoor fire props. This prop takes the place of the traditional x-mas tree fire prop, relief valve fire prop, split flange fire prop, and valve fire prop. The prop contains a vessel fire, boil over fire, overhead pipe fire, fuel spill/flammable liquids fire, and split flange fire situated in a structure with different vertical heights. The prop is fueled by liquid propane.

The flammable liquid simulator consists of a $20' \times 20'$ square to simulate flammable liquids fires and is fueled by liquid propane. In addition to the main pit it contains a running fuel spill and $3' \times 3'$ pan for fire extinguisher training.

The rail prop would consist of a pressurized and non-pressurized rail car placed on a single rail bed. The cars would be modified to assist in hazardous material, confined space, and derailment evolutions. The site would be modified to allow diking and damming evolutions as well. See Example 9, Appendix B.

Barrel, cylinder, and liquid storage pads will be used to train the handling and movement of hazardous materials and their containers. These pads will consist of different materials to allow evolutions to specifically test different handling SOP's.

Cost Evaluations:

The conceptual cost evaluations or "Opinion of Probable Costs" contained within this report are broad given the detail of the master plan, but are well within the normal industry standards and should be utilized for future funding strategies. When reviewing the costs the following factors should be considered:

- Opinions of Probable Cost are based on several resources including historic data and professional opinion.
- The costs identified include contingencies which are based on the broad scope of master planning.
- When examining these costs beyond year 2011, a current inflation factor should be applied
 unless more information is available at the time of calculation.
- A/E fees, permitting and project specific costs are not included.

Operations and Management Plan:

An operations and management plan was not within the scope of this master plan. However, based on input and discussions, the facility will be operated and maintained exclusively by the State of North Dakota and Highway Patrol.

Phasing and Implementation Strategies:

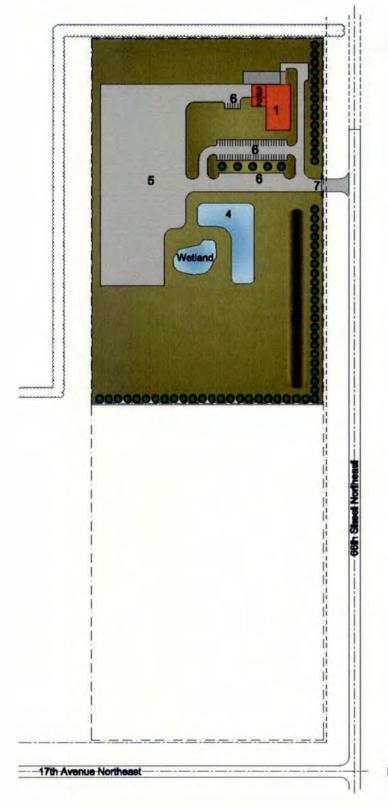
The recommendations of this master plan are flexible in their date of implementation and should be based on agency need and funding. However as a part of this effort, the first two phases have been identified and represent the immediate needs of the Highway Patrol. Below are descriptions of the first two phases:

Phase I:

- 1. Grade site for practical training building, indoor firing range, multi-use concrete pad and support facilities such as parking.
- 2. Install underground utilities, including power, storm sewer, gas, septic tank and field and detention ponds.
- 3. Construct practical training building.
- 4. Construct multi-use EVOC pad.
- 5. Mitigate existing wet-lands.
- 6. Construct security fencing at perimeter of site.
- 7. Construct berms at perimeter of site.
- 8. Install perimeter landscaping.

Phase II:

- 1. Grade site for LETA building, campus maintenance building, dormitory and parking areas.
- 2. Install underground utilities, including power, storm sewer, gas, septic tank and field and detention ponds.
- 3. Construct LETA Building.
- 4. Construct Dormitory.
- 5. Construct Maintenance Building.
- 6. Construct Parking areas and connecting roads on-site.
- 7. Construct canine training area.
- 8. Construct berms at perimeter of site.
- 9. Install perimeter landscaping.
- 10. Extend security fencing to new perimeter.

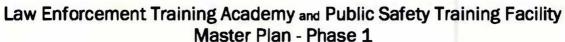


EXISTING SPACES

25 YARD OUTDOOR SHOOTING RANGE

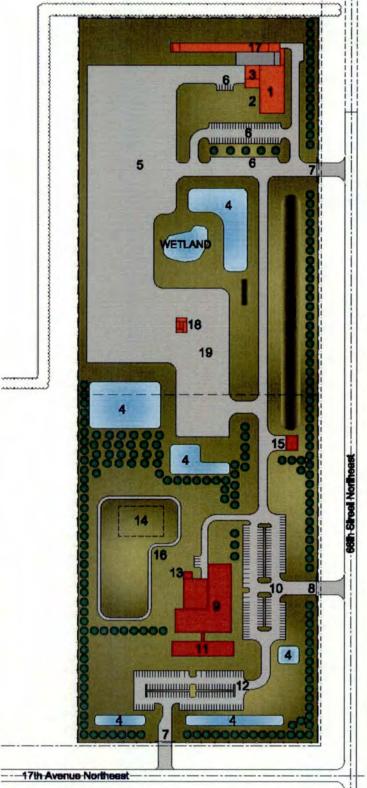
NEW SPACES

- 1. INDOOR SHOOTING RANGE
- 2. PRACTICAL TRAINING CLASSROOMS
- 3. STORAGE VEHICLE & EQUIPMENT
- 4. DETENTION POND
- 5. 1,000' x 300' E.V.O.C. PAD
- 6. PARKING FOR 60 CARS & 2 FIRE TRUCKS
- 7. GATE AND SIGN



Phase I: Opinion of Probable Cost

Offsite	costs:	231,000	
1.	Watermain		
2.	Storm sewer		
3. Electrical	Electrical		
4. Gas Site Development Costs:			
		2,897,400	
1.	Grading		
2.	Concrete paving (Includes paving for EVOC)		
3.	Utilities		
4.	Water service Storm sewer Detention ponds		
5.			
6.			
7.	Septic and drain field		
8.	. Fencing		
-			
	Landscape/Erosion		
	Outdoor training field and track		
Practical Training Building:		3,360,000	
 Training building 25 yard indoor firing range 			
	Fixture costs		
Law Enforcement Training Components		0	
1.	LETA building		
2.	Dormitory		
3.	100 yard range		
4.	Canine training		
Fire Training Components:		0	
1.	Multi-tactical simulation building		
Sub	p-total	6,488,400	
Contingency (2.5%)		162,210	
Tot	al Phase I Costs:	6,650,610	

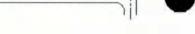


EXISTING SPACES

25 YARD OUTDOOR SHOOTING RANGE

NEW SPACES

- 1. INDOOR SHOOTING RANGE
- 2. PRACTICAL TRAINING CLASSROOMS
- 3. STORAGE VEHICLE & EQUIPMENT
- 4. DETENTION POND
- 5. 1,000' x 300' E.V.O.C. PAD
- 6. PARKING FOR 60 CARS & 2 FIRE TRUCKS
- 7. GATE AND SIGN
- 8. MAIN GATE AND SIGN
- 9. LAW ENFORCEMENT TRAINING ACADEMY
- 10. 130 CAR PARKING LOT
- 11. 120 BED DORMITORY
- 12. 124 CAR PARKING LOT
- 13. K-9 KENNELS
- 14. K-9 TRAINING AREA
- 15. MAINTENANCE GARAGE
- 16. RUNNING TRACK
- 17. 100 YD OUTDOOR SHOOTING RANGE
- 18. MULTI-TACTICAL SIMULATION BUILDING
- 19. FIRE TACTICAL SIMULATION PAD



Law Enforcement Training Academy and Public Safety Training Facility

Master Plan - Phase 2

Phase II: Opinion of Probable Cost

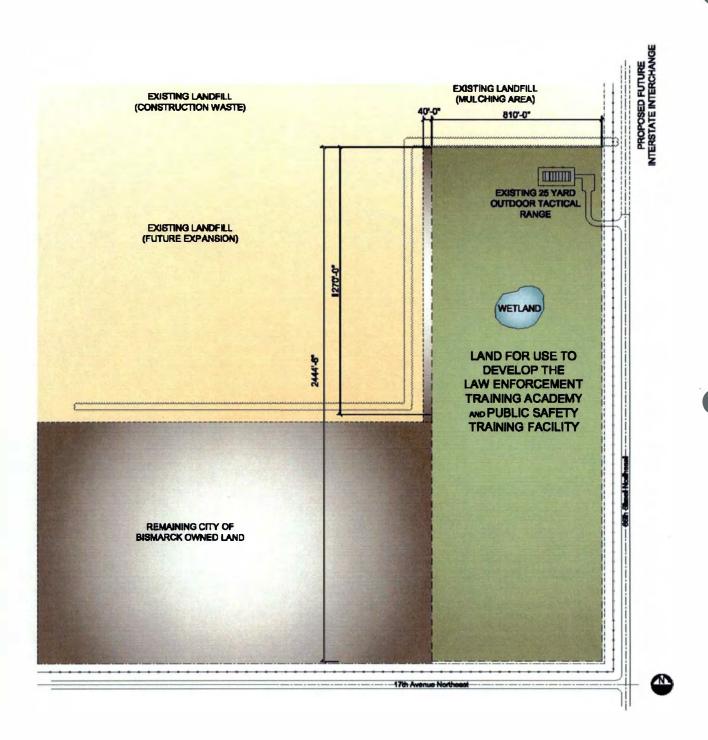
Offsite	costs:	253,000
1.	Watermain	
2.	Storm sewer	
3.	Electrical	
4.	Gas	
Site De	velopment Costs:	4,116,970
1.	Grading	
2.	Concrete paving (includes 300'x300' EVOC pad and practical fire pad)	
3.	Utilities	
4.	Water service	
5.	Storm sewer	
6.	Detention ponds	
7.	Septic and drain field	
8.	Fencing	
9.	Lighting	
10	. Landscape/Erosion	
11	. Outdoor training field and track	
Practic	al Training Building:	1,725,000
1.	100 yard outdoor firing range	
Law Er	forcement Training Components	12,842,120
1.	LETA building	
2.	Dormitory	
3.	Canine training	
Fire Tr	aining Components:	1,650,000
1.	Multi-tactical simulation building	
Su	b-total	20,587,090
Co	ontingency (5%)	1,029,355
To	tal Phase II Costs:	21,616,445

Appendix

Exhibit A: Proposed Site

Exhibit B: Arial Photograph of Proposed Site

Exhibit C: Arial Photograph of Proposed Site – Expanded View



Law Enforcement Training Academy and Public Safety Training Facility

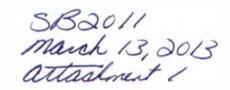
Master Plan - Existing Site Plan



Exhibit B
Arial Photograph of Proposed Site



Exhibit C
Arial Photograph of Proposed Site – Expanded View



House Appropriations Committee – Government Operations Division Submitted by James Prochniak, North Dakota Highway Patrol

March 13, 2013

Testimony – SB 2011 (Highway Patrol Appropriations)

Introduction

Good morning, Mr. Chairman, and members of the House Government Operations Committee.

I am Colonel James Prochniak, Superintendent of the North Dakota Highway Patrol. I'm pleased to present the Highway Patrol's 2013-2015 budget address as requested by the Governor.

This past biennium has been full of new adventures – adventures that have never before been experienced by our agency. With continued support from Governor Dalrymple's administration and legislative leaders, the Patrol will continue to provide a safe community and safe travel that our citizens have come to deserve and expect.

During the past two years, the many challenges that have impacted the NDHP have no barometer from which to compare. I'm proud to say that when asked, our agency responds. However, I'm witnessing a change within our agency. A change that stems from workload, demographic change, societal change, increased turnover, and the feeling of a safety organization that is much more reactive than proactive when dealing with the increased demands.

Make no mistake; we have been up to the task. There are countless examples of quality service, heroics, assistance, enforcement, excellent training, and professional investigations. However, the pace and frequency with which all of these demands are coming at this agency cannot be sustained. We are at a fragile point in this agency's period. As leader of this great organization, I'm concerned for the wellbeing and safety of all our personnel.

Increased population, vehicle counts, truck traffic, and our vibrant economy all have an effect on public safety. Although still one of the safest states in the country, that sense of safety is being questioned like no other time in our history.

To continue our efforts, we must adapt with the following changes. Reorganization, with the goal of creating human resource efficiencies, is accomplished through attrition and relies on communication and stepping away from our comfort zone. We must meet the demands of today's challenges. One such challenge has been the growth of the motor carrier industry. Through reorganization we are creating a greater motor carrier operations division. Enforcement of the trucking industry has been given a priority.

The NDHP must also review some of our responsibilities by looking for efficiencies in the way we conduct business. We have placed a heavy focus on "getting back to the basics" of our job. In the past year we have declined offers from FMCSA, Federal Railway, and U.S. Treasury, all offering money to work extra duty to meet many of **their** needs. As we continue to appreciate our relationship with these valuable partners and look forward to working with them in the future, we have had to concentrate on the immediate traffic safety needs of today.

In an effort to make our operations even leaner, we must periodically scrutinize some of our duties. As we review our operations, the goal of maximum visibility and patrol is always considered. Two agency bill submissions have proposed law changes which can add efficiency and greater visibility. But more importantly, we can reduce unnecessary workload and risk for our officers.

One such bill would remove the responsibility of NDHP troopers from conducting salvage vehicle inspections and placing that responsibility in the hands of those who know vehicles much better than troopers, professional mechanics.

Another bill proposes eliminating the reporting of crashes involving undomesticated animals. Property crashes involving vehicles and wild animals are simply a collection of paperwork that serves no real purpose. Yet, troopers and other law enforcement officers spend time gathering information that isn't even used by insurance companies.

All employees of the North Dakota Highway Patrol strive to carry out the message of safety and strive to be the best. Whether it's during safety presentations or through strong enforcement measures, assisting a traveling motorist, or investigating a crash, our personnel take pride in performing their duties. Simply put, they are proud to wear the uniform of a North Dakota State Trooper; they are proud to work for this organization.

A recent letter of appreciation to Sergeant Mitch Rumple expresses the care a family received after experiencing a motor vehicle crash,

My family and I were recently involved in an accident in North Dakota a short distance south of Hillsboro on I29. Needless to say, I as well as my wife and 2 children were very shaken up by the incident. The driver's side of our minivan was entirely smashed with glass covering the entire interior of our van. The glass had cut my face (minor cuts) as well as my wife's nose. There was glass everywhere!

Your professionalism and courtesy helped both my family and me feel much better about the whole situation. You not only took the time to perform your required duties but also to find out who we were on a personal basis. I'm sure that in view of the icy road conditions that there were many things that you could have been doing instead of making sure that we had a ride into Fargo, a tow truck to retrieve our van, a rental vehicle lined up and then proceeding to take us to a location where we could retrieve our belongings from our vehicle.

I wish to offer my family's sincere thanks and appreciation for your assistance without which would have made this situation much more trying and unbearable. In my eyes and those of my family, you are one of the finest.

Sincerely, John and Kirsten Hoffman (Mac and Chase)

However, we are only as good as our last call, incident, crash investigation, or our last arrest. We cannot rest on our laurels.

This past year we have implemented an employee survey to gauge workload and assess needs and concerns. Facebook was implemented as we realize this mode of communication can be a valuable tool to help our image, increase interaction with the public, and increase transparency, as well as humanize our officers' role in the importance they play in the eyes of our agency.

The NDHP looks forward to the upcoming challenges. We embrace the state's prosperity as an exciting time to be part of an historic period in this state's history.

For today's testimony I've provided the 2011-2013 appropriation. The NDHP 2011-13 biennium budget is:

Funds	Current Budget
State Funds	40,150,906
Federal Funds	6,499,563
Total Funds	46,650,469

The status for one time spending of the \$1,237,000 radio project: \$1,142,735 had been expended as of December 31, 2012. The entire \$1,237,000 will be expended by the end of the 2011-2013 biennium.

NDHP 2013-15 executive recommendation is:

Funds	Executive Recommendation 2013-2015
State Funds	56,974,919
Federal Funds	6,614,381
Total Funds	63,589,300

There have been no changes to our federal funding level.

Agency Major Accomplishments

- 1. E-permits and Routing All permit types are now available online. The permit section's phone queue system notifies callers about the permits available online and advises callers to visit the website or try back later if there is a large volume of calls. A contract was awarded to implement an automated routing system. The routing module, along with the in-house oversize/overweight permitting application, will allow the motor carrier industry to purchase and route their permit with limited intervention from NDHP personnel. The routing system will take into account roadway types and weight restrictions in addition to the height, width, and weight of the load and route the movement accordingly. The new routing component will bring added convenience to the customer by allowing permit purchases 24 hours a day, seven days a week. The project is scheduled to be completed by July 2013. I've included a progress timeline related to this project and look forward to its successful completion.
- 2. Motor Carrier Enforcement Due to the growing demands in the energy sector, the NDHP has shifted resources to Motor Carrier Operations. These resources include two semi-portable trailer scale systems that provide the opportunity to weigh more commercial vehicles while minimizing time delays to the driver. The NDHP has also enhanced enforcement activities by transitioning more motor carrier enforcement troopers to the western part of the state. The department is focused on protecting infrastructure and will continue to seek opportunities to meet the changing demands due to increased motor vehicle traffic across the state.
- 3. <u>Enhanced Communications</u> In an effort to mitigate known radio communications issues, the NDHP purchased new repeaters and radio control heads for the patrol vehicles. The new repeater will enhance communications from the officer's portable radio to the vehicle's mobile radio by allowing duplex communications (officers can transmit even while receiving radio traffic).
 - The NDHP realizes the importance of educating the public about traffic safety issues to promote increased safety through crash prevention. A large component of educating the public is to communicate a strong safety message. One administrative assistant position was converted to a public information specialist with the intent of strengthening the agency's ability to communicate with stakeholders through various forms of media.
- 4. Reaccreditation Accreditation is used by universities and hospitals in much the same way that it's used by law enforcement agencies accreditation proves to the community we serve that our agency is committed to meeting the highest standards of professional excellence. This year's on-site assessment and commission hearing demonstrated that the NDHP voluntarily meets the most stringent and internationally recognized public safety standards.
 - On July 28, 2012, the Commission on Accreditation for Law Enforcement Agencies voted to award the North Dakota Highway Patrol international accreditation status for another three-year period. Our agency also received a Meritorious Award for being involved in the accreditation process for over 15 continuous years. The NDHP has been accredited since 1989, and this year marks our eighth successful accreditation award. Out of 100 public safety agencies up for accreditation at the July conference, only eight others had been reaccredited as many times as the NDHP.

- 5. <u>Agency Structure</u> The NDHP is currently undergoing a change in organizational structure in order to streamline management and optimize resources on the road. Through attrition, the agency will transition from four regional administrative commanders in the field (one per region) to two (eastern and western). Each of the four regions will retain one regional operations commander to oversee first-line supervisors.
- 6. <u>Public Survey</u> The NDHP website was enhanced to include an online survey that is available to anyone who has had contact with a North Dakota state trooper. The survey asks a series of questions to gauge the level of satisfaction with their interaction. The survey also asks for feedback on how the NDHP can improve our level of service.
- 7. Computer Aided Dispatch (CAD) and Mobile Data Communications (MDC) Since its inception, the CAD application has provided our agency with new tracking abilities for all events, including traffic stops, which ultimately increases officer safety. During calendar year 2011, the NDHP conducted 68,131 traffic stops; during calendar year 2012, a total of 79,035 traffic stops were conducted. Events logged in CAD involving the NDHP totaled 202,730 for the two-year period.
- 8. <u>Criminal Interdiction</u> Efforts in criminal interdiction continue to be a high priority for the NDHP. The effects of major criminal activity and narcotics trafficking have devastating impacts on society. One of the best proven methods to deter and prevent this criminal activity is through high visibility traffic enforcement. Troopers receive specialized training that enhances their ability to detect indicators of criminal activity. They investigate the indicators until the suspicious circumstances are alleviated or criminal activity is discovered.

The NDHP's K9 program is critical to the success rate of our drug interdiction efforts. The K9 program consists of nine canine teams that are strategically located around the state to maximize availability. Total drug arrests in 2012 specific to canine activity increased 75 percent from 2011 canine activity. During 2012, K9 teams conducted 155 narcotic searches and four tracks for missing or fleeing subjects. The teams also accounted for 134 misdemeanor arrests, 41 felony arrests, and the discovery of drug paraphernalia in 91 incidents.

FTEs

The NDHP is faced with challenges presented by the increased traffic and population across the entire state. The 15 additional FTEs will allow the NDHP to maintain a level of quality service to the citizens of North Dakota. They will also help us to meet the increasing demands placed on our sworn officers as they protect valuable infrastructure across the state and assist other governmental agencies.

The NDHP believes they have a good understanding of the level of service that is expected. Since 1935, the NDHP has never been the biggest. We have sought growth through a metered and measured approach in an effort to match the expected level of service.

Every day you read about our state's economy, increased population, higher traffic volumes, public service needs, and reluctantly, motor vehicle tragedies. Folks, these numbers are real and nowhere can the exponential growth be felt any more than on the shoulders of our troopers. If not for the safety of our motoring public, I need you to consider this option for the safety of our officers. We cannot continue to operate with pockets of officers working alone or without nights off without jeopardizing their safety or eventually losing someone.

Don't just take my word about law enforcement needs. A survey done in the fall of 2012 by Andrew Kubas and Dr. Kim Vachal of Upper Great Plains concludes, "As a whole, responses from the survey show that local residents in the oil region perceive driving conditions to be unsafe. Most drivers believed that to improve safety on oil roads law enforcement presence needs to be increased." Also, an extensive study compiled by the North Dakota and Montana Fusion centers reports in their executive summary, ... "The majority of law enforcement agencies reported a need for additional sworn and non-sworn positions within the next year and indicated a need for additional protective equipment and training." The study goes on to say in its executive summary conclusion, "As the population continues to expand in response to the

ongoing development of the Williston Basin oil reservoir, local, state and federal law enforcement agencies will continue to see increased requests for services and will be required to grow in order to keep pace with the corresponding service requests."

Six of the additional FTEs will be motor carrier troopers focusing on enforcing size and weight limitations. These officers would have a primary responsibility to enforce weights and measures. Deteriorating highway infrastructure directly impacts the safety of the motoring public. The function of size and weight enforcement is a critical component for infrastructure protection in the state. The unprecedented amount of spending to develop and repair our roadway system will not accomplish its true potential if not properly protected.

Nine of the FTEs will be traffic troopers utilized to provide enhanced coverage across the state, backfilling locations that have been vacated as resources have been moved west. This will provide additional coverage with the goal of protection of life and property on public roadways through an increasing law enforcement presence across the state.

Post considerations for the additional resources include; Minot, Williston, Stanley/New Town, Killdeer, Dickinson, Carrington, Cooperstown, Bismarck, Rolla/Cando.

Training Facilities Phase I

The pressure on law enforcement training continues as agencies across the state hire more officers. Proper training facilities can no longer be overlooked for today's law enforcement. Tragedies such as the school shooting in Connecticut and the theatre homicides in Aurora, Colorado, are extreme examples of what law enforcement must be prepared to handle. Sadly, we don't have to hear about some distant location when these unthinkable acts occur. May I remind you of the tragedy that occurred recently in New Town, North Dakota? As we see tragedies of this past year vividly depicted in the news, we must remind ourselves the folks that respond to these incidents need qualified, dynamic training!

The NDHP proposes construction of an emergency vehicle operations course (driving pad) and an indoor weapons training range to enhance training for law enforcement, corrections, fire, and emergency medical services (EMS). The current facility does not have a shooting range or driving pad.

Law enforcement across the state value the LETA and its central location. Improved training at a Bismarck location is supported by the North Dakota Sheriffs and Deputies Association as well as the North Dakota Peace Officers Association.

Increased Funding for State Fleet Costs

A total of \$1,126,000 is needed to provide funding for an increase in the State Fleet rate per mile from .61 to .74 cents. In addition, \$630,000 is requested to handle increases in average miles driven per FTE per month by 250 miles. We have seen an increase in the miles our officer's drive directly related to the increased level of calls and response to activity.

Emergency Lighting

Emergency lighting is a critical component for officer safety. It not only provides necessary visibility in emergency situations, it clearly identifies emergency vehicles in action. Light bars are a piece of equipment that get used and abused. Extended periods of continued operation eventually take its toll and Mother Nature's elements seem to provide the abuse. Emergency lighting replacement equipment is estimated to cost \$4,200 per vehicle. This cost includes new emergency lighting, siren/lighting controllers, and mounts for our various vehicle types.

Tasers

In this day and age, the public expects alternative steps to gain control of uncooperative subjects. Tasers have filled that void for years and have been used by law enforcement agencies across the nation. I

should be very clear—tasers are not intended to replace the use of lethal force. If the officer fears for their life, their duty weapon may be the only option they exercise.

The NDHP currently has Taser X26 electronic control devices. These devices afford an officer the ability to temporarily incapacitate a suspect through muscle pain. When deployed properly, these devices can be a very effective means of subduing an offender. Tasers are electronic instruments that are technologically advanced. When deployed, troopers expect that they will work. However, electronic technology doesn't last forever. These vital and necessary pieces of equipment are in need of replacing. As you know, our officers work solo. This valuable tool offers protection to troops whose nearest backup may be several miles away – if there is any at all.

