

1999 HOUSE APPROPRIATIONS

HB 1011

1999 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 1011

House Appropriations Committee
Government Operations Division

Conference Committee

Hearing Date January 14, 1999

Tape Number	Side A	Side B	Meter #
1	x		0-49.0
1		x	0-41.2
Committee Clerk Signature <i>Roxanne Kone</i>			

Minutes:

Summary of Hearing:

A BILL FOR AN ACT TO PROVIDE AN APPROPRIATION FOR DEFRAYING THE EXPENSES OF THE HIGHWAY PATROL.

Colonel James M. Hughes, Superintendent Highway Patrol (See attached testimony)

(5.9) Rep. Byerly: In that \$4 million dollars in the first paragraph of this section, do you know where that money goes within DOT?

(6.1) Colonel Hughes: The \$4 million dollars that we collect is deposited in the Bank of North Dakota, transferred directly into DOT, and then into DOT's highway fund.

(6.7) Rep. Byerly: Is it true that Canadian trucks were no worse offenders than the U.S. trucks?

(7.0) Colonel Hughes: That is true.

(7.1) Discussion on problems with trucks transporting around the Jamestown area concerning federal regulations.

(19.5) Rep. Byerly: When you conduct training for law enforcement, do you charge for training? If so, is that reflected in your line items?

Page 2

Government Operations Division

Bill/Resolution Number 1011

Hearing Date January 14, 1999

(19.8) Colonel Hughes: That is all done with the budget that you approved for the academy. We don't charge room, board, or tuition for any class that is taught at the academy.

Side B

(12.7) Discussion on Highway Patrols authority to assist other law enforcement agencies.

(28.0) Rep. Byerly: With the increase in your budget, \$1.4 million, in field operations can you give us an idea of what you are doing with that?

(28.5) Colonel Hughes: One of the significant causes is cost of gas. 39 cents per mile, an increase of 2 cents since last session. We also have a higher motor pool. We included approximately \$300,000 federal funding for equipment. (con't discussion concerning NDSU project - Upper Great Plains)

Dave Kleppe, Captain Highway Patrol

There was no opposition to the bill.

Closed hearing on HB 1011.

General Discussion

- Committee on Committees
- Rules Committee
- Confirmation Hearings
- Delayed Bills Committee
- House Appropriations
- Senate Appropriations
- Other

Date February 3, 1999			
Tape Number	Side A	B Side	Meter #
1		x	15.5-43.9
Committee Clerk Signature Roxanne Kohl			

Minutes:

1B: 15.5 Chairman Byerly opened the discussion on House Bill 1011.

Issues covered: Security Officer in Capitol Building reimbursement, training for Highway Patrol Officers reimbursement, and federal pass through money for NDSU (possible reimbursement for administration costs).

General Discussion

- Committee on Committees
- Rules Committee
- Confirmation Hearings
- Delayed Bills Committee
- House Appropriations
- Senate Appropriations
- Other

Date February 4, 1999			
Tape Number	Side A	B Side	Meter #
1	x		0-57.0
Committee Clerk Signature <i>Roxanne Hone</i>			

Minutes:

Chairman Byerly opened the discussion on House Bill 1011.

1A: 8.1 Chairman Byerly discussed security officer position for capitol. Proposed the idea of splitting cost between facility management, Supreme Court, and Legislative Assembly. Committee supported splitting cost between entities using security officer.

1A: 20.2 Committee agreed to leave Highway Patrol with 2 mobile data terminals. Committee deleted item 9, funding for maintenance costs relating to the mobile data terminals. OMB commented that amount is contracted, not an estimation, and has to be paid.

1A: 33.9 Committee discussed possible fees for training costs for Highway Patrol students. Committee agreed on \$20.00 for day and night stay including food to help with operation costs. Revenue received would go back to the general fund.

1A: 51.5 Rep. Tollefson made a motion to move amendments. Rep. Carlisle 2nd the motion. On a Roll Call Vote the motion passed.

General Discussion

Page 2

Government Operations

February 4, 1999

1A: 52.5 Rep. Tollefson made a DO PASS AS AMENDED motion on House Bill 1011. Rep. Huether 2nd the motion. On a Roll Call Vote the bill passed.

5 voting Yes

0 voting No

1 voting Absent

1999 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 1011

House Appropriations Committee

Conference Committee

Hearing Date 2/9/99

Tape Number	Side A	Side B	Meter #
1	x		30.1-60.0
1		x	0.0-9.2
Committee Clerk Signature <i>Kevin Law</i>			

Minutes:

SUMMARY OF THE BILL: A BILL for an Act to provide an appropriation for defraying the expenses of the highway patrol.

Chairman Dalrymple opened the hearing on HB 1011 in the Roughrider Room.

(31.1) Rep. Byerly explained and introduced the bill to full committee, making reference to a buff colored sheet and introduced an amendment, .0101. (see attached)

(37.3) Rep. Carlisle refers to line 8 of the bill and commented that the weigh stations had a cost of \$100,000 a piece and made reference to their many uses. He also commented on the amount of staff of the highway patrol.

(39.3) Rep. Carlisle moved amendment .0101 to the bill, which was seconded by Rep. Byerly.

(39.5) Rep. Svedjan asked how reductions would be determined.

(39.7) Rep. Byerly answered that vehicle services recalculated the amount of money that would be required by the highway patrol. He answered that there was a 3 cent reduction in the vehicle services charged, from the time that the budget was created, until now, when vehicle services recalculated the budget.

(40.4) Chairman Dalrymple asked the legislative Council representative what happened to the adjustments, and asked if it shouldn't be proportionate to the percentage of the budget that is supported by general funds.

(41.3) Legislative Council answered that the section people who make all of the changes to the general fund, left the highway fund at the same level that it was in the Governor's budget and reduced the general fund recommendations.

(42.0) Rep. Huether commented that in subcommittee, he supported the amendments, but now he had concerns, especially about charging money.

(50.2) Rep. Kerzman opposed the amendments.

(0.3) Rep. Delzer had a question concerning the amount of employees.

(0.5) Rep. Byerly answered that there were 198 in the Governor's budget, and that there were 197 employees, so there was going to be one added.

(1.2) Rep. Delzer asked if there was any talk in subcommittee, as in reference to the \$300,000 that was going to be used for mobile weigh scale unit, to the portables, which were in use for years.

(1.6) Rep. Byerly answered that there was talk about two vehicles, which were both portable and gave information, describing the vehicles in question.

(6.2) Rep. Aarsvold opposed HB 1011

The amendments for HB 1011, .0101 were adopted by the committee.

HB 1011 was then carried as a DO PASS by the committee.

General Discussion

- Committee on Committees
- Rules Committee
- Confirmation Hearings
- Delayed Bills Committee
- House Appropriations
- Senate Appropriations
- Other

Date February 15, 1999			
Tape Number	Side A	B Side	Meter #
2		x	35.8-37.0
Committee Clerk Signature <i>Casey Davis</i>			

Minutes:

HB 1011

CHAIRMAN DALRYMPLE opened discussion on HB 1011.

2B: 35.8 REP. BYERLY made a motion to refer the bill to the House floor without taking action. The motion was seconded by Rep. Carlisle. A voice vote was taken and the motion carried.

Date: 2.4.99
Roll Call Vote #: 1

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1011

House _____ APPROPRIATIONS _____ Committee

- Subcommittee on Government Operations
- or
- Conference Committee

Legislative Council Amendment Number _____

Action Taken ~~DO PASS AS AMENDED~~ ADOPT AMENDMENTS

Motion Made By _____ Seconded By _____

Representatives	Yes	No	Representatives	Yes	No
Rex R. Byerly	✓				
Ron Carlisle	✓				
Ben Tollefson	✓				
Robert Huether	✓				
Pam Gulleon	✓				
Jim Poolman					

Total (Yes) 5 No 0

Absent 1

Floor Assignment _____

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

Date: 2.4.99
Roll Call Vote #: 2

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1011

House _____ APPROPRIATIONS _____ Committee

Subcommittee on Government Operations
or
 Conference Committee

Legislative Council Amendment Number _____

Action Taken DO PASS AS AMENDED

Motion Made By Tollefson Seconded By Huether

Representatives	Yes	No	Representatives	Yes	No
Rex R. Byerly	✓				
Ron Carlisle	✓				
Ben Tollefson	✓				
Robert Huether	✓				
Pam Gulleon	✓				
Jim Poolman					

Total (Yes) 5 No 0

Absent 1

Floor Assignment Rep. Carlisle

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

REPORT OF STANDING COMMITTEE

HB 1011: Appropriations Committee (Rep. Dalrymple, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (15 YEAS, 5 NAYS, 0 ABSENT AND NOT VOTING). HB 1011 was placed on the Sixth order on the calendar.

Page 1, line 1, after "patrol" insert "; and to create and enact two new sections to chapter 39-03 of the North Dakota Century Code, relating to the highway patrol operating fund and law enforcement training academy fees"

Page 1, line 8, replace "2,016,729" with "1,996,541"

Page 1, line 9, replace "22,564,316" with "22,187,004"

Page 1, line 10, replace "927,900" with "922,445"

Page 1, line 11, replace "25,508,945" with "25,105,990"

Page 1, line 12, replace "15,604,953" with "15,799,754"

Page 1, line 13, replace "9,903,992" with "9,306,236"

Page 2, after line 7, insert:

"SECTION 5. TRANSFER. The state treasurer shall transfer the sum of \$100,000 from the highway fund to the general fund during the biennium beginning July 1, 1999, and ending June 30, 2001. The purpose of the transfer is to reimburse the general fund for expenses incurred by the highway patrol in collecting revenue for the highway fund.

