

MINUTES OF THE MEETING OF THE APPROPRIATIONS SUB-COMMITTEE ON
ELECTED OFFICIALS AND HIGHWAYS

January 18, 1983

(Tape 18, side B, 19, 20, and 21,
side A)

The Appropriations Sub-committee on Elected Officials and Highways met at 7:00 a.m. on January 18, 1983 in Room 437 with Chairman Quilici presiding. The following members were present:

Chairman Quilici
Senator Dover
Senator Keating

Senator Van Valkenburg
Representative Connelly
Representative Lory

HEARING

DEPARTMENT OF JUSTICE

Law Enforcement Tele-Communications

Law Enforcement Network System (LENS)

LENS is a bureau of the Highway Division headed up by Marlene Peterson who has worked at it for 10 years.

Marlene Peterson, Program Manager of Law Enforcement Network Services Bureau. We are responsible for Montana LETS, Disaster and Emergency Communications and Highway Patrol Dispatch for the Helena and Great Falls areas. Montana LETS, which is the Montana Law Enforcement Tele-communication System, currently has 71 terminals on the network. If you will look at the network map (Exhibit #1) you will see where those terminals are located. Law Enforcement at the local, state and federal levels have direct access to NCIC, National LETS, and the state files directly through this Montana LETS switcher. On the pamphlet I gave you (Exhibit #2) the hub of that wheel is the LETS switcher - without it there is no network. The bureau's primary function is communications. The LENS bureau is the Montana warning point in conjunction with the national warning system which is located in Colorado Springs, Colorado and is an intricate part of the Montana disaster services. Our bureau is responsible for notifying Montana Law Enforcement agencies of emergency situations, national disasters and enemy attack. In December of 1979, the radio dispatch function of the Montana Highway Patrol's headquarters was merged with LETS and was renamed LENS. The LENS staff, with additional training, became radio operators as well as LETS operators. On February 1, 1982, the Department of Justice reorganized and the LENS Bureau was placed under the Highway Patrol. On November 6, 1982, the LENS Bureau was given the additional responsibility of dispatching the Great Falls Division of the Highway Patrol from Helena. This was a pilot project which was funded by the last legislature. Now I would like to discuss areas of the LENS current budget that are of concern to me. It should be noted, that current level funding of the LENS Bureau is based on Law Enforcement Tele-communications Systems costs only.

First, under personal services, we are required to operate 24 hours a day, 7 days a week. We are also required by law to pay overtime to employees working holidays and hours in excess of a 40 hour work week. LENS has never been budgeted for holiday pay and it puts an added burden to the already bare-bones personal services budget. We are requesting \$3,411 each fiscal year to pay three eight-hour shifts for each of the 11 paid holidays, which include 19% in employee benefits. You will find that noted at the bottom of the budget sheet handed out. (Exhibit #3) Also, there is a difference between the LFA and the executive budget of \$48 and \$139 and that will be discussed by the agency.

Contracted services is a very important part of the LENS budget. Of the requested amount, approximately 77% of those total costs in that category are for Data Processing related costs. The Computer Services Division of the Department of Administration acts as the billing agency for a number of communication related pieces of equipment and also houses the files that are accessed by law enforcement. 23% of my budget is consumed by the equipment that they have over there that used to be leased by IBM. The other 77% is for a monthly cost that is based on computer time used by law enforcement to access the Department of Justice files, actual file testing and production time, tape storage, disk space and tele-communication costs. Of those costs, equipment and communication costs remain fairly stable. The other costs fluctuate if projects are being worked on by the Department of Justice Data Processing staff. The major increase in contracted services is not from inflation but from increased usage from law enforcement. Last session we predicted a substantial increase in the access into our files and this increase was realized. Subsequently, in FY '82 we were under budget by \$5,600. In this fiscal year '83 we are facing an \$11,000 expenditure over FY '82. This is a total expenditure for FY '83 of \$104,418. That's adding in the expenditure for equipment. In FY '84, automation of Montana's Criminal History Record Information will be completed and made available to Montana law enforcement but we are projecting an expenditure of \$124,257. That's \$12,558 over the executive budget recommendation and \$26,103 over the LFA recommendation. In FY '85, we are projecting \$132,932, or \$15,131 over the executive budget recommendation and \$28,891 over the LFA recommendation. Either way, I'm hurting badly. The LENS Bureau's figures for 1984 and 1985 are very conservative and the estimates and the costs these figures were based on were given me by the Data Processing Bureau in conjunction with the new file and what we can expect as far as access into that file in the next biennium. We are requesting total funding in contracted services to maintain current level and to be prepared.