Energy Impact Allowance

This allowance is requested to provide assistance to NDHP employees recently affected by significant rent increases and to secure housing leases for new hires where housing costs have been significantly impacted. Additionally, funding assistance is needed for leasing manufactured housing in oil country and overtime related to enforcement efforts in energy impacted areas.

Trailer Scale Systems

Funding for the purchase of two additional trailer scale systems is requested for enhancing NDHP capabilities to protect roadway infrastructure. At the end of the last Legislative Session, the NDHP purchased its first two trailering scale systems and deployed them in the western part of the state. The effectiveness and mobility of these scale systems is outstanding. Typically used in areas with a highway pullout or rest area, these trailering systems quickly and effectively weigh numerous trucks while checking for overloaded vehicles. During a nine month period in 2012, these units were directly responsible for \$505,910 in overload fees. The trailer scales will provide troopers the ability to weigh more trucks while minimizing delays to the trucking industry.

LETA Extraordinary Repairs

The current law enforcement training academy was completed in 1970. An addition was constructed in 1997. The building consists of three classrooms seating 24, 32, and 32, respectively; one multipurpose room; 18 double occupancy dorm rooms with sinks; two male bathrooms, each with six stall communal male showers; one female bathroom with two shower stalls; and three double occupancy dorm rooms with private showers. The facility also includes a kitchen, dining room, conference room, and offices.

The building is seeing heavier use than ever before and is in need of immediate repairs and updates. The higher priority projects include:

- Roof Repair: A section of roof on the middle portion of the original building is due to be replaced.
 There are leaks in the 1997 addition that also need to be repaired.
- Air conditioning for main dormitory area: The 18 dorm rooms on the north end of the building were
 part of the original construction and are not air conditioned. As our training requirements have
 expanded, we are hosting more long-term (3 to 12 week) courses during the summer months.
- Dorm room plumbing repairs: The 18 dorm rooms on the north end have sinks that need to be replaced or repaired due to scale buildup and corrosion.
- Other repairs and maintenance needs: Some areas of interior and exterior wall material is crumbling and in need of repair or replacement.

In the future, other projects needed include remodeling of the north dorm area for ADA compliance, the addition of more female restroom/shower space, remodeling male shower areas to include private shower stalls, installing wireless internet access throughout the facility, and window replacement.

SB 2011
Provided by Colonel Jim Prochniak, NDHP
Page 7

To summarize, we are experiencing the busiest time in our agency's history. This increase is affecting all employees within the organization. The safety of our employees and the motoring public is paramount. We have put together a package that creates efficiencies through legislative law changes that will streamline some of our work efforts. We continue to streamline staffing with reorganization and place an emphasis on protecting the massive investment in infrastructure. After all of these measures, we identified a base level of troops needed to cover more of the clock in critical areas of the state. We aim to provide safety and visibility to our motorists and most importantly, provide safety to the valued members of this agency.

With these above considerations, our agency proposes an efficient package that assists with staffing, addresses training for all law enforcement, and replaces necessary equipment.

Mr. Chairman, members of the committee, this concludes my presentation. I'd be happy to try and answer any questions.

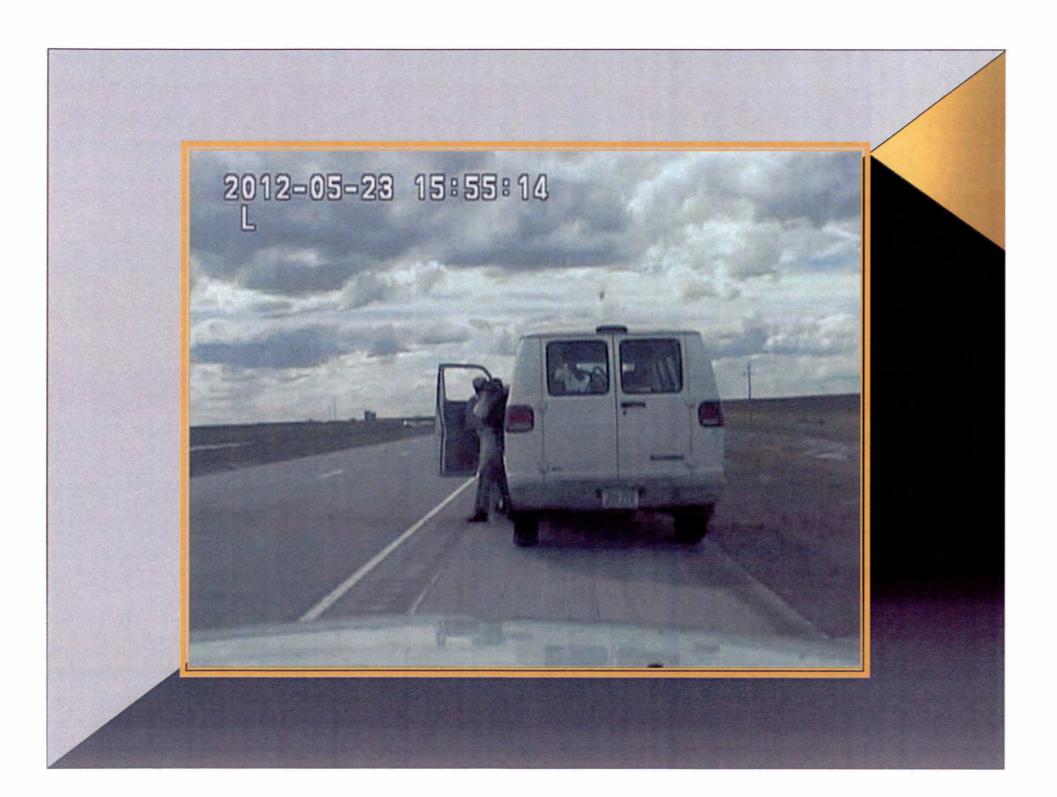
Attachments
Truck Permitting and Routing Overview (progress timeline)
FTE Justification (PowerPoint handout)

NORTH DAKOTA HIGHWAY PATROL

3-13-13

H N This is a DUI arrest. Bystanders assisted the trooper in securing the suspect as he was trying to escape.

Dickinson area



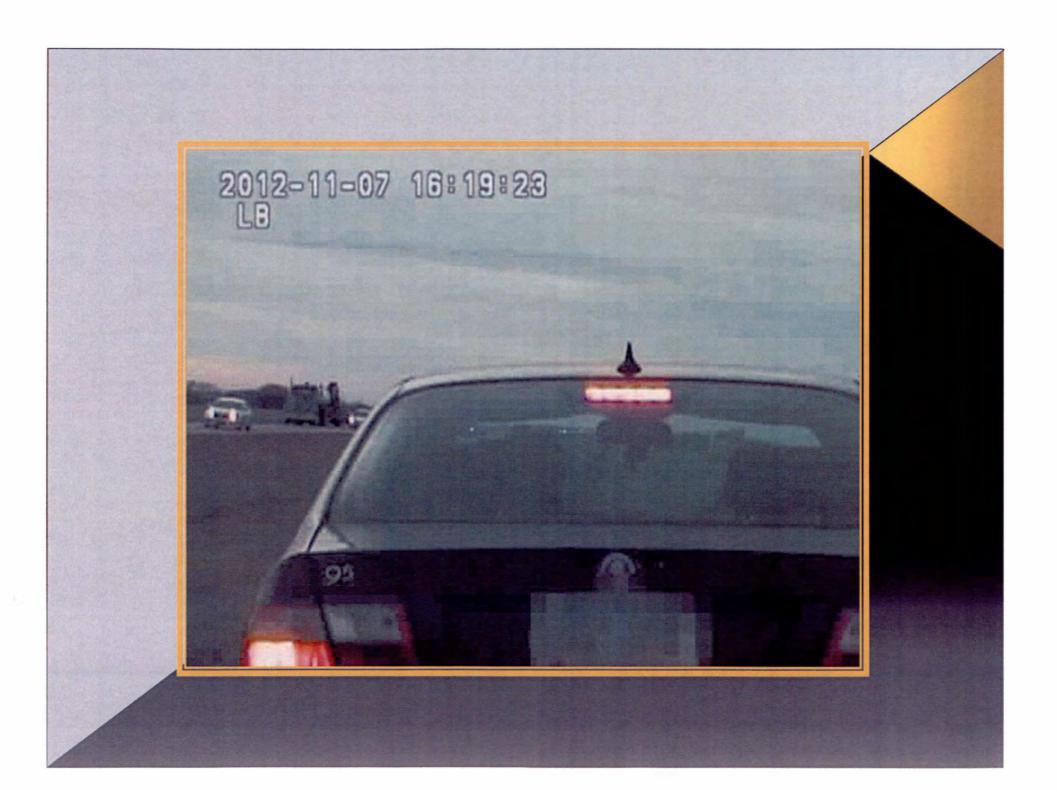
A trooper was attempting to handcuff a suspect who was driving a stolen vehicle. The suspect resisted and became very uncooperative. The trooper deployed the Taser but it was not effective.

Devils Lake area



A suspect was pulled over for speeding. He was suicidal and had a gun.

Fargo area

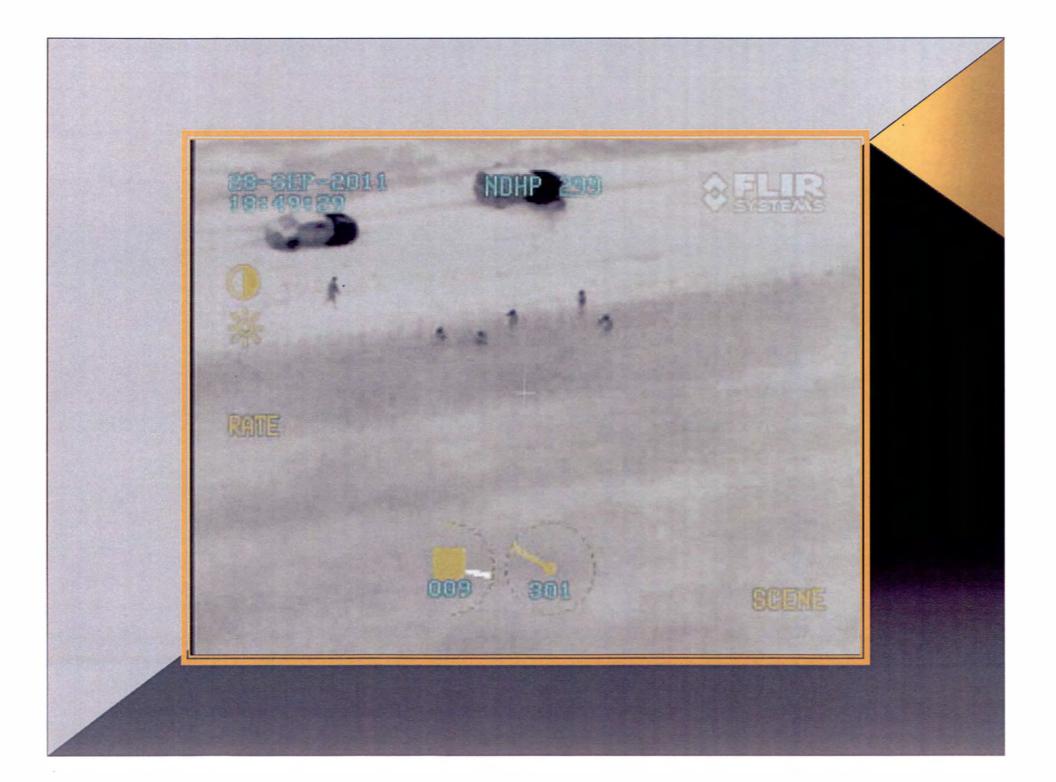


A trooper responded to a bar fight. A gun was fired and the trooper was able to locate and detain the subject.

Williston area



During a domestic dispute, the suspect fled the scene and hid in a corn field. Law enforcement were able to locate the suspect with the assistance of the NDHP plane and FLIR system. Fargo area



A trooper was en route to a crash when the tire of the patrol vehicle blew out, causing the vehicle to roll several times.

Medora area

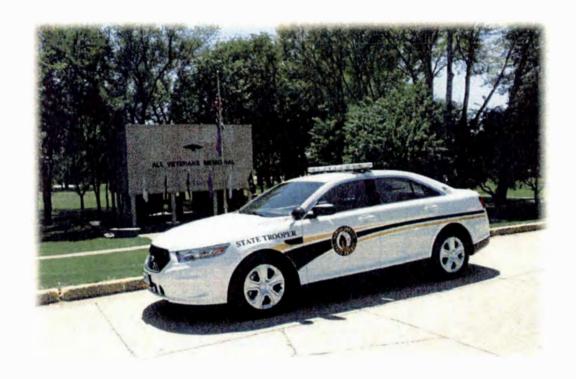




March 13, 2013 Attachnet 3

FTE JUSTIFICATION

NORTH DAKOTA HIGHWAY PATROL



12/28/2012

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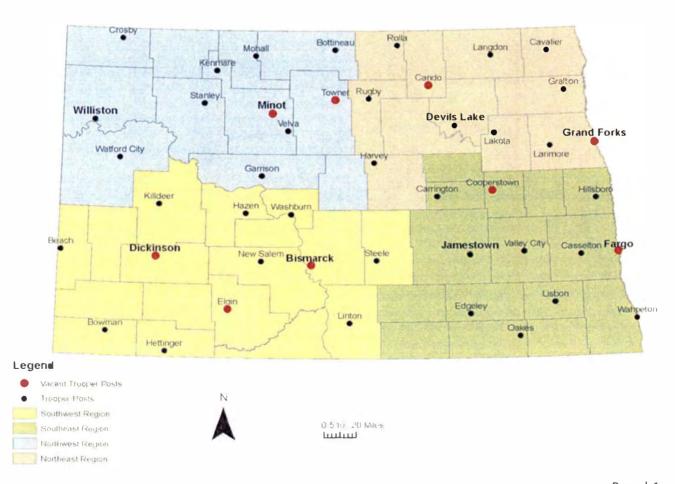
NEED FOR ADDITIONAL TROOPERS1
INCREASED COVERAGE2
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NEED FOR ADDITIONAL TROOPERS

Increasing traffic levels and population throughout the state present challenges for the NDHP to maintain quality service, protect valuable infrastructure, and assist other government agencies. While the activity level of our state rapidly increases, the number of troopers has not increased proportionally to the demand. Additional FTEs would allow the NDHP to better serve the state's citizens and motorists, protecting life and property on public roadways.

The additional FTEs would include motor carrier troopers focused on enforcing size and weight limitations, protecting the public from deteriorating highways and traffic troopers providing enhanced coverage statewide and augmenting current staffing levels in the west. Some of the traffic troopers would backfill posts that were vacated to assist with the increased workload in western ND. These vacated posts have increased demands on county sheriffs and other law enforcement agencies as well as our own employees.

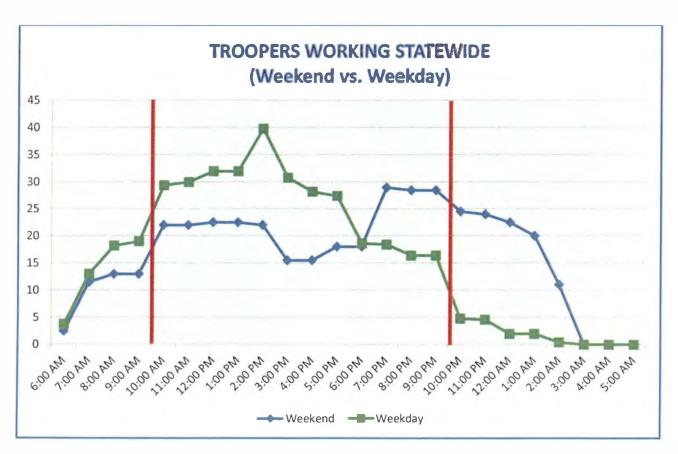
NDHP Regional Boundaries and Post Locations Existing Needs



INCREASED COVERAGE

Covering more of the clock is becoming increasingly difficult. The volume of calls after 6 pm vs. the staffing level after 6 pm doesn't allow for adequate coverage. Typically, an entire region may only have a couple troopers working after 6 pm and maybe one trooper after 10 pm. As depicted in the below graphics and when considering the increased level of calls, it is becoming difficult to focus on traffic safety and accident reduction through patrol efforts. More importantly, trooper safety is compromised while working alone.

Many of these shifts only have one trooper working which makes officer safety much more of a concern.

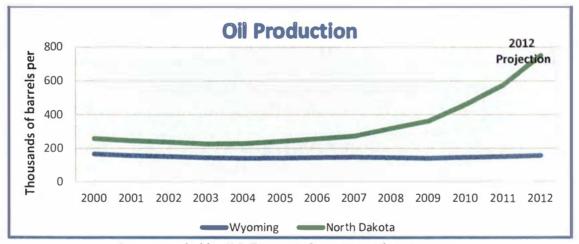


The figures were gathered from August 1-7, 2012. (This crosses two different weekly schedules to pull a sample from both shifts)

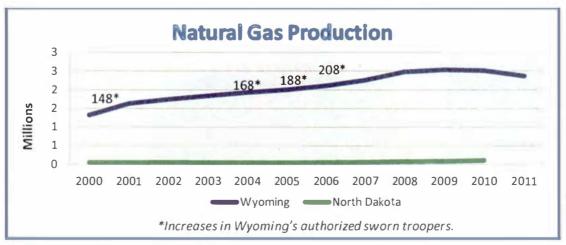
Comparison of Troopers Per Capita

	2012 Population*	Number of Troopers	Troopers per 1,000 people
Montana	1,005,141	235	.23
South Dakota	833,354	162	.19
Wyoming	576,412	208	.36
North Dakota	699,628	148	.21
	*Population estimates	from US Census Bureau.	

Based on an average of these three states, ND would have 182 troopers. Based on Wyoming's troopers per capita, ND would have 252 troopers.



Data provided by U.S. Energy Information Administration



Data provided by U.S. Energy Information Administration

EMPLOYEE SURVEY

The NDHP conducted an employee survey in July 2012. There were 138 total responses:

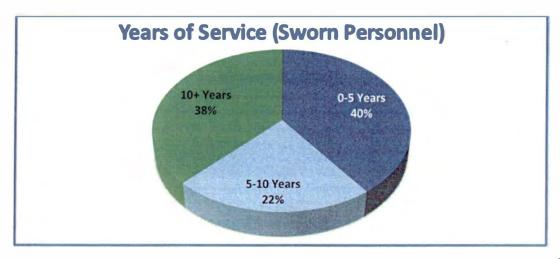
- 116 from sworn staff
- 22 from civilian staff.



Explain what has caused your workload to increase:

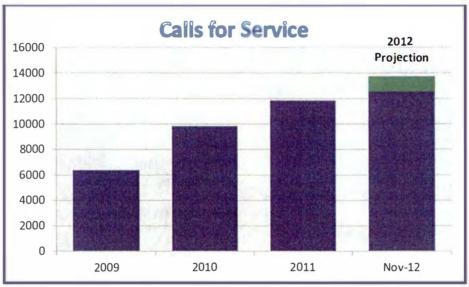
More work due to heavier traffic, oilfield activity40%	
Understaffed22%	
More work because of promotion/transfer6%	
Moving troopers from east to west half of state4%	

In 2000, the NDHP was authorized 198 FTEs, which included 132 sworn officers and 66 non sworn employees. Of the 66, 39 were Motor Carrier Inspectors. We are currently authorized to have 198 total FTEs, which includes 148 sworn officers and 50 non sworn employees. Of the 50, 11 are Motor Carrier Inspectors/Auditors.

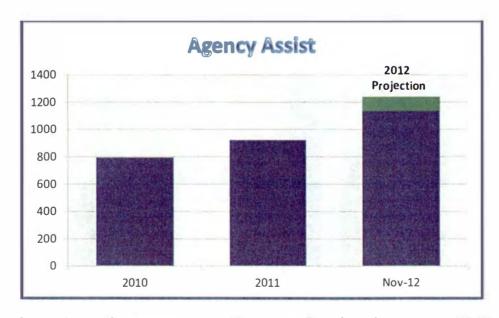


INCREASE IN STATEWIDE TRAFFIC, VIOLATIONS & GENERAL ACTIVITY

Troopers are spending significant time on calls for service, leaving little time for regular traffic patrol.



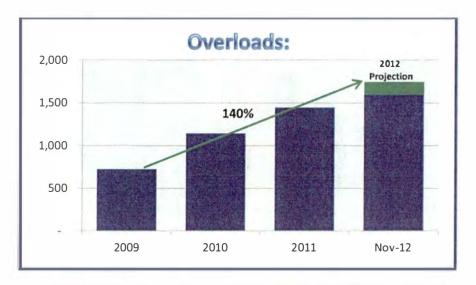
Average time devoted to a call for service is 22 minutes. Based on this average, NDHP troopers spent 4,348 hours handling calls for service in 2011.



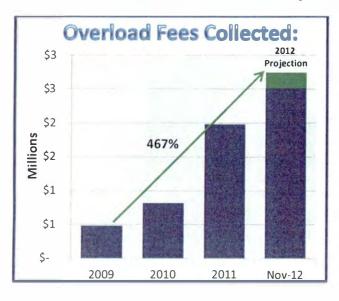
Average time devoted to each agency assist is 49 minutes. Based on this average, NDHP troopers spent 754 hours assisting other agencies in 2011.

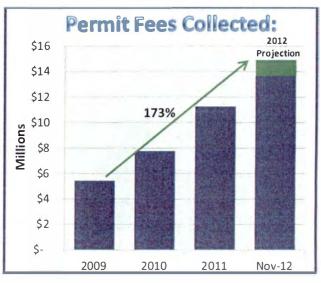
INCREASE IN MOTOR CARRIER EFFORTS

Overload fees are projected to exceed \$5 million per biennium, easily covering the cost of additional motor carrier troopers. These additional troopers would bolster efforts to protect existing highways, a benefit that is hard to quantify as costs to repair highways are substantial. Currently the NDHP has only 15 motor carrier troopers covering the entire state. County governments often request assistance from the NDHP to enforce weight and size limits on county roads, creating an additional strain on limited resources.

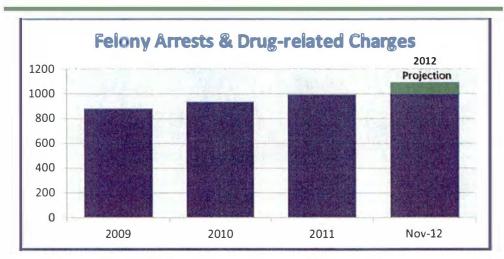


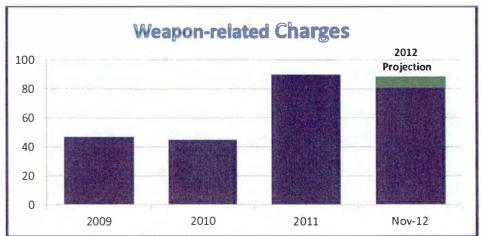
Fees for overloads are deposited in the state's Highway Fund.

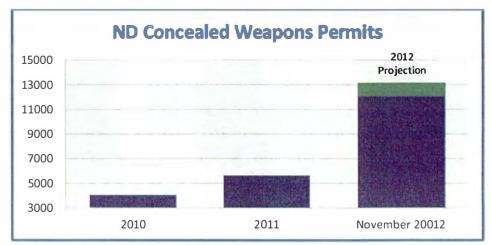




INCREASING NUMBER OF SERIOUS INCIDENTS







Data provided by Bureau of Criminal Investigations

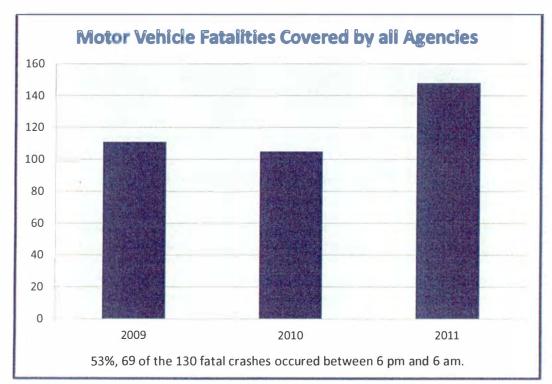
STATEWIDE MOTOR VEHICLE CRASHES

(All crashes reported to DOT)

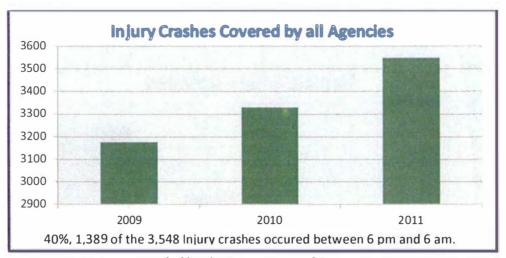
Increase	e in crashes the	NDHP has inve	estigated
Year	Property Crashes	Injury Crashes	Fatal Crashes
2000	2,421	659	56
2011	2,769	816	102
% of Increase	14%	24%	82%

NDHP covered 1,474 total crashes in 2011.