SECTION 6. OFFICE OF MANAGEMENT AND BUDGET, SUPREME COURT, AND LEGISLATIVE ASSEMBLY - PAYMENTS TO HIGHWAY PATROL. The office of management and budget shall pay \$50,000 to the highway patrol on July 1, 1999, the supreme court shall pay \$30,000 to the highway patrol on July 1, 2000, and the legislative assembly shall pay \$20,000 to the highway patrol on January 1, 2001, for the purpose of providing funding for capitol grounds security services provided by the highway patrol for the biennium beginning July 1, 1999, and ending June 30, 2001. The highway patrol shall deposit these funds in the highway patrol operating fund to be used for paying costs associated with providing security on the capitol grounds.

SECTION 7. Two new sections to chapter 39-03 of the North Dakota Century Code are created and enacted as follows:

Highway patrol operating fund. The highway patrol operating fund is a special fund in the state treasury. Moneys deposited in the fund must be used pursuant to legislative appropriations for highway patrol programs.

Law enforcement training academy - User fees. The highway patrol shall charge a fee of ten dollars per day for each person, excluding highway patrol personnel, attending law enforcement programs at the law enforcement training academy. The highway patrol shall charge a lodging fee of ten dollars per night for each person, excluding highway patrol personnel, staying overnight at the law enforcement training academy. Revenues from these fees must be deposited in the highway patrol operating fund."

Re-number accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

DEPARTMENT 504 - HIGHWAY PATROL

HOUSE - This amendment makes the following changes:

	EXECUTIVE BUDGET	HOUSE CHANGES	HOUSE VERSION
Administration	\$2,016,729	(\$20,188)	\$1,996,541
Field operations	22,564,316	(377,312)	22,187,004
Law enforcement training academy	<u>927,900</u>	<u>(5,455)</u>	<u>922,445</u>
Total all funds	\$25,508,945	(\$402,955)	\$25,105,990
Less special funds	<u>15,604,953</u>	<u>194,801</u>	<u>15,799,754</u>
General fund	\$9,903,992	(\$597,756)	\$9,306,236
FTE	198.00	0.00	198.00

Detail of House changes to the executive budget includes:

	REDUCE COMPENSATION PACKAGE TO 2/2	ADJUST HEALTH INSURANCE COST	DELAY MARKET SALARY ADJUSTMENTS TO 1/1/2001	CHANGE FUNDING FOR CAPITOL SECURITY POSITION	REDUCE MOTOR POOL FUNDING	REMOVE MOBILE DATA TERMINAL MAINTENANCE FUNDING
Administration	(\$21,646)	\$4,847	(\$3,389) ¹			
Field operations	(206,410)	49,896		(5,798) ²	(175,000)	(40,000)
Law enforcement training academy	<u>(7,165)</u>	<u>1,710</u>				
Total all funds	(\$235,221)	\$56,453	(\$3,389)	(\$5,798)	(\$175,000)	(\$40,000)
Less special funds	<u>(11,936)</u>	<u>2,737</u>		<u>100,000</u> ³		
General fund	(\$223,285)	\$53,716	(\$3,389)	(\$105,798)	(\$175,000)	(\$40,000)
FTE	0.00	0.00	0.00	0.00	0.00	0.00
	CHANGES FUNDING FOR LAW ENFORCEMENT TRAINING ACADEMY	TOTAL HOUSE CHANGES				
Administration		(\$20,188)				
Field operations		(377,312)				
Law enforcement training academy		<u>(5,455)</u>				
Total all funds	\$0	(\$402,955)				
Less special funds	<u>104,000</u> ⁴	<u>194,801</u>				
General fund	(\$104,000)	(\$597,756)				
FTE	0.00	0.00				

House changes narrative:

¹ In addition to the two percent annual salary increases, funding is included to provide the superintendent a market equity salary increase of \$155 per month for the final six months of the biennium.

² Reduces operating expenses from \$29,479 to \$23,681 associated with the capitol grounds security position added in the executive budget.

³ A section is added providing that the Office of Management and Budget's facility management division pay \$50,000, the Supreme Court pay \$30,000, and the Legislative Assembly pay \$20,000 to the Highway Patrol during the 1999-2001 biennium to provide funding for capitol grounds security services provided by the Highway Patrol during the 1999-2001 biennium.

⁴ A section is added providing that the Highway Patrol charge non-Highway Patrol personnel attending courses at the Law Enforcement Training Academy a rate of \$10 per day and for the non-Highway Patrol personnel who stay overnight at the academy an additional fee of \$10 per night. For the 1999-2001 biennium, the Highway Patrol estimates collecting \$104,000 from these fees which will be used for the costs associated with operating the academy for the 1999-2001 biennium.

REPORT OF STANDING COMMITTEE (410)
February 16, 1999 8:29 a.m.

Module No: HR-31-3067
Carrier: Carlisle
Insert LC: 98011.0102 Title: .0200

A section is added transferring \$100,000 from the highway fund to the general fund during the 1999-2001 biennium. The \$100,000 is 2.5 percent of the \$4 million of highway fund revenues anticipated to be collected to be collected by the Highway Patrol from trucking permits, overloads, and other fees during the 1999-2001 biennium. This transfer is intended to reimburse the general fund for a portion of the Highway Patrol's costs relating to collecting this revenue for the highway fund.

1999 SENATE APPROPRIATIONS

HB 1011


1999 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. ENGROSSED HB 1011

Senate Appropriations Committee

Conference Committee

Hearing Date February 25, 1999; 4/1/99

Tape Number	Side A	Side B	Meter #
1	X		5880 - end
1		X	0 - 4697
4/1/99	1	2055-2477	
Committee Clerk Signature			

Minutes:

SENATOR NETHING: Opened the hearing on engrossed HB 1011; A BILL FOR AN ACT TO PROVIDE AN APPROPRIATION FOR DEFRAYING THE EXPENSES OF THE HIGHWAY PATROL AND RELATING TO THE HIGHWAY PATROL OPERATING FUND AND LAW ENFORCEMENT TRAINING ACADEMY FEES.

COLONEL JAMES HUGHES: Superintendent of Highway Patrol, testified in support of HB 1011 (testimony attached #1). Hughes also commented on the House amendments to the bill as well as the Law Enforcement Training Academy (attachment #2) (tape 1, side A, 5880-end and side B 1-1375).

COLONEL HUGHES: Presented a video of high risk incidents. (tape 1, side B, 1378-1990)

SENATOR ST. AUBYN: Could you explain the changes the House made to your budget; the Capitol Security position, the Motor Pool funding, maintenance funding for your mobile data terminals and the Law Enforcement Academy? (tape 2354)

COLONEL HUGHES: The Capitol Security position - is a delayed market salary adjustment. That is the adjustment for my position as a result of the study conducted, the pay raise being delayed until the second half of the biennium. We reduced operating expenses for the Capitol grounds security positions, a reduction of \$5,000. The House changed the funding of one of the two positions. The users paid the money for the security. State Law requires us to provide security for you, the Governor, the Capitol Building. However, the House is intending to charge the Office of Management and Budget \$50,000, the Supreme Court \$30,000 and the Legislature Assembly \$20,000 for this security service.

ST. AUBYN: You say you are going to charge these other entities, won't those entities have to reflect the changes in their budget for the same amount increase, and isn't it going to be General Funds anyway?

COLONEL HUGHES: Yes, I believe that's true. I spoke with the Chief Justice and they had not budgeted for this change. The \$175,000 reduction in Motor Pool is a wash. We are charged so much per mile for each patrol car for replacement costs and everything that goes into that car. Our rate has been reduced by the Motor Pool and is reflected in this reduction. The Mobile Data Maintenance funding of \$40,000 was removed by the House and I'm not sure why. I wasn't consulted on this. The reason the \$40,000 was placed in the budget; last session you authorized the expense of the Mobile Data project. It will go online in the next month or so. The first half of the next biennium, all of those problems will be covered by contracts and warranties we have with the company. The second half of the biennium, if there are any software changes or a glitch in the program or if the officer is working a 2:00 a.m. and has a problem with the computer, we budget \$40,000 for those unforeseen maintenance problems as with any new program. The last change was taking out \$104,000 from the Academy operation and replacing it with revenue fees. The \$104,000 was a projection that was requested by the House reflecting what we would generate by charging \$10 and \$20 a day at the Academy. The \$104,000 is per year, not biennium. One problem, is that I'm not in the collection business. To start billing each agency by officer, is something we have never done before. I would just as soon not get into that if you could help us out with that. (tape 2995)

SENATOR ANDRIST: I suppose it's common practice that the Highway Patrol have an office in the County Court House. Do the Counties pay rent for the office space? (tape 3045)

COLONEL HUGHES: No, we have thirty-two Officers currently stationed in a one man post. The Officer historically has had a place provided by the County Commissioners and the County Sheriffs' Department for cohesion in communications. We do have office space provided at no charge. We generally don't charge each other for anything.

SENATOR NAADEN: When you did the inspection of the Canadian trucks, were a lot of those overweight? (tape 3205)

COLONEL HUGHES: No, we had a lot of trucks we checked. We checked for load, what kind of grain or product was being hauled. We didn't have any overweight coming into those scales. Generally that is the case because the overweight truckers are by-passing the scales or going some other route. I can provide this information.

SENATOR NAADEN: Do you find that there are a lot of Canadian trucks coming in overweight and are they going directly to an elevator just across the border?

COLONEL HUGHES: Yes, some are overweight. The majority of the loads we checked during the border blockade were not destined for North Dakota. We have all of those statistics. All loads contained grains other than wheat. I have proposed changes to move to mobile inspection teams and mobile weight enforcement teams instead of using the money to build the buildings. This way we can be more proactive in responding to anyplace, changing our position. Where the fixed sights are, most of those people aren't going to drive in there overloaded.