In the Rent category, there is an error in calculating on both of those years of \$3,000 due to a typo. There should be an additional \$3,180 added back into LFA's figure for FY '84 and

\$3,370 into FY '85. That will cut that \$4,017 and \$4,641 down considerably. The building rent has to be adjusted to meet the Department of Administration's charges and I don't know exactly what that will be.

In Equipment, there's a \$6,210 and a \$6,810 figure. Kindly scratch those out of current level - that is a budget modification. Speaking of budget modifications, look at the sheet handed you (Exhibit #4) regarding additional terminals. We have asked for this over the last five sessions. We are requesting funds to purchase four more terminals over the next biennium. The cost would be \$6,210 in FY '84 and \$6,810 in FY '85 which would purchase and maintain all four terminals, for a total of \$13,020. The reason I do this is because budget restraints generally require legislative approval before I can add additional users to the system. Law enforcement agencies keep asking to come on to the systems.

Marlene Peterson: I might add that there is a statement in the testimony that says we could use the present switcher as a back-up. That is incorrect - it would be impossible.

Mike Greely: We have some people here who are intimately familiar with the switcher - representatives of the law enforcement community. The switcher is a part of the anti-crime package and one of the highest priorities in it. The bottom line is, if we don't replace it in the next biennium, we are going to have great difficulties. We are asking for enough money to get the job done if the committee agrees with us on the importance of this particular function. We anticipate phasing this in over the course of the next biennium.

Dusty Deschamps, County Attorney, Missoula: I served on the Board of Crime Control's Criminal Justice Information Task Force which studied the entire communication system in the State of Montana. Our plan, which I will leave with you, (Exhibit #6) which we are updating from 1977, calls for a new system. The current system doesn't have any more plugs in it and cannot take any more information. In order to make the system work, which includes not only law enforcement but also prosecution, courts, corrections and some local computers, we are going to need the switching capability at the central location to use. Without a new switcher, we can go no farther with the implementation of our plan. My concern is the reliability of what we have in place right now. This is a vital link for the entire law enforcement network. This is the number one priority for the whole tele-communications system, because it's at the stage where we can't rely on it. IBM is phasing out the maintenance on it. All law enforcement in the State of Montana believes it's absolutely vital that this switcher be replaced.

Chairman Quilici: Could someone tell us the mechanics of this switcher?

Steve Korhel: It is one computer that in general handles all the traffic on our network. A request will be made in Great Falls for information and it will be coded in a certain way, transmitted into the switcher, and the switcher will de-code the message and channel the request, and transmit the information back. It also provides a variety of other functions. Meagher County, Granite County, Havre Police Department, and the BIA office in Browning have all requested service. Some of these areas don't even operate 24 hours.

Replacement of the LETS switcher is my other budget request. This is an area that is very important to me. Our current LETS switcher in Montana is in vital need of replacement. Without it, we have no network. There is no back-up system. Because of it's age and program limitations, the present system prohibits and limits the growth of an integrated system for the exchange of criminal justice information.

Steve Korhel, Data Processing Manager, Department of Justice: We really don't have specific figures because there have been so many options. We will give you a handout as soon as possible. Everything goes through the switcher and everything is affected by that device. Our current concerns with the switcher are; 1) there is no back-up for this device. A duplicate cannot be purchased similar to the current device. Last week the Computer Services Division were down because of power problems. The entire LENS network was down as well. They have been down four times in the last 2 1/2 months, the longest being 9 hours. There is no security on any of the terminals. Anyone can learn to access them in approximately 5 minutes. Because of the obsolescence of our system, the operational costs are rising. Because of the switcher's current internal limitations, we cannot add any more justice agencies to the network - it is maxed out. A list of objectives has been put together to determine or indicate a direction as to what might replace that device. (Exhibit #5) They are broad categories. One, is to replace System 7 itself - Two, is to provide a back-up for the LETS switcher and if possible, a back-up for the LETS file access. We want to get the greatest computer performance for the dollars spent. There are only two options that I see. We have begun exploration into the subject in general and have contacted other agencies to determine what they have been doing and have been surprised to find out that several agencies have just passed through the same situation as we are dealing with. An agency in New Mexico is going to provide us with a list of 100 vendors that provide this type of service. Option B will probably not work. It does not provide back-up switching. The security costs would also be prohibitive.