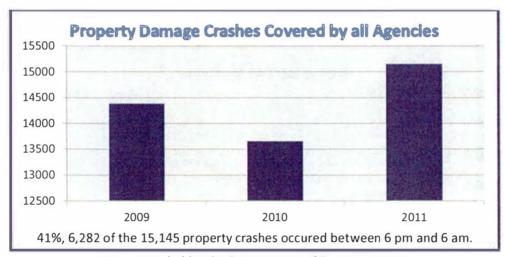
The average time devoted to handling a fatal crash is 8 hours.



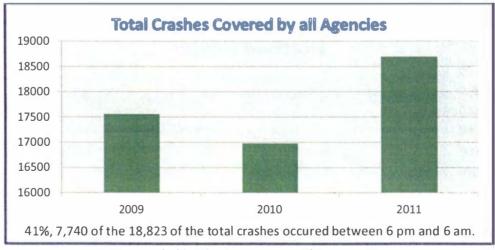
Data provided by the Department of Transportation



Data provided by the Department of Transportation

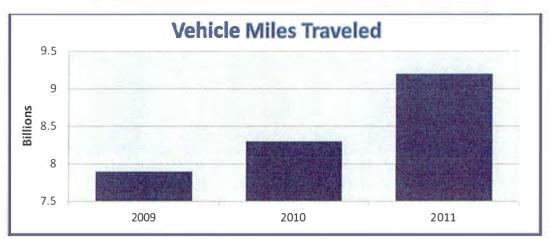


Data provided by the Department of Transportation

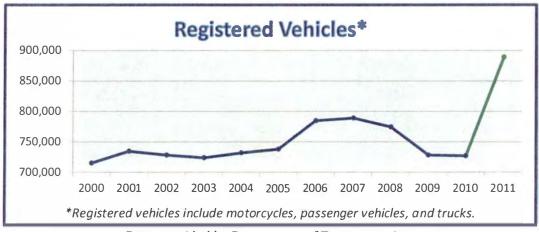


Data provided by the Department of Transportation

OTHER VEHICLE STATISTICS



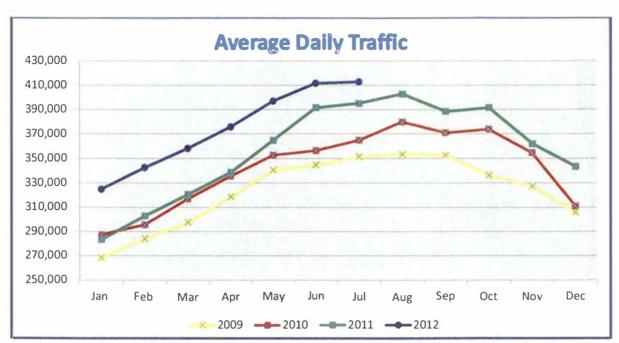
Data Provided by Department of Transportation



Data provided by Department of Transportation



Data provided by Department of Transportation



Data provided by the Department of Transportation "Automatic Traffic Data" report.

Dramatic increases in traffic, population, and activity on our roadways are straining the NDHP's resources. Additional FTEs would allow the NDHP to improve patrol coverage where necessary, assist other government agencies while enhancing the safety and reducing burnout of our current personnel. The FTEs would also allow the NDHP to continue to provide timely, quality service to the citizens of North Dakota.

Truck Permitting and Routing Overview

This is a brief overview of the progress made regarding electronic permitting and truck routing over state highways and county roads in western oil and gas regions in North Dakota.

State Highways

Phase 1: Implemented Feb. 2012

- E-Permits application enhanced to expand permits available for purchasing online:
 - o Work-over Rig
 - o ID Supplement (3 types)
 - o Mobile Home ID Supplement
- 3 day extension process for any single trip permit.

Phase 2: Implemented April 2012

- Remainder of permits added:
 - o Approved Equipment (2 types)
 - o Bridge Length
 - o Over-width Annual
 - o Over-width Fish House
 - Self-issue (5 types Mobile Home, Oversize, Interstate, Special Mobile Equipment SME, Special Mobile Equipment WOR)
- Added an online request validation number for oversize loads eliminating the requirement to call the Highway Patrol.
- Allows companies to save their power unit's axle configuration for each permit.

Phase 3: In system testing

 Making the application mobile friendly (smart phones, tablets).

Phase 4: End of June 2013 implementation

- Integration with ProMiles automated routing software – routes include both state and county roads, but county road permits must be obtained from counties.
- Approval routing process for bridges.
- Add a QR image to a permit allowing a driver to scan the image using a smart phone and display their approved route.
- Process to handle notification of reroutes in emergency circumstances.

Roads in Oil & Gas Producing Counties

Phase 1: Implemented July 2010

- Uniform County Permit System
 - o Permits available online or self-issue
 - Self issue are invoiced monthly
 - Monthly reporting by county

Phase 2: Implemented April 2011

- Road Restriction Communication
 - System restrictions or closings are posted online.
 - Companies can sign up to be notified by email or text when restrictions are added, deleted or changed by the county.

Phase 3: Implemented August 2011

 A rig move permit was added for the tracking of oil drilling rig moves on county roads.

Phase 4: In analysis

- Creation of an e-permit template that includes a number of e-permits purchased as a group for a typical route involving multiple units.
- Capability for companies to pay electronically for their monthly trip invoices online.

Collaboration beginning? 2013

State agencies and Oil and Gas Production Counties are analyzing ways for data sharing between the State's E-Permitting application and the Uniform County Permit System. The concept is to have a one-stop shop allowing companies to enter their data into one system and have it replicated in the other.

State of North Dakota Law Enforcement Training Academy Master Plan

Revision: January 10, 2013

Prepared for: State of North Dakota Highway Patrol

Prepared by: Rhodes and Associates, P.C. Ubl Design Group, P.C.

State of North Dakota Law Enforcement Training Academy Master Plan

Under Direction of:

Coordinating Team

Col. James Prochniak, Superintendent, NDHP
Capt. David Kleppe, Support Services Commander, NDHP
Keith Witt, Former Chief of Police, Bismarck Police Department
Joel Boespflug, Fire Chief, Bismarck Fire Department
Jeff Heintz, Director of Service Operations, City of Bismarck
Capt. Lori Malafa, Administrative Services Commander, NDHP
Lt. Mike Gerhart, Training Director, Law Enforcement Training Academy, NDHP
Dr. Larry Skogen, President, Bismarck State College
Dr. Drake Carter, Associate Vice President of Academic Affairs, Bismarck State College
Ken Sorenson, NDHP General Counsel, Office of Attorney General

Master Planning Team

Vaughn Rhodes, Architect, Rhodes and Associates, P.C. Jeff Ubl, Design Consultant, Ubl Design Group, P.C.

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Introduction:

Police and Fire Training is an ongoing and evolving process which is integral to public safety in North Dakota. Equally important, proper training prepares and protects our police and fire professionals. Over the last ten years as community populations have grown and threats both locally and from abroad have increased training has intensified to new levels with an increased focus on multi-agency cooperation. This master plan represents an effort to help support new and improved training for the North Dakota State Highway Patrol and open the door to a regionally based training complex capable of supporting state wide training needs for all our public safety professionals.

Executive Summary:

The North Dakota Highway Patrol with its partners, the Bismarck Police and Fire Departments along with Bismarck State College, have taken on the task of enhancing and expanding training opportunities for law enforcement and fire responders in North Dakota. The training complex proposed in this study is positioned to become a key statewide asset in the ongoing effort to provide professional and prepared public safety service to the citizens and communities they serve.

The master plan includes the Law Enforcement Training Academy building which includes classrooms, offices, multi-purpose room, facility kitchen and training storage; a 120 bed dormitory; outdoor training field and track; canine training field; campus maintenance building; the existing open-air baffled 25 yard outdoor tactical firing range; a 16 lane, 25 yard indoor firing range; practical training building with classrooms (dirty classrooms) and storage; a 100 yard open-air baffled rifle range; live fire training shoot house; smoke training house; a multi-purpose concrete pad for EVOC (Emergency Vehicle Operations Course); a concrete pad dedicated to fire training with several training props; a multi-tactical simulation building that can be used for tactical fire attack simulation, search and rescues, high-angle rescue; clandestine laboratory training, SWAT training, hazmat training, explosive device mitigation training, mass casualty training, live fire training, radiological response training, and emergency operations functional and full scale exercises.

A training complex of this type has the ability to be multi-faceted and unique. In order to fully understand the master plan presented it is important that the project objectives used to develop the physical plan be identified. The following are the key project objectives outlined by the coordinating team.

- The complex must meet the training needs of the North Dakota Law Enforcement Training Academy and the Highway Patrol.
- The complex must meet the training needs of the other partners including the Bismarck Police and Fire Departments as well as Bismarck State College.
- The complex must be designed and planned to meet regional and state wide training needs of other interested agencies.

The master plan reflects bench mark of 50 years. Therefore the plan at its ultimate and
completed state must take into consideration evolving training needs, environmental concerns,
changing land uses near the site and other issues which could result from the length of the
planning bench mark.

Process:

Prior to beginning this effort, a planning process was developed with the coordinating team. The process outlined below was used to guide the master plan development.

- Task 1: Define project objectives.
- Task 2: Review space and site program developed by OMB.
- Task 3: Develop a physical master plan.
- Task 4: Review the physical master plan with the coordinating team.
- Task 5: Develop an "Opinion of Probable Costs".
- Task 6: Develop phasing and implementation strategies.
- Task 7: Finalize and present final master plan.

Validation of Bismarck Master Plan:

Prior to this study the City of Bismarck developed a master plan for the 911 Memorial Police and Fire Training Facility which would occupy a portion of the site considered for this study. The coordinating team conducted a review of that master plan. The objective of the review was two-fold. First, the team utilized information gathered from the 2007 Bismarck Master Plan to help better understand site related issues, such as storm water management and related site utilities. Second, the 2007 master plan was utilized as a tool for the Highway Patrol, Bismarck Police and Bismarck Fire to better understand the training needs of the three departments involved in the planning process.

Needs Assessment:

A needs assessment was not within the scope of this master plan. However, information provided by the Office of Management and Budget and the Highway Patrol was reviewed and updated to ensure this study represented the current and long range needs of the Highway Patrol.

Training Components:

OUTDOOR FIRING RANGES

Two outdoor baffled ranges are shown for the training complex master plan, a 100 yard, 5 point range with a fixed firing position and the existing 25 yard, 10 point range with firing positions at 25 yards and baffled to accommodate no-blue sky tactical firing from 0 to 25 yards. The complex also includes one indoor baffled firing range, 25 yard, 16 points, with fixed firing positions. Each range includes a trap for bullet collection and a targeting system. Construction is precast concrete wall panels with acoustical lining on the range side. Baffles are constructed of armor plating mounted on trusses that span between the concrete walls.

MULTI-PURPOSE/EVOC PAD

Designed for the axel loads of apparatus, the multi-purpose pad is a large concrete surface used for various training exercises. The pad is sized for a standard NFPA emergency vehicle operations course as well as low speed law enforcement maneuvers. This pad can be used for skid operations utilizing a skid car during winter operations as well as any other training exercise requiring over four acres of staging and exercise area.

PRACTICAL TRAINING BUILDING

The practical training building is a one-floor building that includes training facilities and range support. Training areas include classrooms and a practical applications high-bay space. The high-bay space also has a primary function as equipment storage. Associated training support areas include restrooms and storage. Range support areas include control rooms and staging areas for ranges, ammunition storage, and rooms for cleaning, supply, armory and smithing, and target equipment.

LAW ENFORCEMENT TRAINING ACADEMY

The Law Enforcement Training Academy building will serve as the base for all Highway Patrol training activities. It will include a multi-purpose training room, 6 classrooms, a conference room, training staff offices, and 120 bed dormitory. Associated training support areas include restrooms, laundry facility, a dining hall, commercial kitchen, and storage.

CANINE TRAINING FIELD

The training field is a fenced area of turf 200 feet square. Grading in this is even and less than 2 percent. This field would allow the temporary or permanent creation of dog obstacles and could also be used to stage Special Response Team obstacles as well.

MULTI-TACTICAL SIMULATION BUILDING

The multi-tactical simulation building is an unconditioned, multi-story building; constructed of concrete block with cast-in-place concrete floor and roof slabs of pre-engineered steel. The building is designed to create realistic tactical situations for buildings that would be found in the community including habitats such as a residence, offices, commercial, high rises, schools, and other public and private structures with vertical and horizontal square footage. One of the features which makes this structure unique and an incredibly important training tool is the ability to transform and create a wide variety of live fire simulations, police simulations, and combined training exercises.

SHOOT HOUSE

The shoot house is a law enforcement live weapon tactical assault tool. The building is constructed of armor plating and ballistic walls. The building has the ability to create several entry and approach scenarios. The building often times is capable of video and sound recording which can be transmitted to a nearby classroom.

TECHNICAL RESCUE PROPS

The trench simulator will consist of a concrete trench simulator properties will focus on the evolutions of rescue for shoring and trench wall collapse and slough in. The properties will be able to be used wet or dry and have the ability to have air or liquid piped in the area to simulate various leaks.

The confined space simulator will be comprised of reinforced concrete pipe and concrete structures at different diameters and heights. The plan will include 90's, tees, and angled intersections with vertical drops of different heights.

The rubble pile will consist of typical construction debris found in urban, suburban, and rural environments after a natural or manmade disaster. It will include confined spaces, areas of refuge, areas of collapse, and can accommodate other debris situations. The pile will be placed on a gravel pad that will allow positive drainage and workability for USAR teams.

The collapse building is a structure that will allow the simulations of various USAR skill evolutions including shoring, breaching, search, rescue, and clearing. The building will simulate wall, ceiling, floor, and pancake collapse with various architectural components to simulate various building types.

OUTDOOR FIRE PROPS

The fire simulator prop consists of several outdoor fire scenarios that the fire department might find in the community. The prop is a compact footprint and contains more real world situations than the more traditional outdoor fire props. This prop takes the place of the traditional x-mas tree fire prop, relief valve fire prop, split flange fire prop, and valve fire prop. The prop contains a vessel fire, boil over fire, overhead pipe fire, fuel spill/flammable liquids fire, and split flange fire situated in a structure with different vertical heights. The prop is fueled by liquid propane.

The flammable liquid simulator consists of a $20' \times 20'$ square to simulate flammable liquids fires and is fueled by liquid propane. In addition to the main pit it contains a running fuel spill and $3' \times 3'$ pan for fire extinguisher training.

The rail prop would consist of a pressurized and non-pressurized rail car placed on a single rail bed. The cars would be modified to assist in hazardous material, confined space, and derailment evolutions. The site would be modified to allow diking and damming evolutions as well. See Example 9, Appendix B.

Barrel, cylinder, and liquid storage pads will be used to train the handling and movement of hazardous materials and their containers. These pads will consist of different materials to allow evolutions to specifically test different handling SOP's.

Cost Evaluations:

The conceptual cost evaluations or "Opinion of Probable Costs" contained within this report are broad given the detail of the master plan, but are well within the normal industry standards and should be utilized for future funding strategies. When reviewing the costs the following factors should be considered:

- Opinions of Probable Cost are based on several resources including historic data and professional opinion.
- The costs identified include contingencies which are based on the broad scope of master planning.
- When examining these costs beyond year 2011, a current inflation factor should be applied unless more information is available at the time of calculation.
- A/E fees, permitting and project specific costs are not included.

Operations and Management Plan:

An operations and management plan was not within the scope of this master plan. However, based on input and discussions, the facility will be operated and maintained exclusively by the State of North Dakota and Highway Patrol.

Phasing and Implementation Strategies:

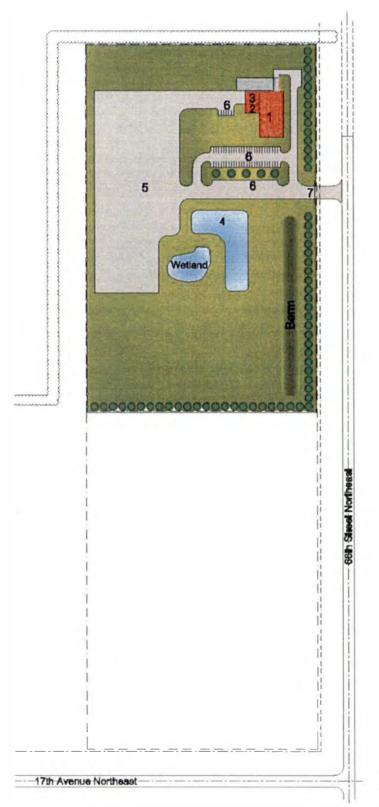
The recommendations of this master plan are flexible in their date of implementation and should be based on agency need and funding. However as a part of this effort, the first two phases have been identified and represent the immediate needs of the Highway Patrol. Below are descriptions of the first two phases:

Phase I:

- 1. Grade site for practical training building, indoor firing range, multi-use concrete pad and support facilities such as parking.
- 2. Install underground utilities, including power, storm sewer, gas, septic tank and field and detention ponds.
- 3. Construct practical training building.
- 4. Construct multi-use EVOC pad.
- 5. Mitigate existing wet-lands.
- 6. Construct security fencing at perimeter of site.
- 7. Construct berms at perimeter of site.
- 8. Install perimeter landscaping.

Phase II:

- 1. Grade site for LETA building, campus maintenance building, dormitory and parking areas.
- 2. Install underground utilities, including power, storm sewer, gas, septic tank and field and detention ponds.
- 3. Construct LETA Building.
- 4. Construct Dormitory.
- 5. Construct Maintenance Building.
- 6. Construct Parking areas and connecting roads on-site.
- 7. Construct canine training area.
- 8. Construct berms at perimeter of site.
- 9. Install perimeter landscaping.
- 10. Extend security fencing to new perimeter.



EXISTING SPACES

25 YARD OUTDOOR SHOOTING RANGE

NEW SPACES

- 1. INDOOR SHOOTING RANGE
- 2. PRACTICAL TRAINING CLASSROOMS
- 3. STORAGE VEHICLE & EQUIPMENT
- 4. DETENTION POND
- 5. 1,000' x 300' E.V.O.C. PAD
- 8. PARKING FOR 60 CARS & 2 FIRE TRUCKS
- 7. GATE AND SIGN

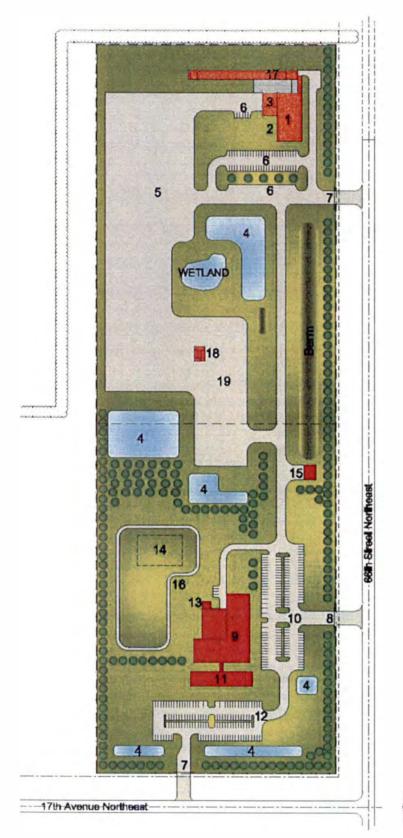


Law Enforcement Training Academy and Public Safety Training Facility

Master Plan - Phase 1

Phase I: Opinion of Probable Cost

Offsite	costs:	231,000
1.	Watermain	
2.	Storm sewer	
3.	Electrical	
4.	Gas	
Site Dev	velopment Costs:	2,897,400
1.	Grading	
2.	Concrete paving (Includes paving for EVOC)	
3.	Utilities	
4.	Water service	
5.	Storm sewer	
6.	Detention ponds	
7.	Septic and drain field	
8.	Fencing	
9.	Lighting	
10.	Landscape/Erosion	
11.	Outdoor training field and track	
ractica	al Training Building:	3,360,000
	Training building	
2.	25 yard indoor firing range	
3.	Fixture costs	
aw Enf	orcement Training Components	0
	LETA building	
2.	Dormitory	
3.	100 yard range	
4.	Canine training	
ire Trai	ining Components:	0
1.	Multi-tactical simulation building	
Sub	p-total	6,488,400
Con	ntingency (2.5%)	162,210
Tot	al Phase I Costs:	6,650,610



EXISTING SPACES

25 YARD OUTDOOR SHOOTING RANGE

NEW SPACES

- 1. INDOOR SHOOTING RANGE
- 2. PRACTICAL TRAINING CLASSROOMS
- 3. STORAGE VEHICLE & EQUIPMENT
- 4. DETENTION POND
- 5. 1,000' x 300' E.V.O.C. PAD
- 6. PARKING FOR 60 CARS & 2 FIRE TRUCKS
- 7. GATE AND SIGN
- 8. MAIN GATE AND SIGN
- 9. LAWENFORCEMENT TRAINING ACADEMY
- 10. 130 CAR PARKING LOT
- 11. 120 BED DORMITORY
- 12. 124 CAR PARKING LOT
- 13. K-9 KENNELS
- 14. K-9 TRAINING AREA
- 15. MAINTENANCE GARAGE
- 18. RUNNING TRACK
- 17. 100 YD OUTDOOR SHOOTING RANGE
- 18. MULTI-TACTICAL SIMULATION BUILDING
- 19. FIRE TACTICAL SIMULATION PAD



Law Enforcement Training Academy and Public Safety Training Facility

Master Plan - Phase 2

Phase II: Opinion of Probable Cost

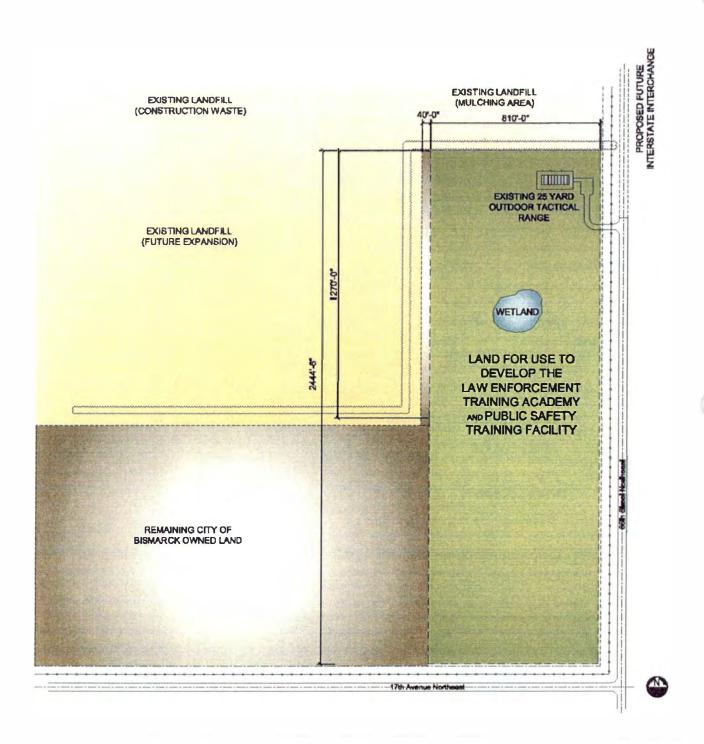
Offsite costs:	253,000
1. Watermain	
2. Storm sewer	
3. Electrical	
4. Gas	
ite Development Costs:	4,116,970
1. Grading	
2. Concrete paving (includes 300'x300' EVOC pad and practical fire pad)	
3. Utilities	
4. Water service	
5. Storm sewer	
6. Detention ponds	
7. Septic and drain field	
8. Fencing	
9. Lighting	
10. Landscape/Erosion	
11. Outdoor training field and track	
ractical Training Building:	1,725,000
1. 100 yard outdoor firing range	
aw Enforcement Training Components	12,842,120
1. LETA building	
2. Dormitory	
3. Canine training	
ire Training Components:	1,650,000
Multi-tactical simulation building	
Sub-total	20,587,090
Contingency (5%)	1,029,355
Total Phase II Costs:	21,616.445

Appendix

Exhibit A: Proposed Site

Exhibit B: Arial Photograph of Proposed Site

Exhibit C: Arial Photograph of Proposed Site – Expanded View



Law Enforcement Training Academy and Public Safety Training Facility

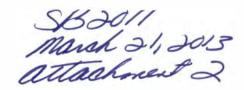
Master Plan - Existing Site Plan

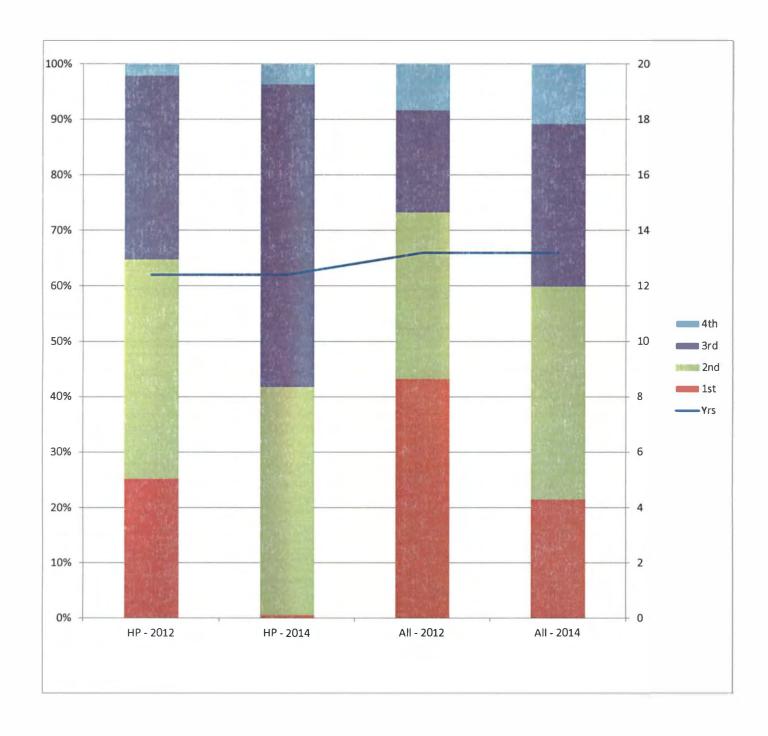


Exhibit B
Arial Photograph of Proposed Site



Exhibit C
Arial Photograph of Proposed Site – Expanded View







	Relativity to Market Policy Position *		+ Meet Standards	+ Exceed Standards
MPP+	0%			
2nd Qtl	1 - 2.0%	+	3.0%	5.0%
1st Qtl	2 - 4.0%			