SENATOR NAA DEN: Do you have the have authority to go into elevators and check weight?
(tape 3560)

COLONEL HUGHES: No, we don't. Minnesota does have that authority to go retroactive and check elevator weights. They do this by what was paid for the load, which verifies the weight. They can retroactively go back and enforce those regulations.

SENATOR WATNE: Testified noting her concern about the amendments (tape 1, side B, 3992-4234). Captain Jeff Ballentine of Minot sent her a letter which stated that he feels the bill limits the number of hours officers will be able to receive training. Training is a priority to keep up with the technological advances in the Law Enforcement field. We could not send our Officers to attend the training due to the budget constraints. Also, the Academy has an eleven week basic training for Law Enforcement Officers coming into the profession. At \$20 a day, we and most agencies could not afford to send an Officer. I look at this as a mandate and it's going to impact the Minot Police Department severely. I hope you remove that amendment out of fairness. (tape 3992-4040)

CONNIE SPRYNCZYNATYK: League of Cities, testified in opposition of the amendment (tape 1, side B, meter 4307-4631). A letter was presented from Bruce Kemmet, the Devils Lake Chief of Police (letter attached #3). Connie gave personal testimony of experiences with Highway Patrol.

SENATOR NAA DEN: Closed the hearing on engrossed HB 1011. (tape 4700)

4/1/99 tape 1, A, 1055-2477

SENATOR NETHING: Reopened the hearing on engrossed HB 1011.

ALLEN KNUDSON: (LC) Presented and explained the proposed amendment 98011.0201.

SENATOR KRINGSTAD: Moved do pass the proposed amendment.

SENATOR TALLACKSON; Seconded the motion.

ROLL CALL: Unanimous voice vote to do pass the amendment.

SENATOR KRINGSTAD: Moved do pass engrossed HB 1011, as amended.

SENATOR NAA DEN: Seconded the motion.

ROLL CALL: 14 yeas; 0 nays; and 0 absent.

MOTION CARRIED TO DO PASS ENGROSSED HB 1011, AS AMENDED.

CARRIER: SENATOR KRINGSTAD

SENATOR NETHING: Closed the hearing on engrossed HB 1011.

Date: 4-1-99
Roll Call Vote #: 1

1999 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. Engrossed HB 1011

Senate APPROPRIATIONS Committee

Subcommittee on _____
or
 Conference Committee

Legislative Council Amendment Number 98011-0201

Action Taken NO PASS

Motion Made By Senator Kringstad Seconded By Senator Tallackson

Senators	Yes	No	Senators	Yes	No
Senator Nething, Chairman					
Senator Naaden, Vice Chairman					
Senator Solberg					
Senator Lindaas					
Senator Tallackson					
Senator Tomac					
Senator Robinson					
Senator Krauter					
Senator St. Aubyn					
Senator Grindberg					
Senator Holmberg					
Senator Kringstad					
Senator Bowman					
Senator Andrist					

Total (Yes) VOICE VOTE UNANIMOUS No _____

Absent _____

Floor Assignment Senator _____

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

Date: 4-1-99
Roll Call Vote #: 1

1999 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. Engrossed HB1011

Senate APPROPRIATIONS Committee

Subcommittee on _____
or
 Conference Committee

Legislative Council Amendment Number 98011.0201

Action Taken DO PASS AS AMENDED

Motion Made By Senator KRINGSTAD Seconded By Senator NAADEN

Senators	Yes	No	Senators	Yes	No
Senator Nething, Chairman	✓				
Senator Naaden, Vice Chairman	✓				
Senator Solberg	✓				
Senator Lindaas	✓				
Senator Tallackson	✓				
Senator Tomac	✓				
Senator Robinson	✓				
Senator Krauter	✓				
Senator St. Aubyn	✓				
Senator Grindberg	✓				
Senator Holmberg	✓				
Senator Kringstad	✓				
Senator Bowman	✓				
Senator Andrist	✓				

Total (Yes) 14 No 0

Absent 0

Floor Assignment Senator KRINGSTAD

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

REPORT OF STANDING COMMITTEE

HB 1011, as engrossed: Appropriations Committee (Sen. Nething, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (14 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). Engrossed HB 1011 was placed on the Sixth order on the calendar.

Page 1, line 2, replace "two" with "a" and replace "sections" with "section"

Page 1, line 3, remove "and law enforcement training academy fees"

Page 1, line 11, replace "22,187,004" with "22,083,004"

Page 1, line 13, replace "25,105,990" with "25,001,990"

Page 1, line 14, replace "15,799,754" with "15,695,754"

Page 2, line 23, replace "Two" with "A", replace "sections" with "section", and replace "are" with "is"

Page 2, remove lines 28 through 31

Page 3, remove lines 1 and 2

Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

DEPARTMENT 504 - HIGHWAY PATROL

SENATE - This amendment makes the following changes:

	EXECUTIVE BUDGET	HOUSE VERSION	SENATE CHANGES	SENATE VERSION
Administration	\$2,016,729	\$1,996,541		\$1,996,541
Field operations	22,564,316	22,187,004	(\$104,000)	22,083,004
Law enforcement training academy	<u>927,900</u>	<u>922,445</u>		922,445
Total all funds	\$25,508,945	\$25,105,990	(\$104,000)	\$25,001,990
Less special funds	<u>15,604,953</u>	<u>15,799,754</u>	<u>(104,000)</u>	<u>15,695,754</u>
General fund	\$9,903,992	\$9,306,236	\$0	\$9,306,236
FTE	198.00	198.00	0.00	198.00

Detail of Senate changes to the House version includes:

	RESTORE MOBILE DATA TERMINAL MAINTENANCE FUNDING	RESTORE FUNDING CHANGE FOR LAW ENFORCEMENT TRAINING ACADEMY	REDUCE FUNDING IN UNDESIGNATED AREAS	TOTAL SENATE CHANGES
Administration				
Field operations	\$40,000 ¹		(\$144,000) ³	(\$104,000)
Law enforcement training academy				
Total all funds	\$40,000	\$0	(\$144,000)	(\$104,000)
Less special funds		<u>(104,000) ²</u>		<u>(104,000)</u>
General fund	\$40,000	\$104,000	(\$144,000)	\$0
FTE	0.00	0.00	0.00	0.00

Senate changes narrative:

- 1 Restores funding removed by the House for maintenance of the mobile data terminals.
- 2 Removes provisions added by the House which would have required the Highway Patrol to charge fees to non-Highway Patrol personnel attending courses at the Law Enforcement Training Academy. The increased special fund revenue which would have been generated from this fee is being replaced with general fund moneys.
- 3 Reduces funding in the field operations program. The Highway Patrol may determine the specific areas of the budget to reduce.

1999 HOUSE APPROPRIATIONS

CONFERENCE COMMITTEE

HB 1011

1999 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 1011

House Appropriations Committee

Conference Committee

Hearing Date April 8, 1999

Tape Number	Side A	Side B	Meter #
1		x	18.5-33.6
Committee Clerk Signature <i>Roxanne Hone</i>			

Minutes:

Chairman Keiser opened the Conference Committee on House Bill 1011.

1B: 19.3 Senator Kringstad discussed changes/differences to House Bill 1011: we restored the maintenance funding for the Data Terminals, we restored the funding change for the academy by removing the \$10 dollar per day and \$10 dollar per night. We really didn't reduce anything.

1B: 20.9 Senator Nething said basically we didn't do anything to the line items. They said they could find those dollars in both instances. Not sure how you folks felt about transferring those trust funds into the general fund.

1B: 22.3 Rep. Dalrymple said as I understand it that was just a result of trying to determine a kind of proportionate fair share for the general fund if you are funding nearly half of this budget with general fund dollars. It is the associated cost that goes with it. **Senator Nething** said his thought was just to keep that open. **Legislative Council** said there is no requirement to do it either way.

1B: 23.7 Senator Nething asked about the \$50,000 in Section 6 regarding OMB and facilities management. How big is facilities management budget? **OMB** replied \$8.2 million. **Senator Nething** said that some of us were under the impression that those duties were already assigned to the Highway Patrol. Since they were already assigned is right to go back and have them paid for. It is statutory that they have to already take care of the capitol.

1B: 25.7 Rep. Dalrymple said I think the intent was to try and keep the books straight for who is really responsible for that cost, just the accounting. **Senator Nething** said that maybe we should keep that open too.

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House Appropriations Committee

Bill/Resolution Number 1011

Hearing Date April 8, 1999

1B: 27.4 OMB said they have always had security and the funding has always been in the Highway Patrol. I think when it came in question upstairs is because we put an additional security officer on because the demands are growing that they need to have a full time person in the Supreme Court.

1B: 28.0 Rep. Dalrymple said I think that ultimately those that are for this are trying to protect the Highway Fund. I think that based on my conversations with other members we would be prepared to ACCEDE to the Senate amendments but I do think we should not close this Conference Committee on the bill yet. I see a strong possibility that the goal we have set for the ending fund balance in the House is not going to be achieved unless we relieve the general fund appropriation in this bill somewhat. I think in the House we have our contingent that would like to see as much as the Highway Patrol funded from the general fund as possible.

The meeting adjourned.

1999 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 1011

House Appropriations Committee

Conference Committee

Hearing Date April 12, 1999

Tape Number	Side A	Side B	Meter #
1	x		23.3-35.6
Committee Clerk Signature <i>Roxanne Kohl</i>			

Minutes:

Chairman Keiser opened the Conference Committee on House Bill 1011.

1A: 23.3 Rep. Dalrymple said I am prepared to Accede to the Senate amendments but I am wondering if we should further amend in a couple of places. First of all, this section 5, does anybody else think that section 5 is really kind of meaningless. We are picking a random number kind of out of the air here in terms of the general fund commitment to the Highway Patrol. And yet we have a section to pay back to the general fund certain expenses. It seems to me that it is sort of an extra step that doesn't mean a lot. Why can't we presume that those dollars that are to the general fund have adjusted the general fund transfer by that amount. **OMB** said that section was put in there due to Rep. Carlson's bill earlier in the session. **Rep. Dalrymple** said the other one is section 6. These are technical corrections. You raised the question whether we need to be paying the Highway Patrol for security. I think that we put that in there just as a fairness accounting issue. I don't think we ever realized that the statute requires the Highway Patrol to provide those services.