Mike Greely: We have formed a LENS Council that meets periodically during the year and discusses the problems and needs of the system and they share that information with me as Attorney

General. The Chairman of that Advisory Council is Sheriff Chuck O'Reilly.

Sheriff Chuck O'Reilly, Lewis and Clark County: The LENS switcher has brought law enforcement together this session. Our number one priority through all the law enforcement associations is the LENS switcher. To officers, LENS is more than a black box and more than figures you have in front of you - to us it is lives saved. We feel that this is the most critical component of our communications system. The LENS computer we have is a Model T in comparison to the Cadillacs that exist today. I was aghast at what I saw when I went down there. It amazed me that it even works - it's ancient. Part of the crime package is full state funding for the LETS Bureau. It's no secret that local governments were hurt by the last legislature on the fundings that we received. We simply don't have the money to operate any more. We have been cut back so much that we are to the point that we are losing our manpower, our equipment is becoming outdated, our fleets have over 100,000 miles on them, because we don't have the money in our counties any more. We are asking the State to fund something that affects all of the people in the entire state.

Bill Ware, Police Chief, Helena (representing the Police Chief's Association): We do support the endeavors of the LENS Bureau.

Senator Dover: It bothers me that this is one of your top priorities and we were brought back here last summer to talk about this and yet you still do not have a price for us to budget this with. What are we looking at?

Mike Greely: We began this process 1 1/2 years ago. The Committee that Mr. Deschamps was on also looked at this problem. There are several vendors and options available. One problem was my data processing manager quit in July and caused a break in my program as far as expertise to explore these options. Steve did not come on board until October. We feel we have a ballpark figure, a maximum figure for doing the job. We have to also work with the Department of Administration and with what the state has available if, indeed, it will save money. We have had problems with the Department of Administration because one of the biggest costs in the system is the line costs across the street. They can run as high as \$200,000 a year. Of course, they need to charge us for the work. My recommendation would be \$393,000. This will be used strictly to accomplish the objective. We would like to do it for less but we know we can do it for that much. If the committee agrees, I would like to line item that money for that purpose and hopefully we can do it for less and revert the balance. That is a biennium figure. That would include the maintenance for the biennium.
(Tape 19, side A)

Chairman Quilici: You request two Teletype Model 43 Teleprinters for FY '84 and FY '85. Isn't the switcher overloaded right now?

Marlene Peterson: Yes. If the switcher isn't changed out, that's a void issue. We would not need the terminals.

Senator Dover: You have a pretty firm figure for us. Do you feel comfortable with this figure before having met with the Department of Administration?

Mr. Greely: We have been talking with them and trying to come up with some mutually understood ways of handling this. We are in constant communication with them. They are in agreement with the need for the switcher - the question is how to do what we need.

Representative Lory: In the Department of Administration's telecommunications we are considering going into microwave. Can you tie into that?

Steve Korhel: Yes, we can. Our line charges would drop.

Senator Keating: Is there a reason for the increase in the usage?

Marlene Peterson: It means that the system is working. That's the whole idea of an automated file. It shows its value if it's being used.

Senator Dover: Do you need this \$393,000 all in 1984?

Mr. Greely: What we would like to have is a biennium program so we can phase in the new system and phase out the old. We want to take enough time to do it right. We could break it into two years possibly and we could give you some figures on that ground. The problem is if we don't know what system we are going to use, the maintenance changes may be different and we don't want to be guessing.

Senator Dover: When you took over the dispatching of the Highway Patrol, did you ask for additional FTE's?