Current C/R	Projected 2013 C/R	Projected 2014 C/R
0.96	0.98	1.00

EXAMPLE

131 Qu	* ALL increases contingent upon Performance	Meeting Standards					155				2	013					ISIL.				2014				
		1-51	CURRE	NT				et Policy n Increase		rmance	Total I	ncrease	Af	ter July 1,	2013		t Policy Increase		rmance rease	Total	Increase	A	fter July 1, 2	2014	
; Svc	Job Title	FTE Ann Sal	Grade Market Policy Point	FTE	C/R (Curre nt)	2012 Qti	%%	\$\$	%%	\$\$	%%	\$\$	2013 New Salary	New MPP (3% range increment)	2013 New 2013 C/R Qtl	%%	\$\$	%%	\$\$	%%	\$\$	2014 New Salary	New MPP (3% range increment)	2014 New 201 C/R Qti	
6.7	ADMIN ASSISTANT I	29,796	F 34,505	1.00	0.86	1	4.0%	1,192	3.0%	894	7.0%	2,086	31,882	35,540	0.90 2	2.0%	638	3.0%	956	5.0%	1,594	33,476	36,606	0.91	
12.1	ADMIN ASSISTANT I	36,636	F 34,505	1.00	1.06	3	0.0%	-	5.0%	1,832	5.0%	1,832	38,468	35,540	1.08	0.0%	-	3.0%	1,154	3.0%	1,154	39,622	36,606	1.08	
37.4	ADMIN ASSISTANT I	37,236	F 34,505	1.00	1.08	3	0.0%	-	3.0%	1,117	3.0%	1,117	38,353	35,540	1.08 3	0.0%	-	5.0%	1,918	5.0%	1,918	40,271	36,606	1.10	
26.9	ADMIN ASSISTANT I	36,636	F 34,50	1.00	1.06	3	0.0%		5.0%	1,832	5.0%	1,832	38,468	35,540	1.08	0.0%	-	5.0%	1,923	5.0%	1,923	40,391	36,606	1.10	
19.4	ADMIN ASSISTANT I	36,636	F 34,505	1.00	1.06	3	0.0%	-	3.0%	1,099	3.0%	1,099	37,735	35,540	1.06 3	0.0%	-	3.0%	1,132	3.0%	1,132	38,867	36,606	1.06	
7.0	ADMIN ASSISTANT I	36,636	F 34,50	1.00	1.06	3	0.0%	-	5.0%	1,832	5.0%	1,832	38,468	35,540	1.08 3	0.0%	-	3.0%	1,154	3.0%	1,154	39,622	36,606	1.08	
2.8	ADMIN ASSISTANT I	32,556	F 34,505	1.00	0.94	2	2.0%	651	3.0%	977	5.0%	1,628	34,184	35,540	0.96 2	2.0%	684	5.0%	1,709	7.0%	2,393	36,577	36,606	1.00	
7.8	ADMIN ASSISTANT I	35,568	F 34,505	1.00	1.03	3	0.0%	-	5.0%	1,778	5.0%	1,778	37,346	35,540	1.05 3	0.0%	-	5.0%	1,867	5.0%	1,867	39,213	36,606	1.07	
9.6	ADMIN ASSISTANT I	36,636	F 34,505	1.00	1.06	3	0.0%	-	3.0%	1,099	3.0%	1,099	37,735	35,540	1.06 3	0.0%	-	3.0%	1,132	3.0%	1,132	38,867	36,606	1.06	
10.9	ADMIN ASSISTANT I	36,636	F 34,505	1.00	1.06	3	0.0%	-	5.0%	1,832	5.0%	1,832	38,468	35,540	1.08 3	0.0%	-	3.0%	1,154	3.0%	1,154	39,622	36,606	1.08	
1.9	ADMIN ASSISTANT I	31,608	F 34,505	1.00	0.92	2	2.0%	632	3.0%	948	5.0%	1,580	33,188	35,540	0.93 2	2.0%	664	5.0%	1,659	7.0%	2,323	35,511	36,606	0.97	
1.6	ADMIN ASSISTANT II	34,356	H 41,612	2 1.00	0.83	1	4.0%	1,374	5.0%	1,718	9.0%	3,092	37,448	42,860	0.87 1	4.0%	1,498	5.0%	1,872	9.0%	3,370	40,818	44,146	0.92	
36.4	ADMIN ASSISTANT II	40,428	H 41,612	1.00	0.97	2	2.0%	809	3.0%	1,213	5.0%	2,022	42,450	42,860	0.99 2	2.0%	849	3.0%	1,274	5.0%	2,123	44,573		1.01	
16.3	DATA PROC COORD IV	69,504	L 60,564	1.00	1.15	4	0.0%	-	5.0%	3,475	5.0%	3,475	72,979	62,381	1.17 4	0.0%	-	3.0%	2,189	3.0%	2,189	75,168	64,252	1.17	
12.3	COMPUTER & NETWK SPEC II	57,540	J 50,985	1.00	1.13	4	0.0%		3.0%	1,726	3.0%	1,726	59,266	52,515	1.13 4	0.0%	-	5.0%	2,963	5.0%	2,963	62,229	54,090	1.15	
0.8	COMPUTER & NETWK SPEC II	48,180	J 50,985	5 1.00	0.94	2	2.0%	964	5.0%	2,409	7.0%	3,373	51,553	52,515	0.98 2	2.0%	1,031	5.0%	2,578	7.0%	3,609	55,162	54,090	1.02	
34.4	ACCOUNT TECHNICIAN II	39,840	G 37,80	1.00	1.05	3	0.0%		3.0%	1,195	3.0%	1,195	41,035	38,935	1.05 3	0.0%	-	3.0%	1,231	3.0%	1,231	42,266	40,103	1.05	
15.4	ACCOUNT TECHNICIAN II	39,240	G 37,80°	1.00	1.04	3	0.0%	_	5.0%	1,962	5.0%	1,962	41,202	38,935	1.06 3	0.0%		3.0%	1,236	3.0%	1,236	42,438	40,103	1.06	
33.4	ACCOUNT/BUDGET SPEC III	63,732	L 60,564	1.00	1.05	3	0.0%	-	3.0%	1,912	3.0%	1,912	65,644	62,381	1.05 3	0.0%	-	5.0%	3,282	5.0%	3,282	68,926	64,252	1.07	
37.2	HUMAN RESOURCE TECH II	49,944	H 41,612	2 1.00	1.20	4	0.0%	-	5.0%	2,497	5.0%	2,497	52,441	42,860	1.22 4	0.0%	-	5.0%	2,622	5.0%	2,622	55,063	44,146	1.25	
2.4	PUBLIC INFO SPEC II	44,088	K 55,414	1.00	0.80	1	4.0%	1,764	3.0%	1,323	7.0%	3,087	47,175	57,076	0.83 1	4.0%	1,887	3.0%	1,415	7.0%	3,302	50,477	58,788	0.86	
7.8	RESEARCH ANALYST II	45,156	K 55,414	1.00	0.81	1	4.0%	1,806	5.0%	2,258	9.0%	4,064	49,220	57,076	0.86 1	4.0%	1,969	3.0%	1,477	7.0%	3,446	52,666	58,788	0.90	
31.9	ADMIN STAFF OFFICER I	51,144	J 50.985	1.00	1.00	3	0.0%	-	3.0%	1,534	3.0%	1,534	52,678	52,515	1.00 3	0.0%	-	5.0%	2,634	5.0%	2,634	55,312		1.02	
39.3	ADMIN STAFF OFFICER I	49,944	J 50,985	1.00	0.98	2	2.0%	999	5.0%	2.497	7.0%	3,496	53,440	52,515	1.02 3	0.0%	-	5.0%	2.672	5.0%	2,672	56,112	54,090	1.04	
36.4	ADMIN STAFF OFFICER II	59,868		1.00	1.08	3	0.0%	-	3.0%	1,796	3.0%	1,796	61,664	57,076	1.08 3	0.0%	-	3.0%	1.850	3.0%	1,850	63,514	58,788	1.08	
4.8	SECURITY OFFICER I	34,392	G 37,80	1 . 1.00	0.91	2	2.0%	688	5.0%	1,720	7.0%	2,408	36,800	38,935	0.95 2	2.0%	736	3.0%	1,104	5.0%	1,840	38,640	40,103	0.96	
11.6	SECURITY OFFICER I	35,424	G 37,80	1.00	0.94	2	2.0%	708	3.0%	1,063	5.0%	1,771	37,195	38,935		2.0%	744	5.0%	1,860	7.0%	2,604	39,799	40,103	0.99	
1.2	SECURITY OFFICER I	33,396			0.88	2	2.0%	668	5.0%	1.670	7.0%	2,338	35.734	38.935	0.92 2	2.0%	715	5.0%	1.787	7.0%	2,502	38,236	40,103	0.95	
6.6	SECURITY OFFICER I	34,392	G 37,80	1.00	0.91	2	2.0%	688	3.0%	1,032	5.0%	1,720	36,112	38,935	0.93 2	2.0%	722	3.0%	1,083	5.0%	1,805	37,917	40,103	0.95	
	SECURITY OFFICER I	33,396			0.88	2	2.0%	668	5.0%	1,670	7.0%	2,338	35,734	38,935	0.92 2	2.0%	715	3.0%	1,072	5.0%	1,787	37,521	40,103	0.94	
	SECURITY OFFICER I	38,712			1.02	3	0.0%		3.0%	1,161	3.0%	1,161	39,873	38.935	1.02 3	0.0%	-	5.0%	1.994	5.0%	1,994	41,867	40,103	1.04	
	SECURITY OFFICER I	37,584		_	0.99	2	2.0%	752	5.0%	1,879	7.0%	2,631	40,215	38,935	1.03 3	0.0%	_	5.0%	2,011	5.0%	2,011	42,226	40,103	1.05	
	CMRCL MTR CARRIER PERMIT TECH	39,240		_	1.04	3	0.0%		3.0%	1,177	3.0%	1,177	40,417	38,935	1.04 3	0.0%	_	3.0%	1,213	3.0%	1,213	41,630	40,103	1.04	
	CMRCL MTR CARRIER PERMIT TECH	36,996			0.98	2	2.0%	740	5.0%	1,850	7.0%	2,590	39,586	38,935	1.02 3	0.0%	-	3.0%	1,188	3.0%	1,188	40,774	40,103	1.02	
	CMRCL MTR CARRIER PERMIT TECH	39,240		_	1.04	3	0.0%	-	3.0%	1,177	3.0%	1,177	40,417	38,935	1.04 3	0.0%		5.0%	2,021	5.0%	2,021	42,438	40,103	1.06	
	CMRCL MTR CARRIER PERMIT TECH	39,240		_	1.04	3	0.0%		5.0%	1,962	5.0%	1,962	41,202	38,935	1.06 3	0.0%		5.0%	2,060	5.0%	2,060	43,262	40,103	1.08	
	CMRCL MTR CARRIER INSPECTOR	46,404		-	1.12	2	0.0%		3.0%	1,302	3.0%	1,392	47,796	42,860	1.12 3	0.0%		3.0%	1,434	3.0%	1,434	49,230		1.12	
	CMRCL MTR CARRIER INSPECTOR	46,404		-	1.12	3	0.0%		5.0%	2.320	5.0%	2,320	48,724	42,860	1.12	0.0%		3.0%	1,454	3.0%	1,434	50,186	44,146		
	CMRCL MTR CARRIER INSPECTOR	45,804		2 1.00	1.12	3	0.0%		3.0%	1,374	3.0%	1,374	47,178	42,860		0.0%		5.0%	2,359	5.0%	2,359	49.537	<u> </u>	1.14	
23.1	DIVINGE IVITA CARRIER INSPECTOR	45,604	41,014	1.00	1.10	3	0.076	-	3.0%	1,3/4	3.0%	1,3/4	47,178	42,000	1.10 3	0.0%	-	5.0%	2,309	5.0%	2,359	49,537	44,146	1.12	

- Highway Patrol

	2013										2014															
			CI	URREN	T				Market Policy osition Increase		rmance rease	Total	Increase	Af	ter July 1,	2013		Market Policy Position Increase		Performance Increase		Total Increase		After July 1, 2014		2014
3 Svc	Job Title	FTE Ann Sal	Grade	Market Policy Point	FTE	(Curre nt)	2012 Qtl	%%	\$\$	%%	\$\$	%%	\$\$	2013 New Salary	New MPP (3% range increment)		- /	5% \$\$	9	%%	\$\$	%%	\$\$	2014 New Salary	New MPP (3% range increment)	2014 New 20 C/R Q
31.9 CMF	RCL MTR CARRIER INSPECTOR	46,404	Н	41,612	1.00	1.12	3	0.0%	-	5.0%	2,320	5.0%	2,320	48,724	42,860	1.14	4 0	.0%		5.0%	2,436	5.0%	2,436	51,160	44,146	1.16
12.4 CMF	RCL MTR CARRIER INSPECTOR	47,004	Н	41,612	1.00	1.13	4	0.0%	-	3.0%	1,410	3.0%	1,410	48,414	42,860	1.13	4 0	.0%	3	3.0%	1,452	3.0%	1,452	49,866	44,146	1.13
17.3 CMF	RCL MTR CARRIER INSPECTOR	45,804	Н	41,612	1.00	1.10	3	0.0%	-	5.0%	2,290	5.0%	2,290	48,094	42,860	1.12	3 0	.0%	3	3.0%	1,443	3.0%	1,443	49,537	44,146	1.12
6.0 ACA	DEMY OPERATIONS COORD	45,156	J	50,985	1.00	0.89	2	2.0%	903	3.0%	1,355	5.0%	2,258	47,414	52,515	0.90	2 2	.0% 9	48 5	5.0%	2,371	7.0%	3,319	50,733	54,090	0.94
0.6 HW	Y PATROL OFFICER I	47,268	J	50,985	1.00	0.93	2	2.0%	945	5.0%	2,363	7.0%	3,308	50,576	52,515	0.96	2 2	.0% 1,0	12 5	5.0%	2,529	7.0%	3,541	54,117	54,090	1.00
0.6 HW	PATROL OFFICER I	47,268	J	50,985	1.00	0.93	2	2.0%	945	3.0%	1,418	5.0%	2,363	49,631	52,515	0.95	2 2	.0% 9	93 3	3.0%	1,489	5.0%	2,482	52,113	54,090	0.96
1.3 HW	PATROL OFFICER I	45,888	J	50,985	1.00	0.90	2	2.0%	918	5.0%	2,294	7.0%	3,212	49,100	52,515	0.93	2 2	.0% 9	82 3	3.0%	1,473	5.0%	2,455	51,555	54,090	0.95
0.6 HW	PATROL OFFICER I	47,268	J	50,985	1.00	0.93	2	2.0%	945	3.0%	1,418	5.0%	2,363	49,631	52,515	0.95	2 2	.0% 9	93 5	5.0%	2,482	7.0%	3,475	53,106	54,090	0.98
0.6 HW	PATROL OFFICER I	47,268	J	50,985	1.00	0.93	2	2.0%	945	5.0%	2,363	7.0%	3,308	50,576	52,515	0.96	2 2	.0% 1,0	12 5	5.0%	2,529	7.0%	3,541	54,117	54,090	1.00
0.6 HW	PATROL OFFICER I	47,268	J	50,985	1.00	0.93	2	2.0%	945	3.0%	1,418	5.0%	2,363	49,631	52,515	0.95	2 2	.0% 9	93 3	3.0%	1,489	5.0%	2,482	52,113	54,090	0.96
0.6 HW	PATROL OFFICER I	47,268	J	50,985	1.00	0.93	2	2.0%	945	5.0%	2,363	7.0%	3,308	50,576	52,515	0.96	2 2	.0% 1,0	12 3	3.0%	1,517	5.0%	2,529	53,105	54,090	0.98
0.6 HW	PATROL OFFICER I	47,268	J	50,985	1.00	0.93	2	2.0%	945	3.0%	1,418	5.0%	2,363	49,631	52,515	0.95	2 2	.0% 9	93 5	5.0%	2,482	7.0%	3,475	53,106	54,090	0.98
0.6 HW	PATROL OFFICER I	47,268	J	50,985	1.00	0.93	2	2.0%	945	5.0%	2,363	7.0%	3,308	50,576	52,515	0.96	2 2	.0% 1,0	12 5	5.0%	2,529	7.0%	3,541	54,117	54,090	1.00
13.8 HW	PATROL OFFICER II	62,592	L	60,564	1.00	1.03	3	0.0%	-	3.0%	1,878	3.0%	1,878	64,470	62,381	1.03	3 0	.0%	3	3.0%	1,934	3.0%	1,934	66,404	64,252	1.03
12.8 HW	PATROL OFFICER II	64,992	L	60,564	1.00	1.07	3	0.0%	-	5.0%	3,250	5.0%	3,250	68,242	62,381	1.09	3 0	.0%	. 3	3.0%	2,047	3.0%	2,047	70,289	64,252	1.09
4.2 HW	Y PATROL OFFICER II	52,164	L	60,564	1.00	0.86	1	4.0%	2,087	3.0%	1,565	7.0%	3,652	55,816	62,381	0.89	2 2	.0% 1,1	16 5	5.0%	2,791	7.0%	3,907	59,723	64,252	0.93
	PATROL OFFICER II	48,444		60,564	1.00	0.80	1	4.0%	1,938	5.0%	2,422	9.0%	4,360	52,804	62,381	0.85	1 4	.0% 2,1	_	5.0%	2,640	9.0%	4,752	57,556	64,252	0.90
	PATROL OFFICER II	48,444	L	60,564	1.00	0.80	1	4.0%	1,938	3.0%	1,453	7.0%	3,391	51,835	62,381	0.83	1 4	.0% 2,0	73 3	3.0%	1,555	7.0%	3,628	55,463		0.86
	PATROL OFFICER II	49,656	ī	60.564	1.00	0.82	1	4.0%	1,986	5.0%	2,483	9.0%	4,469	54,125	62,381		1 4	.0% 2,1	_	3.0%	1,624	7.0%	3,789	57,914	64,252	0.90
	Y PATROL OFFICER II	56,736		60,564	1.00	0.94	2	2.0%	1,135	3.0%	1,702	5.0%	2,837	59,573	62,381	0.95	_	.0% 1,1	_	5.0%	2,979	7.0%	4,170	63,743	64,252	0.99
	PATROL OFFICER II	53,472		60,564	1.00	0.88	2	2.0%	1,069	5.0%	2,674	7.0%	3,743	57,215	62,381		_	.0% 1,1	_	5.0%	2,861	7.0%	4,005	61,220	64,252	0.95
	PATROL OFFICER II	52,164		60,564	1.00	0.86	1	4.0%	2,087	3.0%	1,565	7.0%	3,652	55,816	62,381		_	.0% 1,1	-	3.0%	1,674	5.0%	2,790	58,606	64,252	0.91
	Y PATROL OFFICER II	52,056	_	60,564	1.00	0.86	1	4.0%	2,082	5.0%	2,603	9.0%	4,685	56,741	62,381	0.91	_		_	3.0%	1,702	5.0%	2,837	59,578	64,252	0.93
	Y PATROL OFFICER II	53,472	_	60,564	1.00	0.88	2	2.0%	1,069	3.0%	1,604	5.0%	2,673	56,145	62,381	0.90	_	.0% 1,1	_	5.0%	2,807	7.0%	3,930	60,075	64,252	0.93
	PATROL OFFICER II	49,656		60,564	1.00	0.82	1	4.0%	1,986	5.0%	2,483	9.0%	4,469	54,125	62,381			.0% 2,1	_	5.0%	2,706	9.0%	4,871	58,996	64,252	0.92
	Y PATROL OFFICER II	53,472		60,564	1.00	0.88	2	2.0%	1,069	3.0%	1,604	5.0%	2,673	56,145	62,381	0.90	_	.0% 1,1	-	3.0%	1,684	5.0%	2,807	58,952	64,252	0.92
	PATROL OFFICER II	58,440		60,564	1.00	0.96	2	2 2.0%	1,169	5.0%	2,922	7.0%	4,091	62,531	62,381	1.00	_	.0%	_	3.0%	1,876	3.0%	1,876	64,407	64,252	1.00
	Y PATROL OFFICER II	58,440	-	60,564	1.00	0.96	2	2.0%	1,169	3.0%	1,753		2,922	61,362	62,381		_	.0% 1,2	_	5.0%	3,068	7.0%	4,295	65,657	64,252	1.02
	Y PATROL OFFICER II	62,592	1	60,564	1.00	1.03	3	0.0%	-	5.0%	3,130	5.0%	3,130	65,722	62,381	1.05	_	.0%	_	5.0%	3,286	5.0%	3,286	69,008	64,252	1.07
	/ PATROL OFFICER II	48,444		60,564	1.00	0.80	1	4.0%	1,938	3.0%	1,453	7.0%	3,391	51,835	62,381	0.83	_	.0% 2,0		3.0%	1,555	7.0%	3,628	55,463	64,252	0.86
	Y PATROL OFFICER II	53,472		60,564	1.00	0.88	2	2 2.0%	1,069	5.0%	2,674	7.0%	3,743	57,215	62,381		_	.0% 1,1	_	3.0%	1,716	5.0%	2,860	60,075	64,252	0.93
	PATROL OFFICER II	52,164		60,564	1.00	0.86	1	4.0%	2,087	3.0%	1,565	7.0%	3,652	55,816	62,381		_	.0% 1,1		5.0%	2,791	7.0%	3,907	59,723	64,252	0.93
	PATROL OFFICER II	62,592		60,564	1.00	1.03	3	3 0.0%	2,007	5.0%	3,130	5.0%	3,130	65,722	62,381	1.05	_	.0%		5.0%	3,286	5.0%	3,286	69,008	64,252	1.07
	Y PATROL OFFICER II	62,592		60,564	1.00	1.03	3	0.0%		3.0%	1,878	3.0%	1,878	64,470	62,381	1.03	_	.0%	_	3.0%	1,934	3.0%	1,934	66,404	64,252	1.03
	PATROL OFFICER II	62,592		60,564	1.00	1.03	3	0.0%		5.0%	3,130	5.0%	3,130	65,722	62,381	1.05	_	.0%	_	3.0%	1,972	3.0%	1,972	67,694	64,252	1.05
	PATROL OFFICER II	58,440	1	60,564	1.00	0.96	2	2 2.0%	1,169	3.0%	1,753	5.0%	2,922	61,362	62,381	0.98	_	.0% 1,2	_	5.0%	3,068	7.0%	4,295	65,657	64,252	1.02
	PATROL OFFICER II	48,444	_	60,564	1.00	0.80	1	4.0%	1,938	5.0%	2,422	9.0%	4,360	52,804	62,381		_	.0% 2,1		5.0%	2,640	9.0%	4,752	57,556	64,252	0.90
							1					-					_				1,684			58,952		
	PATROL OFFICER II	53,472		60,564	1.00		_	2.0%	1,069	3.0%		5.0%	2,673	56,145	62,381		2 2		_	3.0%			2,807	-	64,252	0.92
	Y PATROL OFFICER II	62,592		60,564	1.00	1.03	+	0.0%		5.0%		5.0%	3,130	65,722	62,381		3 0			3.0%		3.0%	1,972	67,694	64,252	1.05
	PATROL OFFICER II	62,592		60,564	1.00		_	0.0%	4 447	3.0%	1,878		1,878	64,470	62,381		_	.0% -	-	5.0%	3,224	-	3,224	67,694	64,252	1.05
	PATROL OFFICER II	55,872		60,564	1.00	0.92	2	2.0%	1,117	5.0%	2,794		3,911	59,783	62,381		2 2		-	5.0%		7.0%	4,185	63,968	64,252	1.00
	/ PATROL OFFICER II	62,592		60,564	1.00	1.03	3	0.0%	-	3.0%		3.0%	1,878	64,470	62,381		3 0			3.0%	1,934		1,934	66,404	64,252	1.03
	PATROL OFFICER II	62,592		60,564	1.00	_	_	0.0%	-	5.0%		5.0%	3,130	65,722	62,381		3 0		_	3.0%	1,972		1,972	67,694		1.05
	PATROL OFFICER II	62,592		60,564	1.00		3	0.0%	-	3.0%		3.0%	1,878	64,470	62,381		3 0		_	5.0%	3,224		3,224	67,694	64,252	1.05
	Y PATROL OFFICER II	50,892		60,564	1.00		1	4.0%	2,036	5.0%	2,545		4,581	55,473	62,381		2 2			5.0%		7.0%	3,883	59,356	64,252	0.92
4.1 HW	PATROL OFFICER II	52,164	L	60,564	1.00	0.86	1	4.0%	2,087	3.0%	1,565	7.0%	3,652	55,816	62,381	0.89	2 2	.0% 1,1	16 3	3.0%	1,674	5.0%	2,790	58,606	64,252	0.91