1A: 27.6 Senator Kringstad said they had provided security for years. What they did do was add a second person. That was the reasoning for it.

1A: 28.8 Senator Nething said he had no objection in taking the sections out.

1A: 31.6 Rep. Dalrymple moved that the House ACCEDE to the Senate amendment and we further amend by deleting section 5, 6, and 7. **Rep. Huether** seconded the motion. On a Roll Call Vote the motion carried, 6 voting YES.

The meeting adjourned.

Date: 4.12.99
Roll Call Vote #: 1

1999 CONFERENCE COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1011

House Appropriations

Subcommittee on _____
or

Conference Committee

Legislative Council Amendment Number _____

Action Taken ACEDE - amend

Motion Made By Dalrymple Seconded By Nothing

Representatives	Yes	No	Senators	Yes	No
Keiser	X		Nothing	X	
Dalrymple	X		Kringstad	X	
Huether	X		Tallackson	X	

Reps. (Yes) 3 No _____

Sen. (Yes) 3 (No) _____

Floor Assignment _____

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

1999 TESTIMONY

HB 1011

LEGISLATIVE COUNCIL
ANALYSIS OF LEGISLATIVE CHANGES
AS OF FEBRUARY 18, 1999

FEBRUARY 19, 1999

BILL #/DEPARTMENT	LINE	EXECUTIVE BUDGET	HOUSE VERSION	HOUSE DIFF TO EXEC BUDGET	SENATE VERSION	SENATE DIFF TO EXEC BUDGET	DIFF BETWEEN HOUSE & SENATE
HB1011 HIGHWAY PATROL	ADMINISTRATION	2,016,729	1,996,541	20,188-	0	0+	0+
	FIELD OPERATIONS	22,564,316	22,187,004	377,312-	0	0+	0+
	LAW ENFORCEMENT T	927,900	922,445	5,455-	0	0+	0+
	TOTAL	25,508,945	25,105,990	402,955-	0	0+	0+
504	SPECIAL FUNDS	15,604,953	15,799,754	194,801+	0	0+	0+
	GENERAL FUND	9,903,992	9,306,236	597,756-	0	0+	0+
	BILL TOTAL	TOTAL	25,508,945	25,105,990	402,955-	0	0+
HB1011	SPECIAL FUNDS	15,604,953	15,799,754	194,801+	0	0+	0+
	GENERAL FUND	9,903,992	9,306,236	597,756-	0	0+	0+

STATEMENT OF PURPOSE OF AMENDMENT:

DEPARTMENT 504 - HIGHWAY PATROL

HOUSE - This amendment makes the following changes:

	EXECUTIVE BUDGET	HOUSE CHANGES	HOUSE VERSION
Administration	\$2,016,729	(\$20,188)	\$1,996,541
Field operations	22,564,316	(377,312)	22,187,004
Law enforcement training academy	927,900	(5,455)	922,445
Total all funds	\$25,508,945	(\$402,955)	\$25,105,990
Less special funds	15,604,953	194,801	15,799,754
General fund	\$9,903,992	(\$597,756)	\$9,306,236
FTE	198.00	0.00	198.00

Detail of House changes to the executive budget includes:

	REDUCE COMPENSATION PACKAGE TO 2/2	ADJUST HEALTH INSURANCE COST	DELAY MARKET SALARY ADJUSTMENTS TO 1/1/2001	CHANGE FUNDING FOR CAPITOL SECURITY POSITION	REDUCE MOTOR POOL FUNDING	REMOVE MOBILE DATA TERMINAL MAINTENANCE FUNDING
Administration	(\$21,646)	\$4,847	(\$3,389) ¹			
Field operations	(206,410)	49,896		(5,798) ²	(175,000)	(40,000)
Law enforcement training academy	(7,165)	1,710				
Total all funds	(\$235,221)	\$56,453	(\$3,389)	(\$5,798)	(\$175,000)	(\$40,000)
Less special funds	(11,936)	2,737		100,000 ³		
General fund	(\$223,285)	\$53,716	(\$3,389)	(\$105,798)	(\$175,000)	(\$40,000)
FTE	0.00	0.00	0.00	0.00	0.00	0.00

	CHANGES FUNDING FOR LAW ENFORCEMENT TRAINING ACADEMY	TOTAL HOUSE CHANGES
Administration		(\$20,188)
Field operations		(377,312)
Law enforcement training academy		(5,455)
Total all funds	\$0	(\$402,955)
Less special funds	104,000 ⁴	194,801
General fund	(\$104,000)	(\$597,756)
FTE	0.00	0.00

House changes narrative:

- ¹ In addition to the two percent annual salary increases, funding is included to provide the superintendent a market equity salary increase of \$155 per month for the final six months of the biennium.
- ² Reduces operating expenses from \$29,479 to \$23,681 associated with the capitol grounds security position added in the executive budget.
- ³ A section is added providing that the Office of Management and Budget's facility management division pay \$50,000, the Supreme Court pay \$30,000, and the Legislative Assembly pay \$20,000 to the Highway Patrol during the 1999-2001 biennium to provide funding for capitol grounds security services provided by the Highway Patrol during the 1999-2001 biennium.
- ⁴ A section is added providing that the Highway Patrol charge non-Highway Patrol personnel attending courses at the Law Enforcement Training Academy a rate of \$10 per day and for the non-Highway Patrol personnel who stay overnight at the academy an additional fee of \$10 per night. For the 1999-2001 biennium, the Highway Patrol estimates collecting \$104,000 from these fees which will be used for the costs associated with operating the academy for the 1999-2001 biennium.

A section is added transferring \$100,000 from the highway fund to the general fund during the 1999-2001 biennium. The \$100,000 is 2.5 percent of the \$4 million of highway fund revenues anticipated to be collected to be collected by the Highway Patrol from trucking permits, overloads, and other fees during the 1999-2001 biennium. This transfer is intended to reimburse the general fund for a portion of the Highway Patrol's costs relating to collecting this revenue for the highway fund.

Department 504 - Highway Patrol
House Bill No. 1011

	FTE Positions	General Fund	Other Funds	Total
1999-2001 Executive Budget	198 00	\$9,903,992	\$15,604,953	\$25,508,945
1997-99 Legislative Appropriations	200 00	125,000	23,649,294	23,774,294
Increase (Decrease)	(2 00)	\$9,778,992	(\$8,044,341)	\$1,734,651

* In addition, this amount has been increased \$390,000 of federal funds as a result of Emergency Commission action during the 1997-99 biennium.

Major Items Affecting Highway Patrol 1999-2001 Budget

	General Fund	Other Funds	Total
1. Adds funding for 1 FTE security officer, including \$29,479 of related operating expenses funding (The House reduced the operating expenses related to this position by \$5,798 and provided that the Office of Management and Budget, the Supreme Court, and the Legislative Assembly pay a total of \$100,000 to the Highway Patrol for these costs.)		\$105,798	\$105,798
2. Removes funding for 3 FTE officers, including \$59,739 of related operating expenses funding		(333,591)	(333,591)
3. Adds funding for a salary equity adjustment for the superintendent (The House reduced this amount by \$3,389, to \$1,138.)		4,527	4,527
4. Increases funding for motor pool costs (The House reduced this increase by \$175,000.)		228,000	228,000
5. Removes funding provided during the 1997-99 biennium for developing the public safety communications plan	(\$125,000)	(125,000)	(250,000)
6. Removes funding provided during the 1997-99 biennium for installing mobile data terminals in patrol vehicles at 10 sites in the state		(585,000)	(585,000)
7. Changes the funding source for a portion of the Highway Patrol budget from the highway fund to the general fund	9,903,992	(9,903,992)	
8. Adds federal funding to purchase a vehicle for the motor carrier safety assistance program		300,000	300,000
9. Adds funding for maintenance costs relating to the mobile data terminals (The House removed this funding.)		40,000	40,000
10. Increases federal funding for grants		172,000	172,000

NOTE: All House changes affected the general fund support for the agency.

Major Legislation Affecting the Highway Patrol

No major legislation has been introduced affecting this agency.

**Comments by Colonel Jim Hughes on
House Amendment to HB 1011**

- ◆ The North Dakota Highway Patrol by state statute has for nearly 30 years operated, maintained, and administered the Law Enforcement Training Academy.
- ◆ The Academy trains all law enforcement—state, city, county, and federal officers—in basic training (11 weeks) and advanced law enforcement courses.
- ◆ Selection and training of North Dakota law enforcement officers is at the heart of what's good for the citizens living in the safest state in the union and must continue.
- ◆ The fabric that holds this critical issue together is the cooperation that exists between the Highway Patrol and the Bureau of Criminal Investigations at the state level, and the county sheriffs and police departments at the local level.
- ◆ There is nothing wrong with the way this has worked for 30 years; however, the issue of charging fees for training has the potential to do long-term harm in this relationship and erode the fabric of cooperation.
- ◆ Law enforcement in North Dakota exists because we share—we share the work, office space, instructors, equipment, and expertise.
- ◆ The state's Peace Officers Standards and Training Board requires basic training, firearms certification, CPR certification, radar certification, self-defense certification, and 48 hours of training every three years in order to be state certified to carry a North Dakota peace officer's license. This is good for North Dakota and the citizens we serve.
- ◆ To charge fees is similar to the unfunded mandates to local law enforcement from the federal government that we all oppose.
- ◆ \$100,000 is a lot of money to the state of North Dakota. In respect to these small law enforcement agencies with one to five to ten officers, \$500 or \$1,000 is a lot of money too—money they do not have and have not budgeted for.
- ◆ They contribute in other ways rather than in hard cash. An example would be the 84 hours of instruction provided without cost by the Bismarck Police Department or the 34 hours of instruction provided by the Cass County Sheriff's Department last year.