Marlene Peterson: I have that in my own budget modification but Col. Landon is going to address the whole package.

Chairman Quilici: I see the existing switcher is around 8 years old. Will the new one last longer?

Mr. Greely: I will be the first to admit that data processing is changing so fast it's hard to keep up on it. I can't guarantee the switcher we settle on will not be outdated in three or four years. We have to grow with technology and you can't always anticipate what is going to happen. What's available today will satisfy our needs far into the future because it's capability will be ten times more than the existing one. We feel it will do the job.

Senator Keating: Why do you want 100% general fund and discontinue the user fees?

Mr. Greely: I have always advocated doing something for local governments. I am a firm believer in full funding the law enforcement academy and unfortunately the first monies that go at the local level seem to be training money. The LETS system is statewide. This is a way of freeing up local funds for other purposes. The Police Officer's, the Sheriff's Association, the County Attorney's Association have all polled their people and agree they will support full state funding.

Senator Keating: I happen to agree with Mike. My concern is, do the law enforcement budgets get reduced by a corresponding amount so the tax payer is still paying the entire load?

Mr. Greely: That would be my concern also. I hope that since this is not a great amount of money when you look at it on a Yellowstone or Cascade County basis, because we're talking about \$65,000 per year for the Law Enforcement Academy, my hope would be they would fund law enforcement first and then go from there. If that's not being done, that would be a good reason for the Legislature to say, "OK, we tried to help the local governments but you're not acting responsibly and take that money back." That's the way I would handle it. I don't anticipate that. I think they would be very pleased with it and give law enforcement more support.

Chairman Quilici: There is quite a discrepancy in the LFA budget and the general fund budget.

Cliff Roessner, LFA: In fiscal year 1983, there was \$185,000 included in the budget of motor vehicle registration fees and I carried that funding on into the 1985 biennium and the agency budget did not do so. There could be some problems with the funds available in that account. We may have to go back to the general fund to fund this division.

HIGHWAYS PATROL DIVISION
Field Service

Mike Greely: In the last biennium we separated out the driver licensing aspects of the Highway Patrol program. It is now under the motor vehicle division and we are talking strictly about the Highway Patrol and what it does.

Col. Bob Landon, Chief: The Highway Patrol is dedicated to serving the public at all times and we spend many hours enforcing the traffic laws on the highways, investigating accidents and preventing accidents. We also give a lot of assistance and information to motorists, first aid to the injured, transport a large amount of blood in emergency situations, including rabies vaccines to eastern Montana, and we do our best to make Montana's highways

the safest in the nation. We have a big increase in our drunk driving program and our arrests in that area have increased 33% which is a factor in reducing the death toll. As pointed out by Mrs. Peterson, the LENS Bureau is a major part of our program and one of the important aspects of that is the Early Warning System from Colorado Springs. The Highway Patrol is the largest user of the tele-communications system as we depend on the switcher very much. We support what you have previously heard about replacing the switcher.

The Accident Record Bureau: This bureau co-ordinates the revision of the accident investigator's report and worked with the sheriffs and chiefs on this to make sure that everybody had input and the new report form is working now to find information out. They set a record for compiling and putting out the accident reports for 1981.

The Communications Bureau: It has made some real accomplishments as per the direction of this committee on the pilot project in communications. We've saved a large sum of money by installing radios in patrol cars in a central location. This is done in Helena. We have saved about \$16,500 by doing that. Three mountain top repeaters were installed. The LENS Bureau replaced some costly leased Mountain Bell terminals with ones that were purchased which saved quite a bit of money. The number of terminals has increased by seven. They assumed the dispatch function for the Great Falls region.

The Field Force Bureau: This represents the majority of the people in the Highway Patrol. They are proud of the DWI arrests they have made which contributed to the decrease in deaths on the highways. We have met the compliance standards of the National Highways Speed Limit. We are required by law to have 50% of our trucks and other vehicles obeying the speed limit and Montana had only 42% of the people obeying the speed limit but we have now gone to 50%. The public was confused about the issue and we feel good about educating them.