T:\Agency Examples\2012-14 Comp Example

- Highway Patrol

	* ALL increases contingent upon Perform		2013													THE REAL PROPERTY.									
				REN	r de				Market Policy osition Increase		ormance rease	Total	Increase	Af	ter July 1,	2013		et Policy on Increase	Performance Increase		Total Increase		After July 1, 2014		2014
Svc	Job Title	FTE Ann Sal	P	Policy Point	FTE	(Curre nt)	2012 Qtl	%%	\$\$	%%	\$\$	%%	\$\$	2013 New Salary	New MPP (3% range increment)	2013 New 201 C/R Qt	3 %%	\$\$	%%	\$\$	%%	\$\$	2014 New Salary	New MPP (3% range increment)	2014 New 201 C/R Qt
2.8 HW	VY PATROL OFFICER II	49,656 L	. 6	0,564	1.00	0.82	1	4.0%	1,986	5.0%	2,483	9.0%	4,469	54,125	62,381	0.87	1 4.0%	2,165	3.0%	1,624	7.0%	3,789	57,914	64,252	0.90
2.3 HW	VY PATROL OFFICER II	48,444 L	. 6	60,564	1.00	0.80	1	4.0%	1,938	3.0%	1,453	7.0%	3,391	51,835	62,381	0.83	1 4.0%	2,073	5.0%	2,592	9.0%	4,665	56,500	64,252	0.88
1.3 HW	VY PATROL OFFICER II	48,444 L	. 6	60,564	1.00	0.80	1	4.0%	1,938	5.0%	2,422	9.0%	4,360	52,804	62,381	0.85	1 4.0%	2,112	5.0%	2,640	9.0%	4,752	57,556	64,252	0.90
9.4 HW	VY PATROL OFFICER II	58,440 L	. 6	0,564	1.00	0.96	2	2.0%	1,169	3.0%	1,753	5.0%	2,922	61,362	62,381	0.98	2 2.0%	1,227	3.0%	1,841	5.0%	3,068	64,430	64,252	1.00
4.2 HW	VY PATROL OFFICER II	54,564 L	. 6	0,564	1.00	0.90	2	2.0%	1,091	5.0%	2,728	7.0%	3,819	58,383	62,381	0.94	2 2.0%	1,168	3.0%	1,751	5.0%	2,919	61,302	64,252	0.95
7.2 HV	VY PATROL OFFICER II	56,736 L	. 6	0,564	1.00	0.94	2	2.0%	1,135	3.0%	1,702	5.0%	2,837	59,573	62,381	0.95	2 2.0%	1,191	5.0%	2,979	7.0%	4,170	63,743	64,252	0.99
5.8 HW	VY PATROL OFFICER II	53,472 L	. 6	60,564	1.00	0.88	2	2.0%	1,069	5.0%	2,674	7.0%	3,743	57,215	62,381	0.92	2 2.0%	1,144	5.0%	2,861	7.0%	4,005	61,220	64,252	0.95
7.2 HW	VY PATROL OFFICER II	59,136 L	. 6	60,564	1.00	0.98	2	2.0%	1,183	3.0%	1,774	5.0%	2,957	62,093	62,381	1.00	3 0.0%	-	3.0%	1,863	3.0%	1,863	63,956	64,252	1.00
8.3 HW	VY PATROL OFFICER II	58,440 L	. 6	50,564	1.00	0.96	2	2.0%	1,169	5.0%	2,922	7.0%	4,091	62,531	62,381	1.00	3 0.0%	-	3.0%	1,876	3.0%	1,876	64,407	64,252	1.00
10.8 HW	VY PATROL OFFICER II	62,592 L	. 6	60,564	1.00	1.03	3	0.0%	-	3.0%	1,878	3.0%	1,878	64,470	62,381	1.03	3 0.0%	-	5.0%	3,224	5.0%	3,224	67,694	64,252	1.05
23.3 HW	VY PATROL OFFICER II	62,592 L	. 6	60,564	1.00	1.03	3	0.0%	-	5.0%	3,130	5.0%	3,130	65,722	62,381	1.05	3 0.0%	-	5.0%	3,286	5.0%	3,286	69,008	64,252	1.07
30.5 HW	VY PATROL OFFICER II	62,592 L	. 6	0,564	1.00	1.03	3	0.0%	-	3.0%	1,878	3.0%	1,878	64,470	62,381	1.03	3 0.0%	-	3.0%	1,934	3.0%	1,934	66,404	64,252	1.03
10.8 HW	VY PATROL OFFICER II	62,592 L	. 6	60,564	1.00	1.03	3	0.0%	-	5.0%	3,130	5.0%	3,130	65,722	62,381	1.05	3 0.0%		3.0%	1,972	3.0%	1,972	67,694	64,252	1.05
23.8 HW	VY PATROL OFFICER II	62,592 L	. 6	60,564	1.00	1.03	3	0.0%	-	3.0%	1,878	3.0%	1,878	64,470	62,381	1.03	3 0.0%	-	5.0%	3,224	5.0%	3,224	67,694	64,252	1.05
	VY PATROL OFFICER II	49,656 L		60,564	1.00	0.82	1	4.0%	1,986	5.0%	2,483	9.0%	4,469	54,125	62,381	0.87	1 4.0%	2,165	5.0%	2,706	9.0%	4,871	58,996	64,252	0.92
	VY PATROL OFFICER II	58,440 L		60,564	1.00	0.96	2	2.0%	1,169	3.0%	1,753	5.0%	2,922	61,362	62,381	0.98	2 2.0%	1,227	3.0%	1,841	5.0%	3,068	64,430	64,252	1.00
5.8 HW	VY PATROL OFFICER II	53,472 L		60,564	1.00	0.88	2	2.0%	1,069	5.0%	2,674	7.0%	3,743	57,215	62,381	0.92	2 2.0%	1,144	3.0%	1,716	5.0%	2,860	60,075	64,252	0.93
20.4 HW	VY PATROL OFFICER II	62,592 L		60,564	1.00	1.03	3	0.0%		3.0%	1,878	-	1,878	64,470	62,381	1.03	3 0.0%	-	5.0%	3,224	5.0%	3,224	67,694	64,252	1.05
	VY PATROL OFFICER II	62,592 L		60,564	1.00	1.03	3	0.0%	_	5.0%	3,130	5.0%	3,130	65,722	62,381	1.05	3 0.0%	-	5.0%	3,286	5.0%	3,286	69,008	64,252	1.07
	VY PATROL OFFICER II	56,736 L		60,564	1.00	0.94	2	2.0%	1,135	3.0%	1,702	5.0%	2,837	59,573	62,381	0.95	2 2.0%	1,191	3.0%	1,787	5.0%	2,978	62,551	64,252	0.97
	VY PATROL OFFICER II	48,444 L		60,564	1.00	0.80	1	4.0%	1,938	5.0%	2,422	9.0%	4,360	52,804	62,381	0.85	1 4.0%	2,112	3.0%	1,584	7.0%	3,696	56,500	64,252	0.88
	VY PATROL OFFICER II	64,992 L		60,564	1.00	1.07	3	0.0%		3.0%	1,950	3.0%	1,950	66,942	62,381	1.07	3 0.0%	-	5.0%	3.347	5.0%	3,347	70,289	64,252	1.09
	VY PATROL OFFICER II	50,892 L		60.564	1.00	0.84	1	4.0%	2,036	5.0%	2,545		4,581	55,473	62,381	0.89	2 2.0%	1,109	5.0%	2,774	7.0%	3,883	59,356	64,252	0.92
	VY PATROL OFFICER II	60,840 L		60,564	1.00	1.00	3	0.0%	-	3.0%	1,825	3.0%	1,825	62,665	62,381	1.00	3 0.0%		3.0%	1,880	3.0%	1,880	64,545	64,252	1.00
	VY PATROL OFFICER II	62,592 L		60,564	1.00	1.03	3	0.0%		5.0%	3,130	5.0%	3,130	65,722	62,381	1.05	3 0.0%	-	3.0%	1,972	3.0%	1,972	67,694	64,252	1.05
	VY PATROL OFFICER II	58,440 L		60.564	1.00	0.96	2	2.0%	1,169	3.0%	1,753	5.0%	2,922	61,362	62,381	0.98	2 2.0%	1,227	5.0%	3,068	7.0%	4,295	65,657	64,252	1.02
	VY PATROL OFFICER II	49,656 L		60,564	1.00	0.82	1	4.0%	1,986	5.0%	2,483	9.0%	4,469	54,125	62,381	0.87	1 4.0%	2,165	5.0%	2,706	9.0%	4,871	58,996	64,252	0.92
	VY PATROL OFFICER II	52,164 L		60,564	1.00	0.86	1	4.0%	2,087	3.0%	1,565	7.0%	3,652	55,816	62,381	0.89	2 2.0%	1,116	3.0%	1,674	5.0%	2,790	58,606	64,252	0.91
	VY PATROL OFFICER II	48,444 L		0,564	1.00	0.80	1	4.0%	1,938	5.0%	2,422	9.0%	4,360	52,804	62,381	0.85	1 4.0%	2,112	3.0%	1,584	7.0%	3,696	56,500	64,252	0.88
	VY PATROL OFFICER II	53,472 L		0,564	1.00	0.88	2	2.0%	1,069	3.0%	1,604	5.0%	2,673	56,145	62,381	0.90	2 2.0%	1,123	5.0%	2,807	7.0%	3,930	60,075	64,252	0.93
	VY PATROL OFFICER II	50,892 L		0.564	1.00	0.84	1	4.0%	2,036	5.0%	2,545	9.0%	4,581	55,473	62,381	0.89	2 2.0%	1,109	5.0%	2,774	7.0%	3,883	59,356	64,252	0.92
	VY PATROL OFFICER II	59,136 L		0,564	1.00	0.98	2	2.0%	1,183	3.0%	1,774	5.0%	2,957	62,093	62,381	1.00	3 0.0%	-	3.0%	1,863	3.0%	1,863	63,956	64,252	1.00
	VY PATROL OFFICER II	56,736 L		60,564	1.00	0.94	2	2.0%	1,135	5.0%	2,837	7.0%	3,972	60,708	62,381	0.97	2 2.0%	1,214	3.0%	1,821	5.0%	3,035	63,743	64,252	0.99
	VY PATROL OFFICER II	53,472 L		60.564	1.00	0.88	2	2.0%	1,069	3.0%	1,604	5.0%	2,673	56,145	62,381	0.90	2 2.0%	1,123	5.0%	2,807	7.0%	3,930	60,075	64,252	0.93
	VY PATROL OFFICER II			-			2	0.0%	1,005	5.0%	3,130	5.0%	3,130	65,722	62,381	1.05	3 0.0%		5.0%	3,286	5.0%	3,286	69,008	64,252	1.07
		62,592 L		0,564	1.00	1.03	3		-						-	1.03		-	3.0%	1.934	3.0%	1,934	66,404	64,252	1.07
	VY PATROL OFFICER II	62,592 L		0,564	1.00	1.03	3	0.0%	4 006	3.0%	1,878	3.0%	1,878	64,470	62,381		3 0.0%	2 105	-				57.914	_	0.90
	VY PATROL OFFICER II	49,656 L		0,564	1.00	0.82	1	4.0%	1,986	5.0%	2,483	9.0%	4,469	54,125	62,381	0.87	1 4.0%	2,165	3.0%	1,624	7.0%	3,789		64,252	
	VY PATROL OFFICER II	58,440 L		0,564	1.00	0.96		2.0%	1,169	3.0%	1,753		2,922	61,362	62,381	0.98	2 2.0%	1,227	5.0%	3,068	7.0%	4,295	65,657	64,252	1.02
	VY PATROL OFFICER II	53,472 L		0,564	1.00	0.88	2	2.0%	1,069	5.0%	2,674		3,743	57,215	62,381		2 2.0%	1,144			7.0%	4,005	61,220	64,252	0.95
_	VY PATROL OFFICER II	58,440 L		-	1.00	0.96	2	2.0%		3.0%	1,753		2,922	61,362	62,381		2 2.0%	1,227	-	1,841		3,068	64,430	64,252	1.00
	VY PATROL OFFICER II	53,472 L		50,564		0.88		2.0%	1,069	5.0%	2,674		3,743	57,215			2 2.0%	1,144		1,716		2,860	60,075	64,252	0.93
	VY PATROL OFFICER II	53,472 L		50,564		0.88	2	2.0%	1,069	3.0%	1,604		2,673	56,145	_		2 2.0%	1,123	5.0%	2,807		3,930	60,075	64,252	0.93
	YY PATROL OFFICER II	62,592 L	_		1.00	1.03	3	0.0%	-	5.0%		5.0%	3,130	65,722	62,381		3 0.0%	-	5.0%	3,286		3,286	69,008	64,252	1.07
	VY PATROL OFFICER II	62,592 L		60,564	1.00	1.03	3	0.0%	•	3.0%		3.0%	1,878	64,470	62,381		3 0.0%	-	3.0%	1,934		1,934	66,404	64,252	1.03
	YY PATROL OFFICER II	62,592 L		60,564		1.03	3	0.0%	-	5.0%	3,130	-	3,130	65,722	62,381		3 0.0%	-	3.0%	1,972		1,972	67,694	64,252	1.05
8.3 HW	YY PATROL OFFICER II	60,840 L	. 6	60,564	1.00	1.00	3	0.0%	-	3.0%	1,825	3.0%	1,825	62,665	62,381	1.00	3 0.0%	-	5.0%	3,133	5.0%	3,133	65,798	64,252	1.02

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	* ALL increases contingent upon Performance I	Meeting Standards									2	013) III					2014	di min		
			CI	URREN'	T			et Policy Increase		rmance ease	Total	Increase	Af	ter July 1, 2	2013			t Policy Increase		rmance rease	Total	Increase	Af	ter July 1,	2014
Svc	Job Title	FTE Ann Sal	Grade	Market Policy Point	FTE	(Curre 2012 nt) Qtl	%%	\$\$	%%	\$\$	%%	\$\$	2013 New Salary	New MPP (3% range increment)		2013 QtI	%%	\$\$	%%	\$\$	%%	\$\$	2014 New Salary	New MPP (3% range increment)	2014 New 201 C/R Q1
1.3 HW	Y PATROL OFFICER II	48,444	L	60,564	1.00	0.80 1	4.0%	1,938	5.0%	2,422	9.0%	4,360	52,804	62,381	0.85	1	4.0%	2,112	5.0%	2,640	9.0%	4,752	57,556	64,252	0.90
1.3 HW	Y PATROL OFFICER II	48,444	L	60,564	1.00	0.80	4.0%	1,938	3.0%	1,453	7.0%	3,391	51,835	62,381	0.83	1	4.0%	2,073	3.0%	1,555	7.0%	3,628	55,463	64,252	0.86
15.4 HW	Y PATROL OFFICER II	56,736	L	60,564	1.00	0.94 2	2.0%	1,135	5.0%	2,837	7.0%	3,972	60,708	62,381	0.97	2	2.0%	1,214	3.0%	1,821	5.0%	3,035	63,743	64,252	0.99
5.8 HW	Y PATROL OFFICER II	53,472	L	60,564	1.00	0.88 2	2.0%	1,069	3.0%	1,604	5.0%	2,673	56,145	62,381	0.90	2	2.0%	1,123	5.0%	2,807	7.0%	3,930	60,075	64,252	0.93
4.2 HW	Y PATROL OFFICER II	52,164	L	60,564	1.00	0.86	4.0%	2,087	5.0%	2,608	9.0%	4,695	56,859	62,381	0.91	2	2.0%	1,137	5.0%	2,843	7.0%	3,980	60,839	64,252	0.95
5.8 HW	Y PATROL OFFICER II	53,472	L	60,564	1.00	0.88 2	2.0%	1,069	3.0%	1,604	5.0%	2,673	56,145	62,381	0.90	2	2.0%	1,123	3.0%	1,684	5.0%	2,807	58,952	64,252	0.92
3.5 HW	Y PATROL OFFICER II	49,656	L	60,564	1.00	0.82 1	4.0%	1,986	5.0%	2,483	9.0%	4,469	54,125	62,381	0.87	1	4.0%	2,165	3.0%	1,624	7.0%	3,789	57,914	64,252	0.90
21.4 HW	Y PATROL OFFICER II	62,592	L	60,564	1.00	1.03	0.0%	-	3.0%	1,878	3.0%	1,878	64,470	62,381	1.03	3	0.0%	-	5.0%	3,224	5.0%	3,224	67,694	64,252	1.05
17.0 HW	Y PATROL OFFICER II	62,592	L	60,564	1.00	1.03	0.0%	-	5.0%	3,130	5.0%	3,130	65,722	62,381	1.05	3	0.0%	-	5.0%	3,286	5.0%	3,286	69,008	64,252	1.07
23.8 HW	Y PATROL OFFICER II	62,592	L	60,564	1.00	1.03	0.0%	-	3.0%	1,878	3.0%	1,878	64,470	62,381	1.03	3	0.0%	-	3.0%	1,934	3.0%	1,934	66,404	64,252	1.03
17.0 HW	Y PATROL OFFICER II	62,592	L	60,564	1.00	1.03	0.0%	-	5.0%	3,130	5.0%	3,130	65,722	62,381	1.05	3	0.0%	-	3.0%	1,972	3.0%	1,972	67,694	64,252	1.05
3.9 HW	Y PATROL OFFICER II	52,164	L	60,564	1.00	0.86	4.0%	2,087	3.0%	1,565	7.0%	3,652	55,816	62,381	0.89	2	2.0%	1,116	5.0%	2,791	7.0%	3,907	59,723	64,252	0.93
5.2 HW	Y PATROL OFFICER II	53,472	L	60,564	1.00	0.88 2	2.0%	1,069	5.0%	2,674	7.0%	3,743	57,215	62,381	0.92	2	2.0%	1,144	5.0%	2,861	7.0%	4,005	61,220	64,252	0.95
7.2 HW	Y PATROL OFFICER II	56,736		60,564	1.00	0.94 2	2 2.0%	1,135	3.0%	1,702	5.0%	2,837	59,573	62,381	0.95	2	2.0%	1,191	3.0%	1,787	5.0%	2,978	62,551	64,252	0.97
5.2 HW	Y PATROL OFFICER II	53,472	L	60,564	1.00	0.88 2	2.0%	1,069	5.0%	2,674	7.0%	3,743	57,215	62,381	0.92	2	2.0%	1,144	3.0%	1,716	5.0%	2,860	60,075	64,252	0.93
	Y PATROL OFFICER II	56,736		60,564	1.00	0.94 2	2 2.0%	1,135	3.0%	1,702	5.0%	2,837	59,573	62,381	0.95	2	2.0%	1,191	5.0%	2,979	7.0%	4,170	63,743	64,252	0.99
	Y PATROL OFFICER II	56,736		60,564	1.00	0.94 2	2 2.0%	1,135	5.0%	2,837	7.0%	3,972	60,708	62,381	0.97	2	2.0%	1,214	5.0%	3,035	7.0%	4,249	64,957	64,252	1.01
	Y PATROL OFFICER II	48,444		60,564	1.00	0.80	4.0%	1,938	3.0%	1,453	7.0%	3,391	51,835	62,381	0.83	1	4.0%	2,073	3.0%	1,555	7.0%	3,628	55,463	64,252	0.86
	Y PATROL SERGEANT	70,128		66,332	1.00	1.06	0.0%	-	5.0%	3,506	5.0%	3,506	73,634	68,322	1.08	3	0.0%	-	3.0%	2,209	3.0%	2,209	75,843	70,372	1.08
	Y PATROL SERGEANT	68,748		66,332	1.00	1.04	3 0.0%	-	3.0%	2,062	3.0%	2,062	70,810	68,322	1.04	3	0.0%	-	5.0%	3,541	5.0%	3,541	74,351	70,372	1.06
	Y PATROL SERGEANT	64,788		66,332	1.00	0.98	2 2.0%	1,296	5.0%	3,239	7.0%	4,535	69,323	68,322	1.01	3	0.0%	-	5.0%	3,466	5.0%	3,466	72,789	70,372	1.03
	Y PATROL SERGEANT	68,748		66,332	1.00	1.04	3 0.0%	-	3.0%	2,062	3.0%	2,062	70,810	68,322	1.04	3	0.0%	_	3.0%	2,124	3.0%	2,124	72,934	70,372	1.04
	Y PATROL SERGEANT	68,748			1.00	1.04	3 0.0%		5.0%	3,437	5.0%	3,437	72,185	68,322	1.06	3	0.0%	-	3.0%	2,166	3.0%	2,166	74,351	70,372	1.06
		-		66,332	1.00	1.04	0.0%			2,062	3.0%	2,062	70,810	68,322	1.04	3	0.0%	-	5.0%	3,541	5.0%	3,541	74,351	70,372	1.06
	Y PATROL SERGEANT	68,748		66,332		1.04		-	3.0%	· ·	5.0%	3,506		68,322	1.04	3	0.0%		5.0%	3,682	5.0%	3,682	77,316	70,372	1.10
	Y PATROL SERGEANT	70,128		66,332	1.00		0.0%	1 206	5.0%	3,506			73,634	_	1.00	3		-			3.0%	2,041	70,069		1.00
	Y PATROL SERGEANT	64,788		66,332	1.00	0.98 2	2 2.0%	1,296	3.0%	1,944	5.0%	3,240	68,028	68,322		3	0.0%	-	3.0%	2,041		2,041		70,372	1.02
	Y PATROL SERGEANT	66,084		66,332	1.00	1.00	0.0%	-	5.0%	3,304	5.0%	3,304	69,388	68,322	1.02	3	0.0%	- 11	3.0%		3.0%		71,470	70,372	
	Y PATROL SERGEANT	70,128		66,332	1.00	1.06	0.0%	-	3.0%	2,104	3.0%	2,104	72,232	68,322	1.06	3	0.0%	-	5.0%	3,612	5.0%	3,612	75,844	70,372	1.08
	Y PATROL SERGEANT	67,404		66,332	1.00	1.02	0.0%	-	5.0%	3,370	5.0%	3,370	70,774	68,322	1.04	3	0.0%	-	5.0%	3,539	5.0%	3,539	74,313	70,372	1.06
	Y PATROL SERGEANT	70,128		66,332	1.00	1.06	0.0%	•	3.0%	2,104	3.0%	2,104	72,232	68,322	1.06	3	0.0%	- 1	3.0%	2,167	3.0%	2,167	74,399	70,372	1.06
	Y PATROL SERGEANT	70,128		66,332	1.00	1.06	0.0%	-	5.0%	3,506	5.0%	3,506	73,634	68,322	1.08	3	0.0%	-	3.0%	2,209	3.0%	2,209	75,843	70,372	1.08
	Y PATROL SERGEANT	70,128		66,332	1.00	1.06	0.0%	-	3.0%	2,104	3.0%	2,104	72,232	68,322	1.06	3	0.0%		5.0%	3,612	5.0%	3,612	75,844	70,372	1.08
	Y PATROL SERGEANT	70,128		66,332	1.00	1.06	0.0%	-	5.0%	3,506	5.0%	3,506	73,634	68,322	1.08	3	0.0%	-	5.0%	3,682	5.0%	3,682	77,316	70,372	1.10
	Y PATROL SERGEANT	70,128		66,332	1.00	1.06	0.0%	-	3.0%	2,104	3.0%	2,104	72,232	68,322	1.06	3	0.0%		3.0%	2,167	3.0%	2,167	74,399	70,372	1.06
	Y PATROL SERGEANT	67,404	М	66,332	1.00	1.02	0.0%	-	5.0%	3,370	5.0%	3,370	70,774	68,322	1.04	3	0.0%	- 11	3.0%	2,123	3.0%	2,123	72,897	70,372	1.04
8.3 HW	Y PATROL SERGEANT	63,516	М	66,332	1.00	0.96	2 2.0%	1,270	3.0%	1,905	5.0%	3,175	66,691	68,322	0.98	2	2.0%	1,334	5.0%	3,335	7.0%	4,669	71,360	70,372	1.01
20.1 HW	Y PATROL SERGEANT	68,748	М	66,332	1.00	1.04	0.0%	-	5.0%	3,437	5.0%	3,437	72,185	68,322	1.06	3	0.0%	-	5.0%	3,609	5.0%	3,609	75,794	70,372	1.08
8.3 HW	Y PATROL SERGEANT	66,084	M	66,332	1.00	1.00	0.0%	-	3.0%	1,983	3.0%	1,983	68,067	68,322	1.00	3	0.0%	-	3.0%	2,042		2,042	70,109	70,372	1.00
15.8 HW	Y PATROL SERGEANT	70,128	M	66,332	1.00	1.06	0.0%	-	5.0%	3,506	5.0%	3,506	73,634	68,322	1.08	3	0.0%	-	3.0%	2,209	3.0%	2,209	75,843	70,372	1.08
13.8 HW	Y PATROL DISTRICT COMMANDER	74,820	0	80,855	1.00	0.93	2.0%	1,496	3.0%	2,245	5.0%	3,741	78,561	83,281	0.94	2	2.0%	1,571	5.0%	3,928	7.0%	5,499	84,060	85,779	0.98
25.2 HW	Y PATROL DISTRICT COMMANDER	80,580	0	80,855	1.00	1.00	0.0%	-	5.0%	4,029	5.0%	4,029	84,609	83,281	1.02	3	0.0%		5.0%	4,230	5.0%	4,230	88,839	85,779	1.04
13.8 HW	Y PATROL DISTRICT COMMANDER	80,580	0	80,855	1.00	1.00	0.0%	-	3.0%	2,417	3.0%	2,417	82,997	83,281	1.00	3	0.0%		3.0%	2,490	3.0%	2,490	85,487	85,779	1.00
12.3 HW	Y PATROL DISTRICT COMMANDER	80,580	0	80,855	1.00	1.00	0.0%	-	5.0%	4,029	5.0%	4,029	84,609	83,281	1.02	3	0.0%	-	3.0%	2,538	3.0%	2,538	87,147	85,779	1.02
21.4 HW	Y PATROL DISTRICT COMMANDER	80,580	0	80,855	1.00	1.00	0.0%	-	3.0%	2,417	3.0%	2,417	82,997	83,281	1.00	3	0.0%	-	5.0%	4,150	5.0%	4,150	87,147	85,779	1.02
15.8 HW	Y PATROL DISTRICT COMMANDER	80,580		80,855	1.00	1.00	0.0%	-	5.0%	4,029	5.0%	4,029	84,609	83,281	1.02	3	0.0%		5.0%	4,230	5.0%	4,230	88,839	85,779	1.04
	Y PATROL DISTRICT COMMANDER	80,580		80,855		1.00 3	0.0%	-	3.0%	2,417		2,417	82,997	83,281	1.00	3	0.0%	-	3.0%	2,490	3.0%	2,490	85,487	85,779	1.00