- ◆ Now it's true that not all departments provide the Law Enforcement Training Academy with instructors. Smaller agencies don't have the instructors nor the resources to assist. So those that have lots provide to and for those who have little. But that's a North Dakota tradition in all critical situations.
- ◆ This is one issue I believe that goes far beyond dollars and cents. I have given this issue careful consideration and believe the potential losses far outweigh the gains.
- ◆ Law enforcement like the military is built on long standing traditions – traditions that get us over and through tough problems. Even when we combine all our resources we are out numbered. We can't afford to be divided from within.
- ◆ The system we have now works very well and to quote an old Missouri politician "We never kick a pull'n mule."

This training mule is pulling hard and straight. I hope we can find another way to address this important budget issue.

Thank you Mr. Chairman and members of the Senate Appropriations Committee. All of you, and especially you, Chairman Nething, have been especially thoughtful and gracious to the North Dakota Highway Patrol and the Law Enforcement Training Academy. Without your help we never would have the fine Academy we have or the training we enjoy here in North Dakota.

I don't want to leave this problem with you alone without offering any help I can give as you deliberate this critical law enforcement issue.

House Bill 1011 -- Highway Patrol Appropriations
Submitted By
Colonel James M. Hughes, Superintendent

Good afternoon, Mr. Chairman and members of the House Government Operations Appropriations Committee. To begin with, I would like to extend my appreciation as well as the appreciation and thank you from all the current and retired members of the Highway Patrol for the support you have shown this organization. I also want to thank Captain Dave Kleppe (Support Services Commander), Mark Learn (our accountant), and Karen Borr from OMB for their hard work and support these past two years.

Much has happened since I last stood before you two years ago. Highway Patrol officers assisted flood victims, we experienced blizzards, road closures, retirements, new recruits, fatal accidents, a new speed limit, increased truck traffic, rock concerts, and Canadian border blockades – all impacting people, traffic, and how we do our job.

In addition, the rapid changes in technology to include mobile data computers, laser radar, accident investigation equipment and cellular phones, to name a few, are signs of changing times; and with these changes, the people demanding quicker, more efficient, professional service. That's us – the NDHP.

Staying focused and keeping our eye on the ball means all members of the NDHP team pull in the same direction. So, as in the past, we continue to yearly update the following focus card (overhead/motto, commitment, values, mission, theme).

To continue, I would like to highlight a few areas of the Highway Patrol's responsibilities.

- Traffic Accident Prevention - one of the responsibilities of the field division.

Our goal is to reduce the number of traffic accidents by patrolling the highways, enforcing the traffic laws, providing public awareness and education, and working closely with other agencies and local safety organizations by providing assistance to them whenever possible. This also means training and equipping officers to investigate traffic crashes, provide medical assistance to the injured, and analyzing accident information and applying it toward our overall goal.

During 1998, North Dakota recorded 92 fatalities in 79 fatal crashes. This is a decrease of 13 fatalities from the 105 (89 fatal crashes) recorded in 1997. Alcohol was a factor in 33 of the crashes, and 83 percent of the fatal crash victims were not buckled up.

- Motor Carrier Division

The motor carrier industry in the United States is expected to double in the next ten years. With the North American Free Trade Agreement, the opening of the borders

has already caused an increase in motor carrier traffic through the state. In addition, the permit section has shown significant increases each year. All this, coupled with the increased emphasis of the federal government through the Motor Carrier Safety Assistance Program (MCSAP) indicates the growing importance of our department to develop a motor carrier division within the Highway Patrol. This division has been created and includes the fixed scale locations, the permit section, and the Motor Carrier Safety Assistance Program. We feel this will provide a more efficient and effective structure and ultimately better service to the public and the motor carrier industry.

- Fixed and Mobile Weight Enforcement

The Highway Patrol operates nine truck weigh/inspection stations throughout North Dakota. These weigh/inspection stations, along with our troopers, collected highway user fees that exceeded \$4 million during 1996-1997.

We have reduced the number of fixed site locations to nine from ten and plan to be down to eight at the end of the year. Cooperation with Manitoba and Minnesota, which allow each jurisdiction to take only inbound traffic, have improved our efficiency. We are currently working with Montana on a similar arrangement. We believe with the remaining fixed locations and the development of mobile inspection teams, we can best meet the requirements of providing safety and protecting the highways for the people of North Dakota.

In federal fiscal year 1998, the department collected \$470,435 in overweight penalties of which troopers utilizing portable scales collected 78 percent; this is especially significant when you consider the troopers weighed only 38 percent of all the vehicles weighed. These figures indicate the importance of an effective mobile program. We plan to expand this during the next year with new mobile inspection teams that will weigh and inspect commercial motor vehicles. The protection of our highways to reduce damages caused by overloaded vehicles is a priority.

- Permit Section

The permit section works with trucking companies and owner/operators on a continuous basis to assist in determining correct axle and vehicle configurations needed to haul desired loads.

The Highway Patrol oversize/overweight permit fee revenues transferred directly to DOT:

HB 1011 – Highway Patrol Appropriations
Submitted by Colonel James M. Hughes
Page 3

Calendar Year 1997	\$1,653,857
Calendar Year 1996	\$1,176,651
Calendar Year 1995	\$1,097,520
Calendar Year 1994	\$1,011,139

The 1997 record exceeded the previous high of \$1,294,971 collected in 1981 during the oil boom years.

The NDHP Motor Carrier Division permit section also issued a record number of single trip permits for the fourth year in a row.

Calendar Year 1997	14,578
Calendar Year 1996	12,515
Calendar Year 1995	10,772
Calendar Year 1994	10,347

The majority of these 14,578 permits were faxed throughout the United States and Canada. Several thousand self-issuing permits are also sold each year. The permit section has computerized permits, a FAX machine, and accepts credit cards. We have added computerization to the Fargo and Minot weigh/inspection stations and plan to have all weigh/inspection stations and district offices completed by the end of the year. Currently, 70 percent of all permits are computer generated; with the addition of the remaining sites, we estimate 95 percent will be computer generated. In addition, we will add credit card capabilities to all weigh/inspection stations by July 1999. This technology will eliminate most manual permits and reduce the time and cost of permitting loads. It will also improve our efficiency and benefit our North Dakota contractors and other carriers who need this service.

- Motor Carrier Safety Assistance Program

The NDHP projected 16,000 motor carrier inspections for federal fiscal year 1997; we completed 17,685.

The commercial vehicle accident fatality rate has been reduced by over 50 percent since our involvement in the MCSAP program. In federal fiscal year 1997, we had 8 fatalities and in fiscal 1996 we had 16; while the total numbers may be small, the reduction is very significant.

- Law Enforcement Training

Section 39-03-13.1 NDCC states that the superintendent of the Highway Patrol is responsible for the operation, maintenance, and administration of the law enforcement training center.

The Training Center was constructed in 1970. A new addition was dedicated on July 11, 1997, as approved by the Fifty-fourth Legislative Assembly. This new addition has provided additional classrooms, dormitory rooms, an office, and a multi-purpose room for conducting various practical training exercises.

The addition has allowed us to expand our basic and advanced training programs for all law enforcement in North Dakota. For example: total officer hours of training through December 31, 1998, was 91,718, an increase of 20.4 percent over the first 18 months of the previous biennium.

The addition of the multi-purpose room has not only benefited law enforcement but the children in the state of North Dakota. As part of the NDHP's community policing efforts, the multi-purpose room was made available to children after normal classroom hours and on weekends. The multi-purpose room was utilized a total of 85 times for youth activities such as basketball and hockey. When you combine the youth activities with that of Bismarck State College and the University of Mary, the facility was used more than 135 times in the last 18 months for community activities.

- Accreditation

The NDHP will be up for reaccreditation in 2000. During the next 12-18 months, we will be conducting a self-assessment to ensure that we continue to meet the professional standards as outlined by the Commission on Accreditation for Law Enforcement Agencies. After the self-assessment, there will be an on-site evaluation conducted by a team of assessors to verify that we meet the requirements. At the present time, there are 12 state police and highway patrol agencies that are accredited.

- Community Policing and Technology

The North Dakota Highway Patrol is strongly committed to the community policing concept with the belief that together we can accomplish more. Forming a partnership between citizens and the NDHP is key to solving mutual concerns. The attitude of the partners must be centered on what we can do with what we have rather than

what we can't do because of what we don't have. We enter this partnership with the idea that when people get together with a common purpose, nothing is impossible to do.

In an effort to foster this relationship with the citizens of North Dakota, the NDHP recently held town hall meetings in communities across the state. This provided an excellent opportunity for citizens and the law enforcement community to express concerns, especially on traffic safety issues, and begin the partnership of working together to solve these mutual concerns.

Traffic safety, especially traffic crashes, was a major topic of discussion at these town hall meetings. The NDHP, on a continuing basis, evaluates data on traffic crashes to include fatal crashes. This data provides important and extremely useful information on contributing circumstances in the occurrence of these crashes. This information is then utilized in traffic safety presentations given by officers to citizens throughout the state – prevention of future crashes being the ultimate goal.

Commitment is extremely important to the overall success of community policing and building partnerships. The NDHP is committed and will remain committed to this concept.

- Personnel/Employment

The employees of the NDHP strive to provide the citizens of North Dakota with the most professional service possible. A Highway Patrol trooper is expected to make instant decisions every day dealing with a wide array of situations. Educating and training our employees to do the best job possible is a priority. Currently, 61 percent of our sworn officers have bachelor's degrees. To this end, we will continue to recruit and select the most qualified applicants.