The Personnel and Training Bureau: This provided anti-drunk driving training for 80% of the patrol officers and a large number of sheriffs and police officers throughout the state. This training has been a positive influence on our accident experience. They also provided accident investigation training which resulted in more professional investigation. The use of video tape training has been utilized.

The Supply Bureau: They have been working diligently and they are working to upgrade the material and supplies that our people are working with.

Current Level Services budget (Exhibit #7) there is a foot note under area #1. Last year we ran out of over-time in April. We had to use compensatory time rather than over-time monies to pay

for the call out for accidents, etc. We are asking for that to be increased by \$15,713 so we will be able to use pay over-time through the fiscal year. #2 under Personal Services, vacancy savings really creates a problem for us in the Highway Patrol particularly in our sworn officer ranks. It's a problem for us in the LENS Bureau and in our on-the-road patrol operations because we are in the life saving business and if we can't fill a spot because we have so few of them in certain areas, it really hurts. I would ask that you have zero vacancy savings for the patrol. #3 under Personal Services, there is a reclassification situation where we got order by state personnel on reclassification and the LFA does not provide for that. If that comes about we would need that amount in order to meet that reclassification.

Supplies and Materials(#5): We are asking for an increase on supplies and materials. We need an increase in clothing allowance. We have had complaints from our personnel on lack of uniforms and uniform parts and it's a negotiation item that they are really going to work hard on this time. We did a survey of all the western states and found we are at the bottom of the heap on the amount we provide for uniforms. The average of the western states is \$450 per year and we have been providing \$175 and we were told you can't buy the shirt and the pants for that amount of money. We need some relief on this. It is a sore subject with our officers.

Travel, footnote #6: We ask that you give the LFA's recommendation on travel. Most of that is subsistence to officers. Currently, they get \$90 per month for meals, etc, and it is anticipated that will be increased about \$5.

Equipment: We have some handouts on these items. (Exhibit #8) We had a curve thrown at us on the purchase of automobiles. The manufacturers said we could anticipate an increase of \$400 over last year's price. It came to \$900 for a low bid from the Ford Agency in Butte. (Tape 19, side B) We are giving up three cars in trying to reduce the overall expenditure of state government. These are the figures we have for 67 cars to be purchased over the biennium. We would like to buy 3 toplights the first year for replacements, and 3 the second year.

Automobiles: We put approximately 30,000 miles on a car per year, that's about what everybody in the nation puts on a car. At the end of one year, that car is projected to be worth \$3,600 and we've spent an average of \$2,300 for maintenance, etc. and at the end of the second year, at 60,000 miles, the car is worth \$2,700 and we've spent \$2,600 on it and at that point we have the point of diminishing returns. This is the average, there are exceptions. At the end of 60,000 it's cost effective to sell the car. The rentals know that and the manufacturers know that when they put the 50,000 mile warranties on them. Ideally if we could do it, we should replace half our fleet every year to cut down maintenance costs. We are not asking to do that

because it's very costly. We would like to replace one third of it every year. We look at each car individually to see which ones should be replaced. On the handout you will see the first 67 listed which are the ones that will be replaced. (Exhibit #9) This is a lot of money at almost \$9,000 each so we want to be sure it's cost effective. We asked for a data processing study on our expenses to be started - but I've asked for it to be stopped because it is not giving us the information we need in a timely manner. We are going to an individualized report form (Exhibit #10) to get a better handle on the cars in service. Each month, each officer will fill this form out. We will be able to know exactly what's happening with each automobile quicker than waiting for print-outs that come three months later than we need them. We will eventually be able to turn this information over to direct terminal entry for instant data on each car. We will handle it manually until that time arrives. The cars will be white.

QUESTIONS:

Chairman Quilici: I see on the LFA's report that you had an actual vacancy savings of .5 and yet, the LFA had a recommendation of 3.5 as vacancy savings.

Cliff Roessner: The 3.5 is in there because there was no state pay plan going to be presented and we wanted a vacancy savings factor in each program in case the pay plan is going to be funded out of vacancy savings.

Representative Lory: Are you going to high band on all your radios?

Col. Landon: Yes, sir. The only exception would be in the event that we need to replace a low band in eastern Montana before we get over there on our communication project, we might have to get a low band. We will keep our best low bands.