T:\Agency Examples\2012-14 Comp Example

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=	*ALL increases contingent upon Performance Meeting Standards							2013							2014												
			CI	URREN	T				et Policy n Increase		rmance rease	Total	Increase	Af	ter July 1,	2013			et Policy Increase		ormance	Total	Increase	Af	ter July 1,	2014	
Svc	Job Title	FTE Ann Sal	Grade	Market Policy Point	FTE	C/R (Curre nt)	2012 Qtl	%%	\$\$	%%	\$\$	%%	\$\$	2013 New Salary	New MPP (3% range increment)		013 Qtl	%%	\$\$	%%	\$\$	%%	\$\$	2014 New Salary	New MPP (3% range increment)	2014 New C/R	2014 Qtl
17.0	HWYPATROL DISTRICT COMMANDER	78,612	0	80,855	1.00	0.97	2	2.0%	1,572	5.0%	3,931	7.0%	5,503	84,115	83,281	1.01	3	0.0%	-	3.0%	2,523	3.0%	2,523	86,638	85,779	1.01	
26.8	HWY PATROL DISTRICT COMMANDER	80,580	0	80,855	1.00	1.00	3	0.0%	-	3.0%	2,417	3.0%	2,417	82,997	83,281	1.00	3	0.0%	-	5.0%	4,150	5.0%	4,150	87,147	85,779	1.02	
21.4	HWY PATROL DISTRICT COMMANDER	83,100	0	80,855	1.00	1.03	3	0.0%	-	5.0%	4,155	5.0%	4,155	87,255	83,281	1.05	3	0.0%	-	5.0%	4,363	5.0%	4,363	91,618	85,779	1.07	
21.4	HWY PATROL DISTRICT COMMANDER	78,612	0	80,855	1.00	0.97	2	2.0%	1,572	3.0%	2,358	5.0%	3,930	82,542	83,281	0.99	2	2.0%	1,651	3.0%	2,476	5.0%	4,127	86,669	85,779	1.01	
29.3	HIGHWAY PATROL DIV COMMANDER	94,512	Q	91,567	1.00	1.03	3	0.0%		5.0%	4,726	5.0%	4,726	99,238	94,314	1.05	3	0.0%		3.0%	2,977	3.0%	2,977	102,215	97,143	1.05	
26.8	HIGHWAY PATROL DIV COMMANDER	88,164	Q	91,567	1.00	0.96	2	2.0%	1,763	3.0%	2,645	5.0%	4,408	92,572	94,314	0.98	2	2.0%	1,851	5.0%	4,629	7.0%	6,480	99,052	97,143	1.02	
20.4	HP FIELD OPERATIONS COMMANDER	89,088	S	105,678	1.00	0.84	1	4.0%	3,564	5.0%	4,454	9.0%	8,018	97,106	108,848	0.89	2	2.0%	1,942	5.0%	4,855	7.0%	6,797	103,903	112,113	0.93	
33.3	SAFETY AUDITOR I-HP	48,564	J	50,985	1.00	0.95	2	2.0%	971	3.0%	1,457	5.0%	2,428	50,992	52,515	0.97	2	2.0%	1,020	3.0%	1,530	5.0%	2,550	53,542	54,090	0.99	
5.8	SAFETY AUDITOR II-HP	47,820	K	55,414	1.00	0.86	1	4.0%	1,913	5.0%	2,391	9.0%	4,304	52,124	57,076	0.91	2	2.0%	1,042	3.0%	1,564	5.0%	2,606	54,730	58,788	0.93	
0.8	COOKI	27,420	D	29,046	1.00	0.94	2	2.0%	548	3.0%	823	5.0%	1,371	28,791	29,917	0.96	2	2.0%	576	5.0%	1,440	7.0%	2,016	30,807	30,815	1.00	
16.5	COOK II	34,956	E	31,724	1.00	1.10	3	0.0%	-	5.0%	1,748	5.0%	1,748	36,704	32,676	1.12	3	0.0%		5.0%	1,835	5.0%	1,835	38,539	33,656	1.15	
4.4	PILOT	55,080	L	60,564	1.00	0.91	2	2.0%	1,102	3.0%	1,652	5.0%	2,754	57,834	62,381	0.93	2	2.0%	1,157	3.0%	1,735	5.0%	2,892	60,726	64,252	0.95	
12.4		10,484,448				0.96		1.5%	142,145	4.0%	418,384	5.5%	560,529			0.98		1.2%	124,119	4.0%	441,320	5.2%	565,439			1.00	

Page 5 of 5



EMERGENCY SERVICES TRAINING FACILITIES

This memorandum provides information on emergency services training facilities located in the state that are owned by political subdivisions or the North Dakota National Guard. The information does not include Highway Patrol training facilities. The following organizations were asked to provide information regarding facilities utilized for emergency services training--Adjutant General, North Dakota Firefighters Association (NDFA), Peace Officers Association, North Dakota Association of Counties, State Department of Health Emergency Medical Services Division, Bismarck Police Department (BPD), Department of Corrections and Rehabilitation (DOCR), and the Grand Forks Public Safety Center. Training facilities listed are limited to those used for training involving physical activity versus a classroom-type setting. Information provided includes the facility owner, location, description, and users of the facility as follows:

Facility	Owned By	Location	Description	Used By
Bismarck Civic Center	City of Bismarck	315 South 5 th Street Bismarck, ND 58501	Parking lot Emergency vehicle operations driver testing in parking lot	NDFA leases for training - Costs vary by event.
BPD - Indoor range	City of Bismarck	700 South 9 th Street Bismarck, ND 58504	Firing range Indoor range - Restricted to lead-free ammunition, 5 lanes, 25 yards, computerized lanes	Currently only utilized by BPD personnel - State, local, and federal law enforcement agencies may use at no cost by signing a Range Use Agreement.
BPD - Outdoor range ¹	City of Bismarck	2300 66 th Street NE Bismarck, ND 58501	Firing range Outdoor range - 10 lanes, 25-yard tactical range, partially enclosed (front, left, right concrete walls, open-air baffling above, open to the rear)	State, local, and federal law enforcement agencies may use at no cost by signing a Range Use Agreement.
Bohn Armory	State of North Dakota - Adjutant General	4200 East Divide Avenue Bismarck, ND 58501	Firing range Armory indoor range - 7 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.
DOCR - Weapons range	State of North Dakota - DOCR	3100 Railroad Avenue Bismarck, ND 58501	Firing range Outdoor range - 10 lanes, 25-yard pistol range, and 100-yard rifle range	State and political subdivision criminal justice training is only authorized use, private use is not permitted.
Camp Grafton North	State of North Dakota - Adjutant General	4417 Highway 20 Devils Lake, ND 58301	Firing ranges Military operations in urban terrain (MOUT) site Live fire exercise shoot house	The MOUT site is used by the North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities. The live fire exercise shoot house is not currently available for use. Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.
Lake Region State College	North Dakota University System	1801 North College Drive Devils Lake, ND 58301	Emergency services training facility • Firearms training simulator	Lake Region State College peace officer training
Williston Basin Oilfield Fire Training Facility	City of Dickinson	South of city Dickinson, ND	Fire training facility Limited to 25 to 30 participants due to size Oilfield emergency training, propane training facility	NDFA leases for training at an approximate cost of \$2,500 for cleanup and burn materials.
Fargo Air Force Reserve Command (AFRC)	State of North Dakota - Adjutant General	3920 31 st Street North Fargo, ND 58102	Firing range • Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.

Facility	Owned By	Location	Description	Used By
Fargo Fire Departments	City of Fargo	2701 1st Avenue North Fargo, ND 58102	Fire training facility Training tower Safety grounds for various hands-on training exercises	NDFA leases for training costs based on training type.
Fargo Regional Training Center	Jointly operated by the Fargo Police Department, Cass County, North Dakota State University Police Department, and the West Fargo Police Department	2802 North University Drive Fargo, ND 58102	Emergency services training facility • Firearms training simulator • 10- lane indoor 25-yard pistol range	Currently, utilized by state and local law enforcement agencies. Lake Region State College peace officer training program at a cost of approximately \$12,000 per summer for facility usage. ³
Grand Forks Armory	State of North Dakota - Adjutant General	1501 48 th Street South Grand Forks, ND 58201	Firing range Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.
Grand Forks Public Safety Center	City of Grand Forks	1220 South 52 nd Street Grand Forks, ND 58201	 Emergency services training facility 100-yard firing range, pistol and long gun range ATV and special purpose vehicle training K-9 training Fire training grounds Burn equipment, live flame Training tower 	Currently utilized by state, local, and federal law enforcement agencies and city and volunteer fire departments. Lake Region State College peace officer training program at a cost of approximately \$12,000 per summer split between facility usage and instructional support. NDFA leases for training - Costs based on training type
Jamestown Rural Fire Department	City of Jamestown	205 3rd Avenue NW Jamestown, ND 58401	Fire training facility • Live burn training	NDFA leases for training costs based on training type.
Camp Grafton South	State of North Dakota - Adjutant General	8870 Highway 15 McHenry, ND 58464	Firing ranges Mine clearing line charge (MICLIC) range M-60 and multipurpose machine gun (MPMG) range Demolition range M-203 range Rifle and modified record fire (MRF) range Combat pistol range Zero range Simulator building Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.

Facility	Owned By	Location	Description	Used By		
Minot AFRC	State of North Dakota - Adjutant General	3420 2nd Street NE Minot, ND 58703	Firing range Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.		
Minot Training Grounds	City of Minot	Near airport Minot, ND	Fire training grounds Burn building	NDFA provides training and in exchange the city of Minot does not charge a usage fee.		
			Requires equipment moved from Grand Forks at a cost of \$16,000			
State Fairgrounds	State of	2005 Burdick Expressway East	Parking lot and grounds	NDFA leases facility for \$25,000.		
	North Dakota - State Fair	Minot, ND 58701	State Fire School training site, 750 to 1,000 participants	Lake Region State College peace officer training program uses parking lot for emergency driving training		
	Association		Emergency vehicle operations driver testing in parking lot	program ases parking let for emergency arriving training.		
			Live burn training			
			Armed vehicle extrication			
			Rope rescue/rappel training			
			Grain bin extrication			
			Hazardous gas rescue			
Wahpeton AFRC	State of North Dakota - Adjutant General	2003 4th Street North Wahpeton, ND 58075	Firing range Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.		

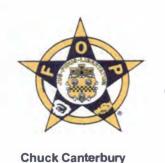
¹The BPD outdoor range was paid for from federal funding as Phase 1 of a complete training complex--the 9-11 Memorial Police and Fire Training Complex. Federal funding for completion of the project as initially planned is not expected. The city has expressed willingness to donate the land to complete the training complex with the state. The BPD outdoor range is included in the Highway Patrol proposed training complex.

²Lake Region State College does not have a driving track or pistol range and long gun range. Lake Region State College peace officer training program students travel to Minot to use the state fairgrounds parking lot for emergency driving training. Students use the Lake Region Shooting Sports Association pistol range and long gun range.

³Fargo Regional Training Center does not have a driving track or long gun range. Lake Region State College peace officer training program uses Red River Valley Fairgrounds parking lot and the Hector International Airport for emergency driving training.

⁴Grand Forks Public Safety Center does not have a driving track. Lake Region State College peace officer training program uses the Grand Forks Air Force Base helipad for emergency driving training.

⁵Lake Region State College peace officer training program in Minot uses the firing ranges of the Minot Rifle and Pistol Club--a privately owned association. The club has a 25-yard, 15-lane indoor pistol range and outdoor long gun range. The approximate cost to use the facility is \$6,000.



National President

NORTH DAKOTA STATE LODGE FRATERNAL ORDER OF POLICE



Grant Benjamin President, NDFOP

April 1, 2013

Representative Jeff Delzer Chairman, House Appropriations Committee North Dakota State Legislature 600 East Boulevard Avenue Bismarck, ND 58505

Re: Funding of SB 2011

Dear Representative Delzer and Committee members:

On behalf of the State Executive Board and the members of the North Dakota Fraternal Order of Police, I ask you to support the funding for Phase One of the Law Enforcement Training Academy expansion project in SB 2011. NDFOP is committed to the continued advancement of law enforcement in our great state. There is no greater investment than in that of the safety and security of our citizens.

I need not tell you of the changing times and effect the unprecedented growth of our state has had on our communities. Meeting the public safety demands of this growth makes it imperative that we provide the best trained officers we can to meet these challenges. Without highly trained officers, not only do we risk liability but we put the officers and public at risk.

North Dakota has benefited greatly from having a centralized training facility. The plain reality is that our current facility no longer meets our needs. The ability to concurrently provide both recruit and advanced training is greatly impaired due to a lack of space and of specialized facilities. Currently there is no adequate place to train new officers in the skills necessary to operate emergency vehicles or to learn tactics with firearms. These training shortfalls not only place the officer in a dangerous situation, but the public as well. Over the past years we have done well to make do with the limited facilities available to us. Nationwide, we have lost too many peace officers in the line of duty to motor vehicle crashes and gun violence to accept this problem and not work hard to find a solution. Training is surely at the forefront.

A centralized training facility, with all of the necessary features, meets this need. The ease for all jurisdictions across the state to come together to train and exchange information without putting unnecessary travel burdens on some is prudent and sensible. The City of Bismarck has provided a great opportunity with land that has been donated in an area that will allow for construction and development of the facilities that are needed. Bismarck is also fully capable of supporting this type of training center, not only for those attending, but also for those coming in to train and families coming to visit people in training.

We are well aware that the economy of the state is great, but so are its needs. We understand that we are but one of the many worthy causes you are being asked to support, but ours helps keep our state a safe and enjoyable place to live. North Dakota law enforcement works hard to keep our state safe and the quality of life beyond comparison, but we need your assistance.

On behalf of the North Dakota Fraternal Order of Police, we thank you for your time and consideration on SB 2011.

Sincerely,

John Brocker, President

Missouri Valley Lodge #3

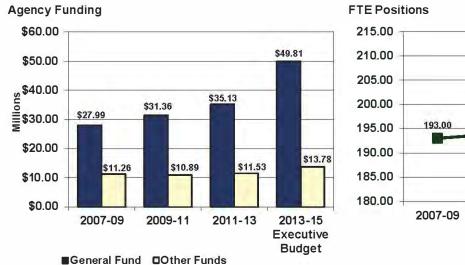
North Dakota Fraternal Order of Police

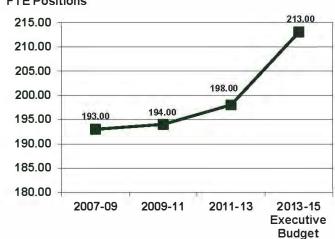
John C. Beoch

Registered Lobbyist #565

Department 504 - Highway Patrol Senate Bill No. 2011

	FTE Positions	General Fund	Other Funds	Total
2013-15 Executive Budget	213.00	\$49,805,623	\$13,783,677	\$63,589,300
2011-13 Legislative Appropriations	198.00	35,125,144	11,525,325	46,650,469
Increase (Decrease)	15.00	\$14,680,479	\$2,258,352	\$16,938,831





Ongoing and One-Time General Fund Appropriations

	Ongoing General Fund Appropriation	One-Time General Fund Appropriation	Total General Fund Appropriation
2013-15 Executive Budget	\$42,761,623	\$7,044,000	\$49,805,623
2011-13 Legislative Appropriations	34,049,144	1,076,000	35,125,144
Increase (Decrease)	\$8,712,479	\$5,968,000	\$14,680,479

First House Action

The Senate did not change the executive budget recommendation for the Highway Patrol.

Executive Budget Highlights

	Executive Budget Hi	grillgrits		
		General Fund	Other Funds	Total
1.	Adds funding for increases in State Fleet Services vehicle rental rates	\$1,541,000	\$231,000	\$1,772,000
2.	Adds funding for 15 FTE sworn officer positions (\$2,242,740) and related operating expenses (\$1,650,000)	\$3,386,684	\$506,056	\$3,892,740
3.	Provides funding for state employee salary increases of which \$1,731,714 relates to performance increases and \$549,488 is for market equity adjustments	\$1,779,338	\$501,864	\$2,281,202
4.	Provides one-time funding for housing subsidies for employees living in areas affected by energy development	\$261,000	\$39,000	\$300,000
5.	Provides $\mbox{one-time funding}$ for emergency lighting equipment upgrades	\$585,000	\$87,000	\$672,000
6.	Provides one-time funding to replace agency taser equipment	\$176,000	\$26,000	\$202,000
7.	Provides $one-time\ funding\ to\ purchase\ two\ trailer\ scale\ systems$	\$131,000	\$19,000	\$150,000
8.	Provides one-time funding for extraordinary repairs to the law enforcement training academy facility	\$105,000	\$16,000	\$121,000
9.	Provides one-time funding for Phase I of the new law enforcement training academy facility project	\$5,786,000	\$865,000	\$6,651,000

Other Sections in Bill

Highway tax distribution fund - Section 3 provides for \$7,169,296 of special funds from the highway tax distribution fund to be used for Highway Patrol operations.

Highway Patrol officer per diem - Section 4 provides for highway patrol officer per diem of \$200 per month during the 2013-15 biennium, the same as provided during the 2011-13 biennium. The per diem payments are in lieu of reimbursement for meal and other expenses while in travel status within the state.

Continuing Appropriations

Highway Patrol assets forfeiture fund - North Dakota Century Code Section 39-03-18 - Consists of funds obtained from seized assets that may be used for paying expenses associated with the inventory and selling of seized assets, to pay for overtime relating to certain investigations, for purchasing equipment related to criminal interdiction, or to be used to match federal funding for certain programs

Deficiency Appropriations

House Bill No. 1023 - Provides a \$300,000 deficiency appropriation from the general fund to the Highway Patrol for greater than anticipated State Fleet Services vehicle costs (\$129,000) and energy impact costs (\$171,000) incurred during the 2011-13 biennium

Major Related Legislation

Senate Bill No. 2059 - Retirement Contribution Increases - Increases the state and employee contributions into the Highway Patrolmen's retirement plan by 1 percent on January 1, 2014, and by 1 percent on January 1, 2015

\$\$ | SB 2011 4-17-13 Conf com.

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2011 - Funding Summary

	Executive Budget	Senate Version	House Changes	House Version
Highway Patrol				
Administration	\$3,602,910	\$3,602,910	(\$195,688)	\$3,407,222
Field operations	51,492,863	51,492,863	(2,626,393)	48,866,470
Law Enforcement Training Academy	8,493,527	8,493,527	(6,707,583)	1,785,944
Accrued leave payments			1,110,651	1,110,651
Total all funds	\$63,589,300	\$63,589,300	(\$8,419,013)	\$55,170,287
Less estimated income	13,783,677	13,783,677	(1,223,632)	12,560,045
General fund	\$49,805,623	\$49,805,623	(\$7,195,381)	\$42,610,242
FTE	213.00	213.00	0.00	213.00
Bill Total				
Total all funds	\$63,589,300	\$63,589,300	(\$8,419,013)	\$55,170,287
Less estimated income	13,783,677	13,783,677	(1,223,632)	12,560,045
General fund	\$49,805,623	\$49,805,623	(\$7,195,381)	\$42,610,242
FTE	213.00	213.00	0.00	213.00

Senate Bill No. 2011 - Highway Patrol - Senate Action

The Senate did not change the executive recommendation for the Highway Patrol.

Senate Bill No. 2011 - Highway Patrol - House Action

	Executive Budget	Senate Version	House Changes	House Version
Administration	\$3,602,910	\$3,602,910	(\$195,688)	\$3,407,222
Field operations	51,492,863	51,492,863	(2,626,393)	48,866,470
Law Enforcement Training Academy	8,493,527	8,493,527	(6,707,583)	1,785,944
Accrued leave payments			1,110,651	1,110,651
Total all funds	\$63,589,300	\$63,589,300	(\$8,419,013)	\$55,170,287
Less estimated income	13,783,677	13,783,677	(1,223,632)	12,560,045
General fund	\$49,805,623	\$49,805,623	(\$7,195,381)	\$42,610,242
FTE	213.00	213.00	0.00	213.00

SB2011

Removes

Department 504 - Highway Patrol - Detail of House Changes

	Corrects Executive Compensation Package ¹	Adjusts State Employee Compensation and Benefits Package ²	Provides Separate Line Item for Accrued Leave Payments ³	Reduces Funding for State Fleet Mileage Rates ⁴	Removes Energy Impact Housing Funding ⁵	Funding for Law Enforcement Training Academy Project
Administration	520	(98,509)	(94,419)	(3,280)		
Field operations Law Enforcement Training Academy	5,436 147	(1,030,791) (27,960)	(989,038) (27,194)	(312,000) (1,576)	(300,000)	(6,651,000)
Accrued leave payments			1,110,651			
Total all funds	\$6,103	(\$1,157,260)	\$0	(\$316,856)	(\$300,000)	(\$6,651,000)
Less estimated income	1,343	(252,343)	0	(68,632)	(39,000)	(865,000)
General fund	\$4,760	(\$904,917)	\$0	(\$248,224)	(\$261,000)	(\$5,786,000)
FTE	0.00	0.00	0.00	0.00	0.00	0.00
Administration Field operations Law Enforcement Training Academy	Total House Changes (195,688) (2,626,393) (6,707,583)					
Accrued leave payments	1,110,651					
Total all funds Less estimated income General fund	(\$8,419,013) (1,223,632) (\$7,195,381)					
FTE	0.00					

¹ Funding is added due to a calculation error in the executive compensation package.

- Reduces the performance component from 3 to 5 percent per year to 2 to 4 percent per year.
- Reduces the market component from 2 to 4 percent per year for employees below the midpoint of their salary range to up to 2 percent for employees in the first quartile of their salary range for the first year of the biennium only.
- Removes funding for additional retirement contribution increases.
- A portion of salaries and wages funding from the general fund (\$866,641) and from other funds (\$244,010) for permanent employees compensation and benefits is reallocated to an accrued leave payments line item for paying annual leave and sick leave for eligible employees.
- ⁴ Funding for State Fleet Services mileage is reduced to reflect an estimated mileage rate of 70 cents per mile for Highway Patrol vehicles rather than 74 cents per mile.
- ⁵ One-time funding from the general fund (\$261,000) and the highway tax distribution fund (\$39,000) included in the executive budget recommendation to address employee housing issues in areas affected by energy development is removed.
- One-time funding included in the executive budget recommendation from the general fund (\$5,786,000) and the highway tax distribution fund (\$865,000) for Phase 1 of the law enforcement training academy facility project is removed.

A section is also added to provide a contingent general fund appropriation of \$6,651,000 for the construction of law enforcement training facilities in the Devils Lake area. The funding is contingent upon general fund revenues exceeding legislative estimates by at least \$200 million during the period beginning July 1, 2013, and ending June 30, 2014.