The minimum educational requirement for entry into the North Dakota Highway Patrol is one of the most stringent in the nation compared to other state police/patrol agencies. We were in the top 4 percent in a recent survey of 45 state police/patrol agencies.

We had approximately 200 applicants apply for positions with the Highway Patrol, most with college degrees and many from all across the United States. Currently, we have 12 recruits attending the Highway Patrol Academy – 10 males and 2 females.

- STOP Violence Against Women

As chair of the Governor's Stop Violence Against Women Committee, I am reporting that the state of North Dakota has been awarded over \$2,249,384 in federal funds for local and state projects since 1995 when the funds first became available. None of the dollars were used by the Highway Patrol. The funds under the STOP program were awarded to law enforcement agencies, prosecutors, and victim services. Over \$933,276 were awarded in fiscal year 1998 for programs such as: Ft. Berthold Coalition Against Domestic Violence, \$8,000 for special prosecutor, video camera, and tape recorders; ND Council on Abused Women's Services, \$10,556 for full faith and credit conference and stalking conference; ND State's Attorneys' Association, \$13,760 for writing statewide protocols; Pembina County Sheriff's Department, \$5,600 for tape recorders, cameras, and a computer; Northern Plains Tribal Judicial Training Institute, \$17,715 for implementing full faith and credit provision; Ashley Police Department, \$1,356 for a computer; Domestic Violence Program of Walsh County, \$24,475 for victim witness and domestic violence advocates; Oakes Police Department, \$1,125 for camera equipment; Watford City Police Department, \$707 for camera equipment; and the Grant County Sheriff's Department, \$1,125 for camera equipment.

Budget Comments

Performance based budgeting is working well and is extremely important to the NDHP. The performance measures continue to impact our planning efforts. They also provide a good process of quantifying program results, efficiencies, and effectiveness.

Performance budgeting has helped the department to increase employee responsibility and accountability. It has improved our abilities to become more proactive in a time where many law enforcement agencies across the country are only able to maintain a reactive approach.

An example of a performance measure applied to the NDHP is contained on the following slides (Road Patrol Hours per FTE per Month, Biennial Comparison of Road Patrol Hours per Month).

Significant projects:

After an in-depth bid process, the Mobile Data Communications System project was awarded. Much of the infrastructure for the project is in place. Beginning next month, installation of computer equipment in 65 patrol vehicles will begin. The technology will

assist troopers in handling activities such as traffic stops, drivers license and vehicle registration inquiries, wants and warrants, and daily activity reporting. The ten tower sites and 65 vehicle computers are expected to be in full operation by April.

The Public Safety Communications Plan will also be completed later this spring. With the assistance of a technology contractor, needs assessment surveys were compiled last year. A task force made up of various interest groups representing all levels of public safety including EMS, fire and law enforcement, as well as vendors and other technology experts, are working on the project. Another task force meeting was held in Bismarck this morning. Once completed, the plan is expected to provide a "road map" for guiding future investment in public safety communications for several years into the next century.

Service to the Public

I believe providing service to those in need is by far the most rewarding part of this job. I also believe that all the equipment, personnel, and money in the world does not make for or guarantee a good organization. It is well selected, trained, motivated, caring, and understanding people that guarantee success. And who better to make that judgment than those paying for and receiving the service — the citizens of North Dakota.

High Risk Incidents

This video portrays only a few of the many high risk incidents highway patrol officers are faced with on a regular basis.

- You will see parked highway patrol vehicles that were struck by another vehicle while officers were investigating a previous traffic crash. One of these crashes occurred on I-29 near Fargo and resulted in serious injury to the officer. One patrol car also received damage as a result of attempting to apprehend a fleeing suspect armed with a handgun.
- Also shown in this video are quotes from officer reports of threats of physical harm directed towards officers.
- An impaired driver traveling the wrong way on US Highway 2 near Minot recklessly crosses the median nearly striking a patrol car.
- An officer on patrol near Devils Lake attempts to stop a vehicle traveling at over 100 mph; the driver shoots himself with a shotgun, dying instantly.

- While attempting to arrest an impaired driver, an officer is confronted with a verbally abusive and combative suspect resulting in the need for physical force in affecting the arrest.
- Officers on I-94 near Mandan investigate a fatal traffic crash involving 28 vehicles, enduring hours of blizzard conditions and life threatening wind chills.
- One person is shot and killed after threatening an officer with a machete and damaging several patrol cars.
- The final incident portrays the assistance provided by highway patrol officers during the standoff with an armed suspect ending in the tragic shooting death of a Watford City police officer.

Assisting Other Law Enforcement Agencies and Officers

North Dakota Highway Patrol officers work seven days a week, 24 hours a day, 365 days a year. Not only do we provide assistance to motorists, we also assist other law enforcement agencies whenever possible. For example:

	<u>1997-1998</u>
Total contacts	350,746
Assists to motorists	9,914
Assists to other law enforcement agencies	3,982
Warnings	60,114
Accidents Investigated	6,795

We don't just assist each other because it is required by any law or legislation – we go beyond what is required by law and duty – we do it because it is the right thing to do. We don't limit our assistance to only North Dakota agencies but assist our bordering agencies that are experiencing problems beyond their control such as East Grand Forks and other Minnesota cities during the "Flood of '97," which I'm sure none of us will ever forget.

As a result of the devastating floods in the Red River Valley, the NDHP established the Cops Helping Cops Fund as a means of providing assistance to law enforcement officers and their families who suffered losses. The Cops Helping Cops project was a nationwide fund raising effort involving such organizations as the International Association of Chiefs of Police, National Sheriffs Association, National Troopers Association, and the North Dakota Peace Officers Association.

Because of the generosity of the law enforcement community nationwide, over \$60,000 in donations were received. The funds were made available as grants to officers in the Red River Valley, both in North Dakota and Minnesota, who were directly affected by the flood disaster for clean up and rebuilding after the flood.

Budget Provisions Summary

The NDHP budget request provides for:

- Five field districts
- LETA – Law Enforcement Training Academy
- Nine weigh/inspection facilities
- 198 FTEs
 - 130 officers
 - 41 weigh/inspection employees
 - 27 civilian support staff

Anticipated results:

- 301,850 hours of road patrol
- 7.1 million miles of road patrol
- 1,856,000 vehicles examined for weight/size enforcement
- 7,285 accident investigations
- 17,570 highway assists to motorists
- 39,000 motor carrier vehicle inspections
- Approximately \$4 million in highway user fee collections for the state of North Dakota
- 138,000 officer hours of training at the LETA
- 23,425 hours of community policing
- The NDHP continues to experience an increased demand for services
- Mobile data system to decrease administrative time and increase road patrol time

Notes:

- Increased truck traffic resulting from new manufacturing
- Supreme Court and Capitol security
- Investigations on state lands and penal institutions
- Assistance to smaller rural law enforcement agencies
- Overall department awareness in department expenditures
- National reaccreditation resulting in overall efficiency

Conclusion

Since I was 16 years old, all I ever wanted to be was a North Dakota state trooper. My dream came true 26 years ago. In my wildest dreams I never thought I would be the Superintendent, but this is the greatest state in the union and I know now anything can be accomplished.

I believe – I know its an honor to be here representing our troopers and our Highway Patrol employees to you. They don't get the opportunity to attend this hearing. They just work hard each day and night performing a most difficult, dangerous job in what sometimes are unbearable conditions. I'm so proud of them.

We have 132 troopers top to bottom in our department. Other states have 600, some 5,000. But I will match any one of mine up against any ten of theirs. Pound for pound, person for person, I will challenge any other department to find a more qualified, professional, well-trained, friendly, courteous, or harder worker than any one of ours. They drive cars that say North Dakota, they wear uniforms that say North Dakota, they swore allegiance to North Dakota and our Constitution, and they love North Dakota. Each citizen gets 100 percent of their attention 100 percent of the time. We couldn't pay for advertising this good.

This is a good budget, a fair budget and will allow us to continue serving North Dakota as we have for 64 years.

I want to thank you, Mr. Chairman, and all the members of your committee for your past support and the respect you have shown the North Dakota Highway Patrol. I will be happy to answer any questions you may have.



MOTTO

We treat people as ladies and gentlemen, not necessarily because they are, but because we are.

WE ARE COMMITTED TO

- Accident Reduction-Personal Responsibility
- Community Policing
- Employee Safety

VALUES

The North Dakota Highway Patrol is committed to professional public service reflecting recognition of the inherent value of each individual in our society.

Our officers strive to earn and maintain trust, respect, and confidence by exemplifying the belief that the freedoms, rights, and dignity of all citizens must be protected and preserved. To this end we pledge ourselves to the highest standards of morality, fairness, honesty, dedication, professionalism, and courage.

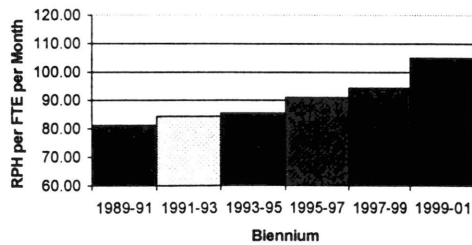
MISSION

The mission of the North Dakota Highway Patrol is to exemplify our values by providing the highest quality of law enforcement and service to the citizens, protecting their rights, predicting and responding to the changing needs of society, respecting and preserving the dignity of the individual, and educating toward safety, voluntary compliance, and a better quality of life. Through innovation and cooperation, we strive to promote and maintain the spirit of teamwork that is the tradition of the North Dakota Highway Patrol.