Representative Lory: You want 3 CRT's. Where would they be located?

Col. Landon: One would be in our accident records section, one in our supply area and one in our personnel section. All in Helena.

Senator Van Valkenburg: The agency has indicated they need \$313,000 in each year of the biennium to fund the reclass of the patrol officers. Wasn't that included in your budget under current level personal services?

Cliff Roessner: No, the reclassifications are not included. We kept the classifications as they were until the supplemental is settled. The upgrades have been granted, but at the time we put this budget together, there had not been a final action as to whether they were going to be appealed or as to what the

Legislature was going to do. There is further appeal available to the department if they choose.

Senator Van Valkenburg: Col. Landon, the subsistence for the officers, does everyone get this or just those away from home?

Col. Landon: Everybody assigned to the field gets this through sergeant. The patrolmen and the sergeants receive subsistence, the lieutenants and the captains do not. In the event an officer is assigned to be away from home overnight, then he can claim the normal expense rates for all state employees. I've asked for no more than \$5 additional for each of the two years in the biennium, and if we don't exceed that, we can just make it under budget projections. That is the amount the subsistence went up in the last biennium.

Senator Van Valkenburg: What hardship would be imposed on the officers if no increase in subsistence is funded?

Col. Landon: The inflationary factor that the subsistence is supposed to take care of has gone up and the \$5 would help keep up with inflation.

Senator Van Valkenburg: You place emphasis on "spit and polish" in terms of respect and enforcement, and you indicate Montana is behind other western states with respect to uniform allowances. You feel the increase is important?

Col. Landon: Part of the subsistence is to take care of shoe repair. One of the big items in uniform maintenance is cleaning and that's expensive. Wyoming allows \$50 a month for cleaning only. We have nothing like that but the subsistence helps with that.

Senator Van Valkenburg: I'm concerned about the need for \$50,000 a year for supplies and materials which is essentially for uniforms. Isn't there some duplication of effort there?

Col. Landon: The subsistence pays for the maintenance but not for the initial purchase and footnote #5 deals with the initial purchase only. They are two separate issues. The price of uniforms is sky high. I've been investigating another system of uniform delivery which may be a little bit cheaper, approximately 35% cheaper if perfected. Several states have a central store where they buy in lots of various sizes and when they want an item, they bring in their old uniform and get a new one. Oregon, Washington and Idaho do it that way. We have a bid system through state purchasing which takes a year to 18 months to receive. That is a complaint of the officers, too. I will investigate this other method.

Chairman Quilici: On the older vehicles with higher milage, has it been shown that these are not as efficient on gas as the others?

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Col. Landon: They do decrease. The cost per mile on a 90,000 mile car was .35 and on a 30,000 mile car it's .13 so it does increase.

Senator Keating: Are all of the adjustments you have here 1-7, reflected in your agency request?

Col. Landon: The original figure on personal services for the \$15,713 was calculated on an average between a grade 12 to a grade 13.2. Since reclassification came in we adjusted those to reflect the new classification of 13 and a 14. There will be a slight difference in those. Most is reflected in the personal services on top. #3 is in the agency request but it's not in the LFA. The new figures of \$450 and \$477 per officer is not reflected in our original budget request.

Senator Dover: Is the \$313,055 included in your figure of \$6,429?

Col. Landon: It is in the agency request but not in the LFA.

Senator Dover: If you add the \$313,055 like they ask to increase the LFA budget, you are going to put the LFA budget \$115,000 above the executive budget. Why?

Col. Landon: I believe the budget office put in approximately \$250,000 a year for the reclassification. We knew what it was going to cost for fiscal year 1983. Because we want to carry that figure into '84 and '85, we knew it was going to be in the \$13,000 area. So there's a little difference right there.

Senator Keating: I believe we should have a corrected sheet with the agency request figures reflecting what they are requesting. We should have that before we go into Executive Session.

Senator Dover: On #5, that \$450, is that above the \$179 or is that including the \$178 and was it figured with the \$50,000?

Col. Landon: That would include the \$178. It would take \$48,000 to make up the difference between \$178 and the \$450.