2 SB2011

² This amendment adjusts the state employee compensation and benefits package as follows:



North Dakota Highway Patrol



Colonel James J. Prochniak, Superintendent State Capitol, 600 E Boulevard Ave. Dept. 504 Bismarck, ND 58505-0240 Telephone: 701-328-2455

October 9, 2012

Jack Dalrymple Governor State of North Dakota

Sheila Peterson, Director Fiscal Management Division Office of Management and Budget 600 E Boulevard Avenue, Dept. 110 Bismarck ND 58505-0400

Dear Ms. Peterson:

SUBJECT: DEFICIENCY APPROPRIATION REQUEST

In order to provide for all estimated expenses for the remainder of the 2011-2013 biennium, the Highway Patrol is requesting deficiency appropriations in the following amounts:

Motor Pool	\$231,000
Energy Impact:	
Damaged Vehicles/Equipment	\$46,000
Lodging/Housing	\$45,000
Overtime Patrol	\$80,000
Total	\$402 000

During the current biennium total miles driven by NDHP officers has been higher than anticipated due to increased traffic activity in ND. In addition, for the 2011-2013 biennium the average motor pool rate per mile is estimated to be 2.2 cents higher than the 61 cents per mile which was provided in the current budget. Because of these factors it is estimated that a shortfall of \$231,000 will occur in the Motor Pool expense line item.

Also, due to increased enforcement efforts related to energy development in North Dakota, expenses have been incurred which were not anticipated in the 2011-2013 budget request: 1) overtime has had to be increased to deal with extra demands for enforcement, 2) significant extra expenses related to housing have been incurred, 3) unanticipated expenses have been incurred for damage to patrol vehicle equipment; one Williston patrol vehicle was totaled due to arson, another was a rollover crash west of Dickinson.

Please contact either me or Major Dave Kleppe if additional information is needed. Thank you.

Sincerely,

JAMES J. PROCHNIAK

Colonel, NDHP Superintendent

jip/gs

STUDY OF OPTIONS TO RELOCATE THE HIGHWAY PATROL TRAINING ACADEMY

The Government Services Committee was assigned a study of options for relocating the Highway Patrol training academy pursuant to Section 5 of 2011 House Bill No. 1011. The study was to include a review of options for relocating the training academy, options for relocating the emergency operations vehicle training course, and options for constructing a Highway Patrol shooting range.

Previous Studies

2003-04 Interim Law Enforcement Training Needs Study

The 2003-04 Criminal Justice Committee studied the needs of law enforcement training in the state. The committee recommended a bill to provide additional funding to the Highway Patrol for law enforcement training. The bill, which appropriated \$400,000 from the general fund to the Highway Patrol to provide training to law enforcement agencies or to reimburse the Peace Officer Standards and Training Board for providing law enforcement training, was approved by the Legislative Assembly in 2005.

1993-94 Interim Study on Law Enforcement Training

The 1993-94 Budget Committee on Government Finance studied training programs for law enforcement officers, correctional officers, and emergency medical services personnel. The committee reviewed law enforcement training provided by the Highway Patrol and Bureau of Criminal Investigation, including the expansion of the Highway Patrol training academy to meet the training needs of law enforcement agencies.

The committee reviewed the following options for the training academy facility:

- Construct an addition to the existing building.
- Construct a new training facility adjacent to the National Guard armory in Bismarck.
- Construct a new training facility on land owned by the Department of Corrections and Rehabilitation.

The committee determined that it would be more economical to build an addition to the existing building at a cost of \$1.4 million rather than construct a new facility at a cost of \$2.6 million. In addition, the committee determined that all training facilities should be located within one building in order to minimize administrative costs and to eliminate the need to transport weapons between buildings.

The committee recommended:

- The Highway Patrol capital budget request include \$1.4 million for an addition to the training academy.
- A bill to establish a \$2 surcharge on motor vehicle registrations during calendar year 1996 with funds to be used for the training academy addition.

The Legislative Assembly in 1995 appropriated \$1.2 million for the training academy addition with funding provided from the proceeds of short-term financing with a \$2 surcharge on motor vehicle registrations in 1996 used to repay the financing.

History of Current Facility

The training academy was established in 1969 Bismarck after receiving an appropriation from the Legislative Assembly. The Legislative Assembly appropriated \$165,000 for the construction of the facility with funding from a one-time fee of 50 cents assessed to each motor vehicle driver's license that was issued during a two-year period. The facility was built in 1971 and consisted of two classrooms, dormitory rooms containing 40 beds, and a dining hall. The Legislative Assembly in 1995 approved \$1.2 million of funding for an addition to the facility, which was completed in August 1997. The funding was from proceeds of shortterm financing provided by the State Building Authority and repaid through a one-time assessment during 1996 of an additional \$2 fee on motor vehicle registrations for passenger vehicles, trucks weighing 12,000 pounds or less, and house cars. The addition included space for a multipurpose room, four dormitory rooms, classrooms, and an administrative office.

Location of Current Facility

The training academy is located on the south edge of the campus of Bismarck State College. The Highway Patrol utilizes a parking lot adjacent to the Bismarck Community Bowl and Aquatics Center for an emergency vehicle operations course.

Funding Provided for Current Facility

The Highway Patrol appropriation bill includes a line item for the operations of the training academy. The following table lists appropriations made by the Legislative Assembly specifically for the training academy since the 2007-09 biennium:

2011-13 biennium	\$1,602,488
2009-11 biennium	\$1,496,942
2007-09 biennium	\$1,401,289 ¹

The Legislative Assembly in 2007 also authorized the Highway Patrol to transfer \$100,000 of the \$150,000 provided for automated external defibrillators to the training academy to provide additional law enforcement and emergency services training.

The source of funding appropriated to the training academy during these bienniums is from the general fund and the highway tax distribution fund.

Current Operations

The committee learned the training academy has a staff of six which includes a training director, field training coordinator, operations coordinator, administrative assistant, and two cooks. The following schedule details the 2011-13 biennium budget of the current training academy facility:

Salaries and benefits	\$852,488
Data processing and telephone expenses	32,000
Travel	28,000
Utilities	88,000
Equipment rentals and leases	6,000
Food and clothing	114,000
Repairs	66,000
Professional development	52,000
Operating fees and services	40,000

Equipment over \$5,000	26,000
Land, buildings, grounds maintenance	26,000
Insurance	2,000
Supplies, postage, printing	10,000
Professional services	260,000 ¹
Total	\$1,602,488
¹ Includes \$250,000 for training arranged by the Standards and Training Board.	Peace Officer

The training academy provides basic and advanced training for all law enforcement agencies with no charges to the agencies for tuition, room, or board. The following schedule details basic training provided by the training academy:

Training Academy - Basic Training Graduates for 2008, 2009, and 2010		
Type of Agency Served	Number of Agencies Utilizing the Training Academy	Number of Basic Training Graduates
Police departments	29	112
Sheriff's departments	35	87
State agencies	9	51
Total	73	250

The training academy does not include a shooting range. The Highway Patrol pays a fee to use a private shooting range for training activities or uses a shooting range operated by the Department of Corrections and Rehabilitation. However, the Department of Corrections and Rehabilitation shooting range is located near an elementary school which limits the hours of use of the range and the types of weapons that may be used.

Concerns With Current Location

The committee received information regarding concerns with the current location of the training

academy. The emergency vehicle operations course is located on the Bismarck State College campus and presents a safety hazard to students and members of the public.

Representatives of Bismarck State College have expressed interest in using the existing training academy building if the training academy is relocated. The college has expanded substantially since the academy was originally built, and the college could utilize the existing training academy facility space. The current insured value of the building is approximately \$2.5 million.

Other State Facilities Reviewed

The committee received information regarding options to use other state facilities for training. A parking lot at the State Fairgrounds in Minot could be used as an emergency vehicle operations training course. However, structures located around the parking lot may present a hazard while training, and additional funding would be required to transport students to Minot for training.

The School for the Deaf facility in Devils Lake was also reviewed as a potential option for a training academy location. The facility would need to be retrofitted for training purposes, and the facility is located in a residential area which would limit options for vehicle and weapons training.

Other Emergency Services Training Facilities

The committee received information regarding emergency services training facilities operated by selected state agencies and political subdivisions. The following is a summary of the emergency services training facilities identified:

Facility	Owned by	Location	Description	Used by
Bismarck Civic Center	City of Bismarck	315 South Fifth Street Bismarck, ND 58501	Parking lot Emergency vehicle operations driver testing in parking lot	North Dakota Firefighters Association leases for training - Costs vary by event.
Bismarck Police Department - Indoor range	City of Bismarck	700 South Ninth Street Bismarck, ND 58504	Indoor range - Restricted to lead- free ammunition, 5 lanes, 25 yards, computerized lanes	Currently only utilized by Bismarck Police Department personnel - State, local, and federal law enforcement agencies may use at no cost by signing a Range Use Agreement.
Bismarck Police Department - Outdoor range ¹	City of Bismarck	2300 66 th Street NE Bismarck, ND 58501	Firing range Outdoor range - 10 lanes, 25-yard tactical range, partially enclosed (front, left, right concrete walls, open-air baffling above, open to the rear)	State, local, and federal law enforcement agencies may use at no cost by signing a Range Use Agreement.
Bohn Armory	State of North Dakota - Adjutant General	4200 East Divide Avenue Bismarck, ND 58501	Firing range Armory indoor range - 7 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.
Department of Corrections and Rehabilitation - Weapons range	State of North Dakota - Department of Corrections and Rehabilitation	3100 Railroad Avenue Bismarck, ND 58501	Firing range Outdoor range - 10 lanes, 25-yard pistol range, and 100-yard rifle range	State and political subdivision criminal justice training is only authorized use, private use is not permitted.
Camp Grafton North	State of North Dakota - Adjutant General	4417 Highway 20 Devils Lake, ND 58301	Firing ranges Military operations in urban terrain (MOUT) site Live fire exercise shoot house	The MOUT site is used by the North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities. The live fire exercise shoot house is not currently available for use.

Facility	Owned by	Location	Description	Used by
				Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.

Lake Region State College	University System	1801 North College Drive Devils Lake, ND 58301	Emergency services training facility	Lake Region State College peace officer training program ²
Williston Basin Oilfield Fire Training Facility	City of Dickinson	South of city Dickinson, ND	Firearms training simulator Fire training facility Limited to 25 to 30 participants due to size Oilfield emergency training, propane training facility	North Dakota Firefighters Association leases for training at an approximate cost of \$2,500 for cleanup and burn materials.
Fargo Air Force Reserve Command	State of North Dakota - Adjutant General	3920 31 st Street North Fargo, ND 58102	Firing range Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower and materials.
Fargo Fire Departments	City of Fargo	2701 First Avenue North Fargo, ND 58102	Fire training facility Training tower Safety grounds for various hands-on training exercises	North Dakota Firefighters Association leases for training costs based on training type.
Fargo Regional Training Center	Jointly operated by the Fargo Police Department, Cass County, NDSU Police Department, and the West Fargo Police Department	2802 North University Drive Fargo, ND 58102	Emergency services training facility Firearms training simulator 10-lane indoor 25-yard pistol range	Currently, utilized by state and local law enforcement agencies. Lake Region State College peace officer training program at a cost of approximately \$12,000 per summer for facility usage ³
Grand Forks Armory	State of North Dakota - Adjutant General	1501 48 th Street South Grand Forks, ND 58201	Firing range • Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.
Grand Forks Public Safety Center	City of Grand Forks	1220 South 52 rd Street Grand Forks, ND 58201	Emergency services training facility 100-yard firing range, pistol and long gun range ATV and special purpose vehicle training K-9 training Fire training grounds Burn equipment, live flame Training tower	Currently utilized by state, local, and federal law enforcement agencies and city and volunteer fire departments Lake Region State College peace officer training program at a cost of approximately \$12,000 per summer split between facility usage and instructional support North Dakota Firefighters Association leases for training - Costs based on training type
Jamestown Rural Fire Department	City of Jamestown	205 Third Avenue NW Jamestown, ND 58401	Fire training facility • Live burn training	North Dakota Firefighters Association leases for training costs based on training type.
Camp Grafton South	State of North Dakota - Adjutant General	8870 Highway 15 McHenry, ND 58464	Firing ranges Mine clearing line charge (MICLIC) range M-60 and multipurpose machine gun (MPMG) range Demolition range	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.

Facility	Owned by	Location	Description	Used by
			permitted)	
Minot Air Force Reserve Command	State of North Dakota - Adjutant General	3420 Second Street NE Minot, ND 58703	Firing range Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.
Minot Training	City of Minot	Near airport	Fire training grounds	North Dakota Firefighters Association provides
Grounds		Minot, ND	Burn building	training and in exchange the city of Minot does not charge a usage fee.
			Requires equipment moved from Grand Forks at a cost of \$16,000	not unarge a usage ree.
State	State of	2005 Burdick Expressway	Parking lot and grounds	North Dakota Firefighters Association leases
Fairgrounds North Dakota - State Fair	East Minot, ND 58701	State Fire School training site, 750 to 1,000 participants	facility for \$25,000.	
	Association			Lake Region State College peace officer training program uses parking lot for emergency driving training. ⁵
			Live burn training	
			Armed vehicle extrication	
	1		Rope rescue/rappel training	
			Grain bin extrication	
		,	Hazardous gas rescue	
Wahpeton Air	State of	2003 Fourth Street North	Firing range	North Dakota National Guard, National Guard
Force Reserve Command	North Dakota - Adjutant General	Wahpeton, ND 58075	Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using	soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities
			target loads (magnum loads not permitted)	Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.

¹The Bismarck Police Department outdoor range was paid for from federal funding as Phase 1 of a complete training complex—the 9-11 Memorial Police and Fire Training Complex. Federal funding for completion of the project as initially planned is not expected. The city has expressed willingness to donate the land to complete the training complex with the state. The Bismarck Police Department outdoor range is included in the Highway Patrol proposed training complex.

²Lake Region State College does not have a driving track or pistol range and long gun range. The Lake Region State College peace officer training program students travel to Minot to use the state fairgrounds parking lot for emergency driving training. Students use the Lake Region Shooting Sports Association pistol range and long gun range.

³Fargo Regional Training Center does not have a driving track or long gun range. Lake Region State College peace officer training program uses the Red River Valley Fairgrounds parking lot and the Hector International Airport for emergency driving training.

Grand Forks Public Safety Center does not have a driving track. The Lake Region State College peace officer training program uses the Grand Forks Air Force Base helipad for emergency driving training.

⁵Lake Region State College peace officer training program in Minot uses the firing ranges of the Minot Rifle and Pistol Club--a privately owned association. The club has a 25-yard, 15-lane indoor pistol range and outdoor long gun range. The approximate cost to use the facility is \$6,000.

Proposed Training Academy Facility

The committee received information regarding a proposal by the Highway Patrol to build a new training academy facility in Bismarck. The new training academy facility is proposed to be in Bismarck due to the central location and because the existing training academy is located in Bismarck. The proximity to Highway Patrol headquarters and the ability to coordinate training with other state agencies are also factors in the Highway Patrol's request to locate the facility in Bismarck.

The committee learned the city of Bismarck has adopted a long-range plan that provides for the construction of a training academy near the Bismarck landfill on 66th Street Northeast just south of Interstate 94. The city of Bismarck would provide the land to the Highway Patrol at no cost.

The committee received information regarding the cost of constructing an interchange on Interstate 94 at 66th Street Northeast. The current cost of constructing an interchange at that location is \$21 million.

Proposed Facility Details

The committee learned the proposed facility would be used for police, fire, and other emergency services training. The proposed facility includes classrooms, offices, a multipurpose room, kitchen, 120-bed dormitory, outdoor training field and track, canine training field, maintenance building, outdoor tactical firing range, indoor firing range, training building, rifle range, smoke training house, emergency vehicle operations course, fire training pad, fire attack and rescue simulation building, and other training aides.

Estimated Costs of Proposed Facility

The committee learned the proposed facility would be constructed in two phases. Phase 1 would include the construction of training classrooms, indoor shooting range, storage facilities, emergency vehicle operations course, and other miscellaneous features. The schedule below details estimated construction costs associated with Phase 1 of the project.

Phase 1 Costs	Estimated Cost
Offsite costs - Utilities	\$210,000
Site development costs	2,634,900
Practical training building, including indoor firing range	2,800,000
Contingency	141,120
Total	\$5,786,020

Phase 2 would include the construction of a law enforcement training academy building, a 120-bed dormitory, canine training areas, a multitactical simulation building, and other miscellaneous features. The schedule below details estimated construction costs associated with Phase 2 of the project.

Phase 2 Costs	Estimated Cost
Offsite costs - Utilities	\$230,000
Site development costs	3,742,700
Outdoor rifle range	1,500,000
Training academy building and dormitory	10,234,000
Multitactical simulation building	1,500,000
Contingency	860,335
Total	\$18,067,035

The schedule below details total estimated construction costs of the proposed training academy facility.

Phase 1 costs	\$5,786,020
Phase 2 costs	18,067,035
Total	\$23,853,055

The 2011-13 executive budget recommendation included funding to begin construction of the proposed training academy facility. The budget recommendation included funding of \$4,090,000 for the construction of the emergency vehicle operations course and indoor weapons range. Of the total funding, \$3,558,300 was from the general fund, and \$531,700 was from the highway tax distribution fund. The Legislative Assembly did not approve the funding.

Recommendations

The committee makes no recommendation regarding the study of options to relocate the Highway Patrol training academy.

STUDY OF OPTIONS FOR RELOCATING THE HIGHWAY PATROL TRAINING ACADEMY - BACKGROUND MEMORANDUM

STUDY RESPONSIBILITIES

Section 5 of 2011 House Bill No. 1011 (attached as Appendix A) provides for a Legislative Management study of options for relocating the Highway Patrol training academy. The study must review options for relocating the training academy, options for relocating the emergency operations vehicle training course, and options for constructing a Highway Patrol shooting range. This study was assigned to the Government Services Committee.

BACKGROUND History

The Highway Patrol training academy was after established in Bismarck receiving appropriation from the 1969 Legislative Assembly. The Legislative Assembly appropriated \$165,000 for the construction of the facility with funding from a onetime fee of 50 cents assessed to each motor vehicle driver's license that was issued. The facility was built in 1971 and consisted of two classrooms, dormitory rooms containing 40 beds, and a dining hall. The 1995 Legislative Assembly approved \$1.2 million of funding for an addition to the facility, which was completed in August 1997. The funding was from proceeds of short-term financing provided by the State Building Authority and repaid through a one-time assessment of an additional \$2 fee on motor vehicle registrations for passenger vehicles, trucks weighing 12,000 pounds or less, and house cars. The addition included space for a multipurpose room, four dormitory rooms. two classrooms. and an administrative office.

Location

The Highway Patrol training academy is located on the south edge of the campus of Bismarck State College. The Highway Patrol utilizes a parking lot adjacent to the Bismarck Community Bowl and Aquatics Center for an emergency vehicle operations course. A map detailing the location of the training academy and the parking lot used for the emergency vehicle operations course is attached as Appendix B.

Funding

The Highway Patrol appropriation bill includes a line item for the operations of the training academy. The following table lists appropriations made by the Legislative Assembly specifically for the training academy since the 2007-09 biennium:

2011 12 highwine	¢1 602 400
2011-13 biennium	\$1,602,488
2009-11 biennium	\$1,496,942
2007-09 biennium	\$1,401,289 ¹

¹The 2007 Legislative Assembly also authorized the Highway Patrol to transfer \$100,000 of the \$150,000 provided for automated external defibrillators to the training academy to provide additional law enforcement and emergency services training.

The source of funding appropriated to the training academy during these bienniums is from the general fund and the highway tax distribution fund.

Shooting Range

The Highway Patrol training academy does not include a shooting range. The Highway Patrol pays a fee to use a private shooting range for training activities or uses a shooting range operated by the Department of Corrections and Rehabilitation. However, the Department of Corrections and Rehabilitation shooting range is located near an elementary school which limits the hours of use of the range and the types of weapons that may be used.

PREVIOUS STUDIES 2003-04 Interim Law Enforcement Training Needs Study

The 2003-04 Criminal Justice Committee studied the needs of law enforcement training in the state. The committee recommended a bill to provide additional funding to the Highway Patrol for law enforcement training. The bill, which appropriated \$400,000 from the general fund to the Highway Patrol to provide training to law enforcement agencies or to reimburse the Peace Officer Standards and Training Board for providing law enforcement training, was approved by the 2005 Legislative Assembly.

1993-94 Interim Study on Law Enforcement Training

The 1993-94 Budget Committee on Government Finance studied training programs for law enforcement officers, correctional officers, and emergency medical services personnel. The committee reviewed law enforcement training provided by the Highway Patrol and Bureau of Criminal Investigation, including the expansion of the Highway Patrol training academy to meet the training needs of law enforcement agencies.

The committee reviewed the following options for the training academy facility:

- Construct an addition to the existing building.
- Construct a new training facility adjacent to the National Guard armory in Bismarck.
- Construct a new training facility on land owned by the Department of Corrections and Rehabilitation.

The committee determined that it would be more economical to build an addition to the existing building at a cost of \$1.4 million rather than construct a new facility at a cost of \$2.6 million. In addition, the committee determined that all training facilities should be located within one building in order to minimize administrative costs and to eliminate the need to transport weapons between buildings.

The committee recommended:

- The Highway Patrol capital budget request include \$1.4 million for an addition to the training academy.
- A bill to establish a \$2 surcharge on motor vehicle registrations during calendar year 1996 with funds to be used for the training academy addition.

The 1995 Legislative Assembly provided \$1.2 million for the training academy addition with funding provided from the proceeds of short-term financing with a \$2 surcharge on motor vehicle registrations used to repay the financing.

STUDY PLAN

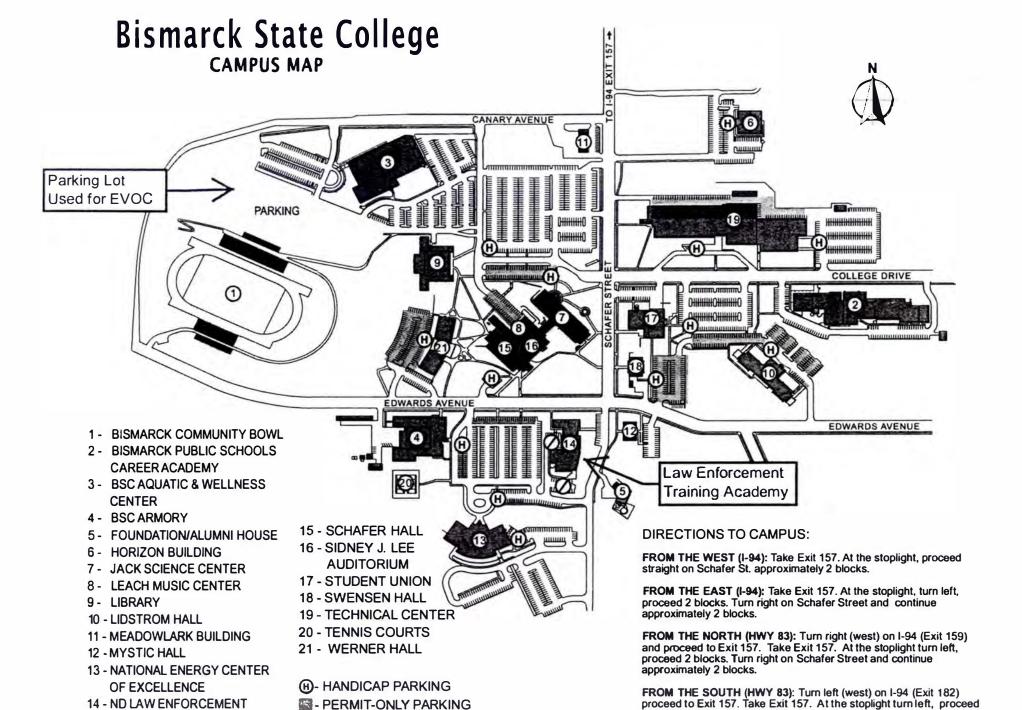
The following is a proposed study plan for the committee's consideration in its study of options for relocating the Highway Patrol training academy:

- Receive and review information regarding the current location of the training academy, including the ability of the current location to meet the training needs of law enforcement agencies in the state.
- Receive and review information regarding the feasibility and desirability of relocating the training academy or emergency vehicle operations course, including potential locations to relocate the facilities.
- Receive and review information regarding the feasibility and desirability of constructing a shooting range for the training academy, including potential locations to construct the range.
- Receive information from the Highway Patrol, Attorney General, local police departments, local sheriffs offices, and other law enforcement agencies regarding the training needs of law enforcement agencies.
- Receive testimony from other interested persons regarding the committee's study of options for relocating the training academy or portions of the academy.
- Develop recommendations and any bill drafts necessary to implement the recommendations.
- 7. Prepare a final report for submission to the Legislative Management.

ATTACH:2

H. B. NO. 1011 - PAGE 2

SECTION 5. LEGISLATIVE MANAGEMENT STUDY - HIGHWAY PATROL TRAINING ACADEMY. During the 2011-12 interim, the legislative management shall consider studying the feasibility and desirability of relocating the highway patrol training academy or portions of the training academy. The study, if conducted, must review options for relocating the training academy, options for relocating the emergency operations vehicle training course, and options for constructing a highway patrol shooting range. The legislative management shall report its findings and recommendations, together with any legislation needed to implement the recommendations, to the sixty-third legislative assembly.