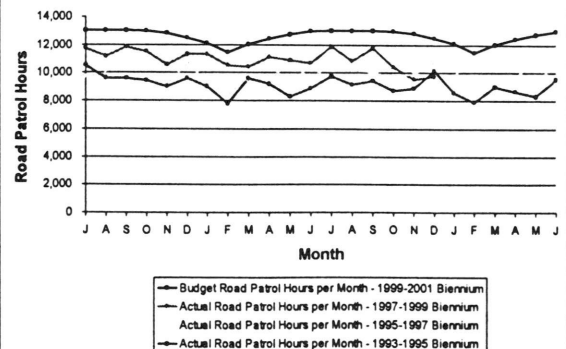
THEME

“Leadership is action, not position.”

Road Patrol Hours per FTE per Month
North Dakota Highway Patrol



Road Patrol Hours per Month
North Dakota Highway Patrol



DEVILS LAKE POLICE

222 WEST WALNUT STREET • DEVILS LAKE, NORTH DAKOTA 58301 • PHONE 701-862-5323



NANNETTE MARTIN
DEPUTY CHIEF

BRUCE KEMMET
CHIEF OF POLICE

To: North Dakota League of Cities 2-23-99
Ref: House Bill 1011

I am writing in regards to House Bill 1011 amendment that addresses that local law enforcement pay 20.00 per person to attend the North Dakota Law Enforcement Training Academy. I have talked with numerous law enforcement officials in the state and it has been decided to **not support the passage of this bill.**

There is several reasons for this.

1. It would cost a medium sized department like my a additional 3000.00 to 5000.00 dollars to send my officers for training. Because our budgets are already finalized for the year this would put alot of strain on our already hurting budgets. End result would be that our officers would get less needed training.
2. We oppose the fact that the highway patrol is except from this cost. We all do as much as we can to cut the cost for training at the academy. Most of us allow officers to teach at the academy with no cost to anyone other than our departments. We pay travel, overtime and sacrifice manpower on the streets to send someone to teach for free at the academy.
3. I feel that all of our communities pay taxes into the highway fund and general fund, so therefore, the local entities shouldn't be hit with an additional cost. When the academy was first built, it was decided that highway patrol would run the academy and that no charges would be applied to the locals entities. We would supply officers for the teaching of courses at the academy, which is being done.
4. Right now we have the North Dakota Post Board, which has the responsibility for training and standards of the North Dakota Peace Officers. If the Highway patrol is having problems with running and operating the academy, maybe it should be given to the Post Board to run.

Once again I would like to state that we are **not in support of this bill.**

Thank-you

Bruce Kemmet
Chief of Police

12/31/98

North Dakota Highway Patrol
Grants-to-NDSU

1997-1999
Biennium
Federal
Appropriation
Authority

<u>Project Name</u>	<u>Authority</u>
Evaluation of Drivers'/Inspectors' Opinions of MCSAP*	\$44,928
Analysis of US Highway 52 as a High-Crash Corridor	49,062
Aspen Driver/Vehicle Inspection Software Development	606,879
Peer Review of Hours of Service Compliance	33,131
Aspen Driver/Vehicle Inspection Software Development extension	100,000
MCSAP Performance-based management	125,000

\$959,000

Federal appropriation authority, 1999-2001 biennium budget request: \$970,000.

* - Motor Carrier Safety Assistance Program - Grantor: Federal Highway Administration

**North Dakota Highway Patrol
1999-2001 Biennium Executive Recommendations**

	General Fund	Federal Funds	Special Funds
Strategy: Field Patrol	44.3%	0.6%	55.1%
Strategy: Weight/Size Enforcement	38.8%	0%	61.2%
Strategy: Motor Carrier Safety Assistance Program	<u>4.9%</u>	<u>87.3%</u>	<u>7.8%</u>
Program: Field Operations	<u>38.8%</u>	<u>10.7%</u>	<u>50.5%</u>
Program/Strategy: Administration	<u>38.8%</u>	<u>0%</u>	<u>61.2%</u>
Program/Strategy: Law Enforcement Training Academy	<u>38.8%</u>	<u>0%</u>	<u>61.2%</u>
Department: North Dakota Highway Patrol	<u>38.8%</u>	<u>9.5%</u>	<u>51.7%</u>

Extraordinary Road Use Permits	FY 1997	FY 1996
Divisible Load Trip Permits	19,507	22,449
Divisible Load Annual Permits	0	0
Non-Divisible Load Trip Permits	45,539	41,525
Non-Divisible Load Annual Permits	0	0
Divisible Overwidth Trip Permits	0	0
Overwidth Annual Permits (Haystack Movers and Fertilizer Spreaders)	517	405
Total Over Dimensional Permits	65,563	64,379

Fees Collected by Activity			
Type of Activity	1996	1997	% Inc(Dec)
Trip Permits	63,440.00	59,983.80	-5.45
Heavy Weight Fees	82,770.00	89,468.80	8.09
Ton Mile	192,784.65	230,971.53	19.81
Mobile Home Permits	46,340.00	57,971.80	25.10
Oversize Permits	408,790.00	641,656.20	56.96
Interstate Movement Fees	167,705.00	145,112.60	-13.47
Approved Equipment	6,045.00	14,368.00	137.68
Seasonal Permits	20,200.00	34,708.00	71.82
Engineer Fees	10,560.00	19,782.00	87.33
Special Mobile Equipment	88,725.00	117,790.00	32.76
10% Harvest, Winter Permits	156,590.00	313,589.05	100.26
Drivers Licenses	4,868.00	29,873.20	513.66
License Fees	192,528.91	128,033.01	-33.50
87 Combine Fees	33,206.00	13,387.00	-59.68
Bingo Stamps	426.63	550.00	28.92
LCV Permits	360.00	4,361.00	1,111.39
Saskatchewan FF	0.00	0.00	0.00
Overloads	375,930.63	379,959.29	1.07
① Fuel Tax	52,860.00	43,110.00	-18.44
Vending Machine Total	1,441.12	911.55	-36.75
Escort Fees	2,186.60	2,806.60	28.35
Total	\$1,907,757.54	\$2,328,393.43	22.05

Fees Collected by Location			
Location	1996	1997	% Inc(Dec)
Williston	122,544.40	133,669.60	9.08
Minot	92,367.30	66,694.04	-27.79
Grand Forks	45,338.35	54,142.30	19.42
Joliette	64,512.31	90,231.10	39.87
Fargo	74,734.10	83,444.40	11.66
Mooreton	41,321.73	36,218.00	-12.35
Ellendale	28,419.70	31,868.10	12.13
Hague	30,499.75	28,519.00	-6.49
Beach	48,595.20	57,506.40	18.34
Bowman	60,072.70	70,587.00	17.50
Office	894,308.88	1,225,642.33	37.05
Troopers	405,043.12	449,871.16	11.07
Total	\$1,907,757.54	\$2,328,393.43	22.05

\$ 1,907,758
 2,328,393

 4,236,141
 ① (95,970)

 4,140,171 ②

- ① this fee is distributed to the ND Tax Dept. 22
- ② Permit fees deposited in the Highway Fund for the 2-year period ending on 12/31/97.

NORTH DAKOTA HIGHWAY PATROL
VACANT FTE POSITIONS
DECEMBER 31, 1998

POSITION NUMBER	POSITION CLASSIFICATION	DATE VACATED	CURRENT STATUS	AMOUNT IN 1999 BUDGET
0017	Info Proc Operator	5-31-98	See Note Below	\$69,596
0040	Training Officer III	2-28-97	See Note Below	\$104,279
0270	Hwy Patrol Sergeant	7-31-98	Filled 1/1/99	\$82,655
0323	Hwy Patrol Officer	11-30-97	Filled 1/1/99	\$82,655
0419	Motor Carrier Inspector	3-30-98	See Note Below	\$54,380
0425	Motor Carrier Inspector	11-24-97	See Note Below	\$54,380
0429	Motor Carrier Inspector	11-30-97	See Note Below	\$77,949
0436	Motor Carrier Inspector	10-31-98	See Note Below	\$72,835
0448	Motor Carrier Inspector	12-31-96	See Note Below	\$54,380
1025	Hwy Patrol Officer	2-27-98	Filled 1/1/99	\$82,655
2002	Hwy Patrol Sergeant	12-31-98	Filled 1/1/99	\$112,855
3010	Hwy Patrol Officer	8-31-98	Filled 1/1/99	\$82,127
4011	Hwy Patrol Officer	9-30-98	Filled 1/1/99	\$82,636
4013	Hwy Patrol Officer	11-30-97	Filled 1/1/99	\$82,655
5017	Hwy Patrol Officer	6-30-98	Filled 1/1/99	\$82,492
6010	Hwy Patrol Officer	10-31-97	Filled 1/1/99	\$82,655
7002	Hwy Patrol Sergeant	11-30-98	Filled 1/1/99	\$112,855
7012	Hwy Patrol Officer	2-28-97	Filled 1/1/99	\$82,655
8011	Hwy Patrol Officer	11-30-98	Filled 1/1/99	\$106,372

0017 We plan to reclassify this position to a research analyst with computer experience. We plan to hire for this position in May or June.

0018 At this time the Training Officer III position is vacant. We have a full-time temporary who we plan on putting in this position next biennium.

0419 We have not filled the motor carrier inspector positions as we are reorganizing our
0425 weigh inspection stations and haven't decided where we will need the inspectors for the
0429 fixed weigh inspection sites.

0436
0448

**HEADQUARTERS
NORTH DAKOTA HIGHWAY PATROL
Bismarck, North Dakota**

State Highway Patrol Funding Comparisons

State Highway Patrol	Highway Fund	General Fund	Federal Fund
Iowa		100%	(less than) 1%
Minnesota	89%	1%	10%
Montana	100%		Unknown
Nebraska	12%	75%	12%
South Dakota	96%	2%	2%
Wyoming	96%		4%

How many miles did the HP use to generate the budget? Did OMB modify that amount from your request?