MODIFICATIONS

Col. Landon: Turn to the first red tab in the book I passed out (Exhibit #11). This is our requested Communication Modification. This is a continuation of your pilot project in communications. Other than this pilot project, the Highway Patrol has limited communications in the State of Montana and we are primarily dispatched by sheriff's offices throughout the state. We are the only state in the union that is in that situation. When the sheriff's office closes down at night, and there are very few that are open 24 hours, the public has no access by telephone if there is a traffic accident. We have had complaints. We do need to make a better access then we have now of the public

to the Highway Patrol. We have one officer in Plentywood who works through Williston, ND by radio. The plans are to go to an ever-increasing wide area of the state as the project goes on. We hope, at the end of FY '84, to be covering Missoula, Kalispell, Hamilton area and then include Bozeman, Butte and Lewistown and the Havre area. FY '85 we want to go to the rest of the state. We hope to house our communication facility and the LENS network in the National Guard Armory in an area below ground safe from natural disaster and enemy attack and serve as a radio communication for the Guard in emergency situations. We will be a dispatch for all other agencies in the state and most are eager to get involved. Fish and Game has no control and command of their people, the same as the Patrol in various areas of the state. In time of disaster, we are really hurting right now. Our plan would rectify that. We have made good progress. We have the communications project broken down showing our total equipment that we need and we also have it by region. We have to have two parts to this project, we need the equipment and the people. I want to compare North Dakota, Wyoming and Montana because they have state-wide communications centers. We are talking about 28 FTE's not 29 (an error). North Dakota runs their center with 35 FTE's, Wyoming has 46 and our land mass is much greater and our population is greater. I would start as low as we think we can do it to keep the costs down as much as possible. We will only be about 6 months into the program by the time of the next legislature. It is not the geographic area that will limit us in the operation of this program. It's the number of people calling on the phone, the traffic on the air, etc. If they can do it, we can do it. The operator load would increase with the Highway Department involved and I think we should do that. The 28 FTE's for dispatchers is a bare minimum. If you decide to fund this program, we need all of those.

Senator Keating: Why is there such a difference between North Dakota and Wyoming?

Col. Landon: Wyoming only dispatches for the Highway patrol. In North Dakota, they dispatch for a lot of different agencies. The 28 FTE's include the existing 8 people in the LENS program right now and the additional ones that are asked for in the modification.

Captain Cottrill, National Guard: The National Guard is working with the Highway Patrol in establishing a communications bureau in our remodeled facility. We feel the relationship will enhance the Patrol's operation and the National Guard's in case of emergency.

Senator Dover: I do have some problem with the equipment figures.

Col. Landon: We will look at all the figures before bringing back the corrected sheet.

We need six terminals total. We have one and need five more. We need one for each region of the state plus one for Helena.

Senator Van Valkenburg: Are you currently paying local government anything in contracted services for the dispatch services they perform?

Col. Landon: Yes. Currently we are paying Missoula \$14,000 for contracted services and have been requested by other areas to pay for dispatching services. Great Falls Sheriff's Office is asking us. We saved that by going into the pilot project. That's the trend, to charge us for dispatching. We have a savings in FTE's by centralization, at the same time expanding our services.

Marlene Peterson: There is a page in your book which breaks down the number of operators required per shift to run an operation and the number of FTE's it will take. We based that on the figures received from the State of North Dakota. The total for 1985 would include the 14.26 and the additional 5. We would ask for 10.06 operators the first year and all the supervisors 3.20, the additional training officer 1, for a total of 14.26. (Tape 20, side B)

SAFETY EDUCATIONAL OFFICERS Exhibit #12
Col. Landon:

We currently have a vacuum in Montana as far as traffic safety education is concerned from a police officer's point of view. Most every area has a program where they present programs to the schools and it really works. We would like a program started in Montana on a minimal basis, one in each of the five regions. We have reassigned one of our sergeants in Butte to work as a Safety Education Officer for a pilot project to show the effect. It's been good. Students Against Drunk Driving is a part of that.