S - PERMIT-ONLY PARKING

O-NO BSC PARKING

14 - ND LAW ENFORCEMENT

TRAINING ACADEMY

2 blocks. Turn right on Schafer Street and continue approximately 2

EMERGENCY SERVICES TRAINING FACILITIES

This memorandum provides information on emergency services training facilities located in the state that are owned by political subdivisions or the North Dakota National Guard. The information does not include Highway Patrol training facilities. The following organizations were asked to provide information regarding facilities utilized for emergency services training—Adjutant General, North Dakota Firefighters Association (NDFA), Peace Officers Association, North Dakota Association of Counties, State Department of Health Emergency Medical Services Division, Bismarck Police Department (BPD), Department of Corrections and Rehabilitation (DOCR), and the Grand Forks Public Safety Center. Training facilities listed are limited to those used for training involving physical activity versus a classroom-type setting. Information provided includes the facility owner, location, description, and users of the facility as follows:

Facility	Owned By	Location	Description	Used By
Bismarck Civic Center	City of Bismarck	315 South 5 th Street Bismarck, ND 58501	Parking lot Emergency vehicle operations driver testing in parking lot	NDFA leases for training - Costs vary by event.
BPD - Indoor range	City of Bismarck	700 South 9 th Street Bismarck, ND 58504	Firing range Indoor range - Restricted to lead-free ammunition, 5 lanes, 25 yards, computerized lanes	Currently only utilized by BPD personnel - State, local, and federal law enforcement agencies may use at no cost by signing a Range Use Agreement.
BPD - Outdoor range ¹	City of Bismarck	2300 66 th Street NE Bismarck, ND 58501	Firing range Outdoor range - 10 lanes, 25-yard tactical range, partially enclosed (front, left, right concrete walls, open-air baffling above, open to the rear)	State, local, and federal law enforcement agencies may use at no cost by signing a Range Use Agreement.
Bohn Armory	State of North Dakota - Adjutant General	4200 East Divide Avenue Bismarck, ND 58501	Firing range • Armory indoor range - 7 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.
DOCR - Weapons range	State of North Dakota - DOCR	3100 Railroad Avenue Bismarck, ND 58501	Firing range Outdoor range - 10 lanes, 25-yard pistol range, and 100-yard rifle range	State and political subdivision criminal justice training is only authorized use, private use is not permitted.
Camp Grafton North	State of North Dakota - Adjutant General	4417 Highway 20 Devils Lake, ND 58301	Firing ranges • Military operations in urban terrain (MOUT) site • Live fire exercise shoot house	The MOUT site is used by the North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities. The live fire exercise shoot house is not currently available for use. Cost to use facility varies by training type and includes
Lake Region State College	North Dakota University System	1801 North College Drive Devils Lake, ND 58301	Emergency services training facility • Firearms training simulator	costs for associated utilities, manpower, and materials. Lake Region State College peace officer training program ²
Williston Basin Oilfield Fire Training Facility	City of Dickinson	South of city Dickinson, ND	Fire training facility Limited to 25 to 30 participants due to size Oilfield emergency training, propane training facility	NDFA leases for training at an approximate cost of \$2,500 for cleanup and burn materials.
Fargo Air Force Reserve Command (AFRC)	State of North Dakota - Adjutant General	3920 31 st Street North Fargo, ND 58102	Firing range • Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.

Facility	Owned By	Location	Description	Used By
Fargo Fire Departments	City of Fargo	2701 1st Avenue North Fargo, ND 58102	Fire training facility Training tower	NDFA leases for training costs based on training type.
			Safety grounds for various hands-on training exercises	
Fargo Regional Training Center	Jointly operated by the Fargo Police Department, Cass County, North Dakota State University Police Department, and the West Fargo Police Department	2802 North University Drive Fargo, ND 58102	Emergency services training facility Firearms training simulator 10- lane indoor 25-yard pistol range	Currently, utilized by state and local law enforcement agencies. Lake Region State College peace officer training program at a cost of approximately \$12,000 per summer for facility usage. ³
Grand Forks Armory	State of North Dakota - Adjutant General	1501 48 th Street South Grand Forks, ND 58201	Firing range • Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.
Grand Forks Public Safety Center	City of Grand Forks	1220 South 52 nd Street Grand Forks, ND 58201	Emergency services training facility 100-yard firing range, pistol and long gun range ATV and special purpose vehicle training K-9 training Fire training grounds Burn equipment, live flame Training tower	Currently utilized by state, local, and federal law enforcement agencies and city and volunteer fire departments. Lake Region State College peace officer training program at a cost of approximately \$12,000 per summer split between facility usage and instructional support. NDFA leases for training - Costs based on training type
Jamestown Rural	City of Jamestown	205 3rd Avenue NW	Fire training facility	NDFA leases for training costs based on training type.
Fire Department		Jamestown, ND 58401	Live burn training	
Camp Grafton South	State of North Dakota - Adjutant General	8870 Highway 15 McHenry, ND 58464	 Firing ranges Mine clearing line charge (MICLIC) range M-60 and multipurpose machine gun (MPMG) range Demolition range M-203 range 	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.
			Rifle and modified record fire (MRF) range	-
			Combat pistol range	
			Zero range Simulator building	
			Simulator building Armony indeed songs. Flores 50 feet.	
			Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	

Facility	Owned By	Location	Description	Used By
Minot AFRC	State of North Dakota - Adjutant General	3420 2nd Street NE Minot, ND 58703	Firing range • Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.
Minot Training Grounds	City of Minot	Near airport Minot, ND	Fire training grounds Burn building Requires equipment moved from Grand Forks at a cost of \$16,000	NDFA provides training and in exchange the city of Minot does not charge a usage fee.
State Fairgrounds	State of North Dakota - State Fair Association	2005 Burdick Expressway East Minot, ND 58701	Parking lot and grounds State Fire School training site, 750 to 1,000 participants Emergency vehicle operations driver testing in parking lot Live burn training Armed vehicle extrication Rope rescue/rappel training Grain bin extrication Hazardous gas rescue	NDFA leases facility for \$25,000. Lake Region State College peace officer training program uses parking lot for emergency driving training. State of the state
Wahpeton AFRC	State of North Dakota - Adjutant General	2003 4th Street North Wahpeton, ND 58075	Firing range • Armory indoor range - 5 lanes, 50 feet, computerized, limited to .22 caliber rifles or pistols using target loads (magnum loads not permitted)	North Dakota National Guard, National Guard soldiers from other states, active duty soldiers, and law enforcement from federal, state, and local entities Cost to use facility varies by training type and includes costs for associated utilities, manpower, and materials.

The BPD outdoor range was paid for from federal funding as Phase 1 of a complete training complex--the 9-11 Memorial Police and Fire Training Complex. Federal funding for completion of the project as initially planned is not expected. The city has expressed willingness to donate the land to complete the training complex with the state. The BPD outdoor range is included in the Highway Patrol proposed training complex.

²Lake Region State College does not have a driving track or pistol range and long gun range. Lake Region State College peace officer training program students travel to Minot to use the state fairgrounds parking lot for emergency driving training. Students use the Lake Region Shooting Sports Association pistol range and long gun range.

³Fargo Regional Training Center does not have a driving track or long gun range. Lake Region State College peace officer training program uses Red River Valley Fairgrounds parking lot and the Hector International Airport for emergency driving training.

⁴Grand Forks Public Safety Center does not have a driving track. Lake Region State College peace officer training program uses the Grand Forks Air Force Base helipad for emergency driving training.

⁵Lake Region State College peace officer training program in Minot uses the firing ranges of the Minot Rifle and Pistol Club--a privately owned association. The club has a 25-yard, 15-lane indoor pistol range and outdoor long gun range. The approximate cost to use the facility is \$6,000.

April 23, 2013

PROPOSED AMENDMENTS TO SENATE BILL NO. 2011

That the House recede from its amendments as printed on pages 1237-1239 of the Senate Journal and pages 1314-1316 of the House Journal and that Senate Bill No. 2011 be amended as follows:

Page 1, line 1, after "patrol" insert "; and to provide for a report to the sixty-fourth legislative assembly"

Page 1, replace lines 10 through 15 with:

"Administration	\$3,159,842	\$306,271	\$3,466,113
Field operations	40,651,139	8,969,638	49,620,777
Law enforcement training academy	1,602,488	6,851,555	8,454,043
Accrued leave payments	<u>0</u>	1,110,651	1,110,651
Total all funds	\$45,413,469	\$17,238,115	\$62,651,584
Less estimated income	11,364,325	2,242,847	13,607,172
Total general fund	\$34,049,144	\$14,995,268	\$49,044,412"

Page 1, remove line 23

Page 2, replace lines 6 through 8 with:

"Total all funds	\$1,237,000	\$7,796,000
Total special funds	<u>161,000</u>	1,013,000
Total general fund	\$1,076,000	\$6,783,000"
Page 2, after line 12, insert:		

"SECTION 3. LAW ENFORCEMENT TRAINING ACADEMY FACILITY PROJECT - REPORT TO SIXTY-FOURTH LEGISLATIVE ASSEMBLY. Section 1 of this Act includes the sum of \$6,651,000 which may only be used by the highway patrol for the construction of phase one of the law enforcement training academy facility project. The superintendent of the highway patrol shall review the current plan for phase two of the law enforcement training academy facility project and shall modify the plan as needed to provide for the most efficient use of resources to address the law enforcement training needs of the state. The superintendent of the highway patrol shall provide a report to the appropriations committees of the sixty-fourth legislative assembly regarding the modified plan for phase two of the law enforcement training academy facility project."

Page 2, line 14, replace "\$7,169,296" with "\$7,055,696"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2011 - Highway Patrol - Conference Committee Action

	Executive Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
Administration	\$3,602,910	\$3,602,910	(\$136,797)	\$3,466,113	\$3,407,222	\$58,891
Field operations	51,492,863	51,492,863	(1,872,086)	49,620,777	48,866,470	754,307
Law Enforcement Training	8,493,527	8,493,527	(39,484)	8,454,043	1,785,944	6,668,099

Academy Accrued leave payments			1,110,651	1,110,651	1,110,651	
Total all funds Less estimated income	\$63,589,300 13,783,677	\$63,589,300 13,783,677	(\$937,716) (176,505)	\$62,651,584 13,607,172	\$55,170,287 12,560,045	\$7,481,297 1,047,127
General fund	\$49,805,623	\$49,805,623	(\$761,211)	\$49,044,412	\$42,610,242	\$6,434,170
FTE	213.00	213.00	0.00	213.00	213.00	0.00

Department No. 504 - Highway Patrol - Detail of Conference Committee Changes

	Corrects Executive Compensation Package ¹	Adjusts State Employee Compensation and Benefits Package ²	Provides Separate Line Item for Accrued Leave Payments ³	Reduces Funding for State Fleet Mileage Rates ⁴	Removes Energy Impact Housing Funding ⁵	Total Conference Committee Changes
Administration	\$520	(\$41,258)	(\$94,419)	(\$1,640)		(\$136,797)
Field operations	5,436	(432,484)	(989,038)	(156,000)	(300,000)	(1,872,086)
Law Enforcement Training Academy	147	(11,649)	(27,194)	(788)		(39,484)
Accrued leave payments			1,110,651			1,110,651
Total all funds	\$6,103	(\$485,391)	\$0	(\$158,428)	(\$300,000)	(\$937,716)
Less estimated income	1,343	(104,532)	0	(34,316)	(39,000)	(176,505)
General fund	\$4,760	(\$380,859)	\$0	(\$124,112)	(\$261,000)	(\$761,211)
FTE	0.00	0.00	0.00	0.00	0.00	0.00

¹ Funding is added due to a calculation error in the executive compensation package.

² This amendment adjusts the state employee compensation and benefits package as follows:

[•] Reduces the performance component from 3 to 5 percent per year to 3 to 5 percent for the first year of the biennium and 2 to 4 percent for the second year of the biennium.

Reduces the market component from 2 to 4 percent per year to 1 to 2 percent per year for employees below the midpoint of their salary range.

Reduces funding for retirement contribution increases to provide for a 1 percent state and 1 percent employee increase beginning in January 2014 and no increase in January 2015.

³ A portion of salaries and wages funding from the general fund (\$866,641) and from other funds (\$244,010) for permanent employees' compensation and benefits is reallocated to an accrued leave payments line item for paying annual leave and sick leave for eligible employees. The House also provided a separate line item for accrued leave payments.

⁴ Funding for State Fleet Services mileage is reduced to reflect an estimated mileage rate of 72 cents per mile for Highway Patrol vehicles rather than 74 cents per mile as provided in the Senate version. The House version provided funding for 70 cents per mile.

⁵ One-time funding from the general fund (\$261,000) and the highway tax distribution fund (\$39,000) included in the executive budget recommendation to address employee housing issues in areas affected by energy development is removed. The House also removed the funding.

A section is also added to provide guidelines regarding the use of funding provided for phase 1 of the law enforcement training academy facility project and provide for a report to the sixty-fourth Legislative Assembly regarding phase 2 of the project.

May 1, 2013

PROPOSED AMENDMENTS TO SENATE BILL NO. 2011

That the House recede from its amendments as printed on pages 1237-1239 of the Senate Journal and pages 1314-1316 of the House Journal and that Senate Bill No. 2011 be amended as follows:

Page 1, line 1, after "patrol" insert "; to create and enact a new section to chapter 39-06.1 of the North Dakota Century Code, relating to a surcharge for speeding; to provide a continuing appropriation; and to provide an expiration date"

Page 2, after line 25, insert:

"SECTION 5. A new section to chapter 39-06.1 of the North Dakota Century Code is created and enacted as follows:

Speeding surcharge - Special fund - Continuing appropriation.

In addition to any fee under section 39-06.1-06 for a violation of section 39-09-02, a surcharge of twenty dollars must be assessed as part of a noncriminal disposition under section 39-06.1-02 or 39-06.1-03. The surcharge must be deposited in a special fund in the state treasury designated the highway patrol law enforcement training academy fund. Moneys in the fund are appropriated on a continuing basis to the highway patrol for phase one of the highway patrol law enforcement training academy project.

SECTION 6. EXPIRATION DATE. Section 5 of this Act is effective through July 31, 2015, and after that date is ineffective."

Renumber accordingly

May 1, 2013



PROPOSED AMENDMENTS TO SENATE BILL NO. 2011

That the House recede from its amendments as printed on pages 1237-1239 of the Senate Journal and pages 1314-1316 of the House Journal and that Senate Bill No. 2011 be amended as follows:

Page 1, line 1, after "patrol" insert "; to provide for loan authorization; and to provide for a report to the sixty-fourth legislative assembly"

Page 1, replace lines 10 through 15 with:

"Administration	\$3,159,842	\$306,271	\$3,466,113
Field operations	40,651,139	8,969,638	49,620,777
Law enforcement training academy	1,602,488	3,200,555	4,803,043
Accrued leave payments	<u>0</u>	1,110,651	1,110,651
Total all funds	\$45,413,469	\$13,587,115	\$59,000,584
Less estimated income	11,364,325	1,768,217	13,132,542
Total general fund	\$34,049,144	\$11,818,898	\$45,868,042"
Page 1, remove lines 23 and 24			

Page 2, replace line 1 with:

"Emergency vehicle operations course and	0	3,000,000
weapons training range"		

Page 2, replace lines 6 through 8 with:

"Total all funds	\$1,237,000	\$4,145,000
Total special funds	<u>161,000</u>	538,370
Total general fund	\$1,076,000	\$3,606,630"

Page 2, after line 12, insert:

"SECTION 3. LAW ENFORCEMENT TRAINING ACADEMY FACILITY

PROJECT - LOAN AUTHORIZATION. Section 1 of this Act includes the sum of \$3,000,000 for the construction of phase one of the law enforcement training academy facility project. During the biennium beginning July 1, 2013, and ending June 30, 2015, the superintendent of the highway patrol may borrow the sum of \$3,651,000, or so much of the sum as may be necessary, from the Bank of North Dakota to complete phase one of the law enforcement training academy project. Any loan proceeds received by the highway patrol under this section are appropriated to the highway patrol during the biennium beginning July 1, 2013, and ending June 30, 2015. The highway patrol shall seek funding from the sixty-fourth legislative assembly to repay the loan authorized under this section."

Page 2, line 14, replace "\$7,169,296" with "\$6,581,066"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2011 - Highway Patrol - Conference Committee Action

	Executive Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
Administration	\$3,602,910	\$3,602,910	(\$136,797)	\$3,466,113	\$3,407,222	\$58,891
Field operations	51,492,863	51,492,863	(1,872,086)	49,620,777	48,866,470	754,307
Law Enforcement Training Academy	8,493,527	8,493,527	(3,690,484)	4,803,043	1,785,944	3,017,099
Accrued leave payments			1,110,651	1,110,651	1,110,651	
Loan authorization			3,651,000	3,651,000		3,651,000
	\$63,589,300	\$63,589,300	(\$937,716)	\$62,651,584	\$55,170,287	\$7,481,297
Total all funds						
Less estimated income	13,783,677	13,783,677	2,999,865	16,783,542	12,560,045	4,223,497
	\$49,805,623	\$49,805,623	(\$3,937,581)	\$45,868,042	\$42,610,242	\$3,257,800
General fund			'''			
	213.00	213.00	0.00	213.00	213.00	0.00
FTE						

Department No. 504 - Highway Patrol - Detail of Conference Committee Changes

	Corrects Executive Compensation Package¹	Adjusts State Employee Compensation and Benefits Package ²	Provides Separate Line Item for Accrued Leave Payments ³	Reduces Funding for State Fleet Mileage Rates ⁴	Removes Energy Impact Housing Funding ⁵	Reduces Funding for Law Enforcement Training Academy Project ⁶
Administration Field operations Law Enforcement Training Academy	\$520 5,436 147	(\$41,258) (432,484) (11,649)	(\$94,419) (989,038) (27,194)	(\$1,640) (156,000) (788)	(300,000)	(3,651,000)
Accrued leave payments Loan authorization			1,110,651			
Total all funds Less estimated income	\$6,103 1,343	(\$485,391) (104,532)	\$0 0	(\$158,428) (34,316)	(\$300,000) (39,000)	(\$3,651,000) (474,630)
General fund	\$4,760	(\$380,859)	\$0	(\$124,112)	(\$261,000)	(\$3,176,370)
FTE	0.00	0.00	0.00	0.00	0.00	0.00
Administration	Adds Loan Authorization for Law Enforcement Training Academy Project ⁷	Total Conference Committee Changes (\$136,797)				
Field operations Law Enforcement Training Academy		(1,872,086) (3,690,484)				
Accrued leave payments Loan authorization	3,651,000	1,110,651 3,651,000				
Total all funds Less estimated income	\$3,651,000 3,651,000	(\$937,716) 2,999,865				
General fund	\$0	(\$3,937,581)				
FTE	0.00	0.00				

¹ Funding is added due to a calculation error in the executive compensation package.

² This amendment adjusts the state employee compensation and benefits package as follows:

[•] Reduces the performance component from 3 to 5 percent per year to 3 to 5 percent for the first

- year of the biennium and 2 to 4 percent for the second year of the biennium.
- Reduces the market component from 2 to 4 percent per year to 1 to 2 percent per year for employees below the midpoint of their salary range.
- Reduces funding for retirement contribution increases to provide for a 1 percent state and 1 percent employee increase beginning in January 2014 and no increase in January 2015.
- ³ A portion of salaries and wages funding from the general fund (\$866,641) and from other funds (\$244,010) for permanent employees' compensation and benefits is reallocated to an accrued leave payments line item for paying annual leave and sick leave for eligible employees. The House also provided a separate line item for accrued leave payments.
- ⁴ Funding for State Fleet Services mileage is reduced to reflect an estimated mileage rate of 72 cents per mile for Highway Patrol vehicles rather than 74 cents per mile as provided in the Senate version. The House version provided funding for 70 cents per mile.
- ⁵ One-time funding from the general fund (\$261,000) and the highway tax distribution fund (\$39,000) included in the executive budget recommendation to address employee housing issues in areas affected by energy development is removed. The House also removed the funding.
- ⁶ Funding for Phase 1 of the law enforcement training academy project is reduced from \$6,651,000 to \$3,000,000.
- ⁷ A section is added to authorize the Highway Patrol to borrow up to \$3,651,000 to complete Phase 1 of the law enforcement training academy project. The Highway Patrol is to seek funding from the 64th Legislative Assembly to repay the loan.

PROPOSED AMENDMENTS TO SENATE BILL NO. 2011

That the House recede from its amendments as printed on pages 1237-1239 of the Senate Journal and pages 1314-1316 of the House Journal and that Senate Bill No. 2011 be amended as follows:

Page 1, replace lines 10 through 15 with:

"Administration	\$3,159,842	\$306,271	\$3,466,113
Field operations	40,651,139	8,969,638	49,620,777
Law enforcement training academy	1,602,488	5,200,555	6,803,043
Accrued leave payments	<u>0</u>	1,110,651	<u>1,110,651</u>
Total all funds	\$45,413,469	\$15,587,115	\$61,000,584
Less estimated income	11,364,325	2,028,217	13,392,542
Total general fund	\$34,049,144	\$13,558,898	\$47,608,042"

Page 1, remove lines 23 and 24

Page 2, replace line 1 with:

"Emergency vehicle operations course and 0 5,000,000 weapons training range"

Page 2, replace lines 6 through 8 with:

"Total all funds	\$1,237,000	\$6,145,000
Total special funds	<u>161,000</u>	798,000
Total general fund	\$1,076,000	\$5,347,000"

Page 2, line 14, replace "\$7,169,296" with "\$6,841,066"

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

Senate Bill No. 2011 - Highway Patrol - Conference Committee Action

	Executive Budget	Senate Version	Conference Committee Changes	Conference Committee Version	House Version	Comparison to House
Administration	\$3,602,910	\$3,602,910	(\$136,797)	\$3,466,113	\$3,407,222	\$58,891
Field operations	51,492,863	51,492,863	(1,872,086)	49,620,777	48,866,470	754,307
Law Enforcement Training Academy	8,493,527	8,493,527	(1,690,484)	6,803,043	1,785,944	5,017,099
Accrued leave payments	<u> </u>		1,110,651	1,110,651	1,110,651	N: e
Total all funds	\$63,589,300	\$63,589,300	(\$2,588,716)	\$61,000,584	\$55,170,287	\$5,830,297
Less estimated income	13,783,677	13,783,677	(391, 135)	13,392,542	12,560,045	832,497
General fund	\$49,805,623	\$49,805,623	(\$2,197,581)	\$47,608,042	\$42,610,242	\$4,997,800
FTE	213.00	213.00	0.00	213.00	213.00	0.00

Department No. 504 - Highway Patrol - Detail of Conference Committee Changes

	Corrects Executive Compensation Package ¹	Adjusts State Employee Compensation and Benefits Package ²	Provides Separate Line Item for Accrued Leave Payments ³	Reduces Funding for State Fleet Mileage Rates ⁴	Removes Energy Impact Housing Funding ⁵	Funding for Law Enforcement Training Academy Project ⁶
Administration	\$520	(\$41,258)	(\$94,419)	(\$1,640)		
Field operations	5,436	(432,484)	(989,038)	(156,000)	(300,000)	
Law Enforcement Training Academy	147	(11,649)	(27,194)	(788)		(1,651,000)
Accrued leave payments	\$ <u>\$</u>		1,110,651	<u> </u>	\$ <u></u>	V
Total all funds	\$6,103	(\$485,391)	\$0	(\$158,428)	(\$300,000)	(\$1,651,000)
Less estimated income	1,343	(104,532)	0	(34,316)	(39,000)	(214,630)
General fund	\$4,760	(\$380,859)	\$0	(\$124,112)	(\$261,000)	(\$1,436,370)
FTE	0.00	0.00	0.00	0.00	0.00	0.00
	Total					

	Total Conference Committee Changes
Administration	(\$136,797)
Field operations	(1,872,086)
Law Enforcement Training Academy	(1,690,484)
Accrued leave payments	1,110,651
Total all funds	(\$2,588,716)
Less estimated income	(391, 135)
General fund	(\$2,197,581)
FTE	0.00

¹ Funding is added due to a calculation error in the executive compensation package.

- Reduces the performance component from 3 to 5 percent per year to 3 to 5 percent for the first year of the biennium and 2 to 4 percent for the second year of the biennium.
- Reduces the market component from 2 to 4 percent per year to 1 to 2 percent per year for employees below the midpoint of their salary range.
- Reduces funding for retirement contribution increases to provide for a 1 percent state and 1 percent employee increase beginning in January 2014 and no increase in January 2015.

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³ A portion of salaries and wages funding from the general fund (\$866,641) and from other funds (\$244,010) for permanent employees' compensation and benefits is reallocated to an accrued leave payments line item for paying annual leave and sick leave for eligible employees. The House also provided a separate line item for accrued leave payments.

⁴ Funding for State Fleet Services mileage is reduced to reflect an estimated mileage rate of 72 cents per mile for Highway Patrol vehicles rather than 74 cents per mile as provided in the Senate version. The House version provided funding for 70 cents per mile.

⁵ One-time funding from the general fund (\$261,000) and the highway tax distribution fund (\$39,000) included in the executive budget recommendation to address employee housing issues in areas affected by energy development is removed. The House also removed the funding.

Funding for Phase 1 of the law enforcement training academy project is reduced from \$6,651,000 to \$5,000,000.