- ◆ The NDHP budget which was submitted was for 95 percent of the 1997-99 biennium budget and included funding for 6,373,000 miles. If the budget had been prepared on a 100 percent basis, the mileage would have been 6,970,000. The difference is the 17 officers who had to be unfunded in order to arrive at the 95 percent budget requirement.

How many non-HP people attended classes at the Training Center?

- ◆ The number of non-HP people who attended classes at the LETA during state fiscal year 1998 was 1,090.

How many people-days would the above translate into?

- ◆ The above translates into 6,302 people-days.

How many non-HP people-days does the HP provide lodging for at the Training Academy in a "normal" year?

During state fiscal 1998 the LETA lodging facilities were utilized for 289 nights during which time 619 non-Highway Patrol students were provided lodging. (If still needed, it will take us additional time to come up with the "people-days" figure)

Does HP provide training/lodging at Devils Lake? If so, show breakdown for above there also.

No.

What is the average cost to provide Supreme Court security?

- ◆ The average cost for Supreme Court security is \$18,582 for the current biennium.

2/25/99

House Bill 1011 -- Highway Patrol Appropriations
Submitted By
Colonel James M. Hughes, Superintendent

Good morning, Mr. Chairman and members of the Senate Appropriations Committee. To begin with, I would like to extend my appreciation as well as the appreciation and thank you from all the current and retired members of the Highway Patrol for the support you have shown this organization. I also want to thank Captain Dave Kleppe (Support Services Commander), Mark Learn (our accountant), and Karen Borr from OMB for their hard work and support these past two years.

Much has happened since I last stood before you two years ago. Highway Patrol officers assisted flood victims, we experienced blizzards, road closures, retirements, new recruits, fatal accidents, a new speed limit, increased truck traffic, rock concerts, and Canadian border blockades – all impacting people, traffic, and how we do our job.

In addition, the rapid changes in technology to include mobile data computers, laser radar, accident investigation equipment and cellular phones, to name a few, are signs of changing times; and with these changes, the people demanding quicker, more efficient, professional service. That's us – the NDHP.

Staying focused and keeping our eye on the ball means all members of the NDHP team pull in the same direction. So, as in the past, we continue to yearly update the focus card.

To continue, I would like to highlight a few areas of the Highway Patrol's responsibilities.

- Traffic Accident Prevention - one of the responsibilities of the field division.

Our goal is to reduce the number of traffic accidents by patrolling the highways, enforcing the traffic laws, providing public awareness and education.

During 1998, North Dakota recorded 92 fatalities in 79 fatal crashes. This is a decrease of 13 fatalities from the 105 (89 fatal crashes) recorded in 1997. Alcohol was a factor in 33 of the crashes, and 83 percent of the fatal crash victims were not buckled up.

- Motor Carrier Division

The motor carrier industry in the United States is expected to double in the next ten years. With the North American Free Trade Agreement, the opening of the borders has already caused an increase in motor carrier traffic through the state. In addition, the permit section has shown significant increases each year. All this, coupled with the increased emphasis of the federal government through the Motor Carrier Safety Assistance Program (MCSAP) indicates the growing importance of our department to develop a motor carrier division within the Highway Patrol. This division has been

created and includes the fixed scale locations, the permit section, and the Motor Carrier Safety Assistance Program. We feel this will provide a more efficient and effective structure and ultimately better service to the public and the motor carrier industry.

- Fixed and Mobile Weight Enforcement

The Highway Patrol operates nine truck weigh/inspection stations throughout North Dakota. These weigh/inspection stations, along with our troopers, collected highway user fees that exceeded \$4 million during 1996-1997.

The protection of our highways to reduce damages caused by overloaded vehicles is a priority.

- Permit Section

The permit section works with trucking companies and owner/operators on a continuous basis to assist in determining correct axle and vehicle configurations needed to haul desired loads.

The Highway Patrol oversize/overweight permit fee revenue transferred directly to DOT in calendar year 1997 was \$1,653,857. The 1997 record exceeded the previous high of \$1,294,971 collected in 1981 during the oil boom years.

The NDHP Motor Carrier Division permit section also issued a record number of single trip permits for the fourth year in a row with 14,578 issued in calendar year 1997.

- Motor Carrier Safety Assistance Program

The commercial vehicle accident fatality rate has been reduced by over 50 percent since our involvement in the MCSAP program. In federal fiscal year 1997, we had 8 fatalities and in fiscal 1996 we had 16; while the total numbers may be small, the reduction is very significant.

- Law Enforcement Training

Section 39-03-13.1 NDCC states that the superintendent of the Highway Patrol is responsible for the operation, maintenance, and administration of the law enforcement training academy.

The Training Adacemy was constructed in 1970. A new addition was dedicated on July 11, 1997, as approved by the Fifty-fourth Legislative Assembly. This new addition has provided additional classrooms, dormitory rooms, an office, and a multi-purpose room for conducting various practical training exercises.

The addition has allowed us to expand our basic and advanced training programs for all law enforcement in North Dakota. For example: total officer hours of training through December 31, 1998, was 91,718, an increase of 20.4 percent over the first 18 months of the previous biennium.

The addition of the multi-purpose room has not only benefited law enforcement but the children in the state of North Dakota. As part of the NDHP's community policing efforts, the multi-purpose room was made available to children after normal classroom hours and on weekends. The multi-purpose room was utilized a total of 85 times for youth activities such as basketball and hockey. When you combine the youth activities with that of Bismarck State College and the University of Mary, the facility was used more than 135 times in the last 18 months for community activities.

- Personnel/Employment

The employees of the NDHP strive to provide the citizens of North Dakota with the most professional service possible. A Highway Patrol trooper is expected to make instant decisions every day dealing with a wide array of situations. Educating and training our employees to do the best job possible is a priority. Currently, 61 percent of our sworn officers have bachelor's degrees. To this end, we will continue to recruit and select the most qualified applicants.

The minimum educational requirement for entry into the North Dakota Highway Patrol is one of the most stringent in the nation compared to other state police/patrol agencies. We were in the top 4 percent in a recent survey of 45 state police/patrol agencies.

We had approximately 200 applicants apply for positions with the Highway Patrol, most with college degrees and many from all across the United States. Currently, we have 12 recruits attending the Highway Patrol Academy – 10 males and 2 females.

Budget Comments

Performance based budgeting is working well and is extremely important to the NDHP. The performance measures continue to impact our planning efforts. They also provide a good process of quantifying program results, efficiencies, and effectiveness.

Performance budgeting has helped the department to increase employee responsibility and accountability. It has improved our abilities to become more proactive in a time where many law enforcement agencies across the country are only able to maintain a reactive approach.

An example of a performance measure applied to the NDHP is contained on the following slides (Road Patrol Hours per FTE per Month, Biennial Comparison of Road Patrol Hours per Month).

Service to the Public

I believe providing service to those in need is by far the most rewarding part of this job. I also believe that all the equipment, personnel, and money in the world does not make for or guarantee a good organization. It is well selected, trained, motivated, caring, and understanding people that guarantee success. And who better to make that judgment than those paying for and receiving the service — the citizens of North Dakota.

High Risk Incidents

This video portrays only a few of the many high risk incidents highway patrol officers are faced with on a regular basis.

- You will see parked highway patrol vehicles that were struck by another vehicle while officers were investigating a previous traffic crash. One of these crashes occurred on I-29 near Fargo and resulted in serious injury to the officer. One patrol car also received damage as a result of attempting to apprehend a fleeing suspect armed with a handgun.
- Also shown in this video are quotes from officer reports of threats of physical harm directed towards officers.
- An impaired driver traveling the wrong way on US Highway 2 near Minot recklessly crosses the median nearly striking a patrol car.
- An officer on patrol near Devils Lake attempts to stop a vehicle traveling at over 100 mph; the driver shoots himself with a shotgun, dying instantly.
- While attempting to arrest an impaired driver, an officer is confronted with a verbally abusive and combative suspect resulting in the need for physical force in affecting the arrest.

- Officers on I-94 near Mandan investigate a fatal traffic crash involving 28 vehicles, enduring hours of blizzard conditions and life threatening wind chills.
- One person is shot and killed after threatening an officer with a machete and damaging several patrol cars.
- The final incident portrays the assistance provided by highway patrol officers during the standoff with an armed suspect ending in the tragic shooting death of a Watford City police officer.

Budget Provisions Summary

The NDHP budget request provides for:

- Five field districts
- LETA – Law Enforcement Training Academy
- Eight weigh/inspection facilities
- 198 FTEs
 - 130 officers
 - 41 weigh/inspection employees
 - 27 civilian support staff

Anticipated results:

- 301,850 hours of road patrol
- 7.1 million miles of road patrol
- 1,856,000 vehicles examined for weight/size enforcement
- 7,285 accident investigations
- 17,570 highway assists to motorists
- 39,000 motor carrier vehicle inspections
- Approximately \$4 million in highway user fee collections for the state of North Dakota
- 138,000 officer hours of training at the LETA
- 23,425 hours of community policing
- The NDHP continues to experience an increased demand for services
- Mobile data system to decrease administrative time and increase road patrol time

Notes:

- Increased truck traffic resulting from new manufacturing
- Supreme Court and Capitol security
- Investigations on state lands and penal institutions
- Assistance to smaller rural law enforcement agencies
- Overall department awareness in department expenditures
- National reaccreditation resulting in overall efficiency

Conclusion

Since I was 16 years old, I wanted to be a North Dakota state trooper—that dream came true 26 years ago.

I believe – I know its an honor to be here representing our troopers and our Highway Patrol employees to you. They don't get the opportunity to attend this hearing. They just work hard each day and night performing a most difficult, dangerous job in what sometimes are unbearable conditions. I'm so proud of them.

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I want to thank you, Mr. Chairman, and all the members of your committee for your past support and the respect you have shown the North Dakota Highway Patrol. I will be happy to answer any questions you may have.