Sergeant Farrell: I'm temporarily assigned to this program because there is actually no funding for it. In 1981 we had 22% of our fatalities in the 15-19 age group. Out of that, 60% were drinking. In 1982, we had a 2% increase. They consist of almost 1/4 of our highway fatalities. I have contacted some 100 schools in southwest Montana in the past year. 75% of our 7th, 8th and 9th grade students are drinking alcoholic beverages. We really need to educate our young people.

Randy Voegel, Driving Instructor at Townsend: The biggest advantage of this program is the public relations aspect. We can have an officer come to the class room and say, "I'm on your side."

John Ryan, Principal of Broadwater County: The Highway Patrol has always done whatever they can to help us out in Townsend

and we think it is extremely important to have the Patrol come to the classroom. They impress the young people and they respond to them. Our students were very impressed by the Students Against Drunk Drivers Program. We now have an active group in our school with this name. How far it will go, I don't know, but we have about 20 kids involved. We hope this program continues.

Tom Leonard, Helena School District, Driver Instructor: I have worked with Sergeant Farrell in this program and its value is great in that our students normally do not get an opportunity to talk to an officer on a one-on-one basis. They build a communication. It's of great value to these kids and they talk about it afterwards.

Bob Haab, Jefferson High School: Every class I have I try to get Mr. Farrell to come in. When he walks in, the class is very attentive, and we talk seat belts and alcohol and the SADD Program. The money it takes for hospital bills for high schools students involved in accidents far exceeds the money for the salaries of this program.

Sergeant Farrell: I have a young fellow down in the office who goes with me on this program and he was once a Highway Patrolman, but he is now crippled because of a drunk driver. He has a super message to relate to these students.

Mr. Evans, Augusta High School: The program presented by Sergeant Farrell had a strong effect in Augusta. We have a high percentage of students drinking in grades 7 - 12, a lot of them driving too. We had a student involved in an accident who had been drinking and he died just prior to the program presented. The school was ready for the program. I hope it continues.

Curt Hahn, Public Instruction: There is a lot of interest in the services that can be offered by the Patrol but there is only one Sergeant Farrell and he has had to keep his services to within about 100 miles of Helena. If we had these people available, the prevention aspects would be great.

Ms. Reaves, Helena Industries: Coming from a rehab facility, I would like to address the idea, I work with the people who don't die, the people who are permanently maimed. If this program prevents one person from going through the hell that these people are in with the constant grief for the loss of life that could have been, then it is a very positive thing.

Grace Garrett, Clancy teacher: We have a class for 8th graders on "Kids, Cops, Courts and the Law." Part of the class pertains to safety education and each year Sgt. Farrell has spoken on the subject. The students have shown intense interest in his presentation. Chirsty Yannon in Clancy, an 8th grader, has started

a chapter of Students Against Drunk Drivers and Sgt. Farrell is going to use her to speak elsewhere because she is very interested.

Col. Landon: We hope you look favorably on this project. It is right next to our communications project in priorities. I hope you endorse this because I don't want to go against legislative intent.

Chairman Quilici: Rep. Marks wanted to come before this committee to testify in favor of the safety program, but he had another meeting to attend. He is in favor of it.

Col. Landon: This program is cost effective when you consider the National Safety Council says it costs us \$170,000 for every fatality.

NORTHWEST TRAFFIC INSTITUTE - Modification

NTI is the Westpoint of policing. It's been in existence since the mid-30's and more people have graduated from NTI to lead police departments and highway patrols than probably any other place of higher learning. It is directed toward police administration. (Tape 21, side A) This modification would set aside money to support this Institute. You have to be selected to go to this program, and it is very worthwhile. (Exhibit #13)

ADDITIONAL PATROLMEN - Modification

Every session, we have come before you and say we need more officers. We do, but I will show you why. We are getting steadily behind as the miles traveled and the population increases. In 1972, we were at par and then we started going downhill. Some time we have to address this issue. (Exhibit #14)

RECRUIT SCHOOL - Modification

Additional Patrolmen go with the Recruit School. They are contingent on each other. (Exhibit #15)

Col. Landon: Everyone wants a Highway Patrolman in this area, but we are making our decision on assignments on the accident experience. We can't please everybody, so that's our criteria. Glendive and Sidney are very high - that's our hot spot.

QUESTIONS:

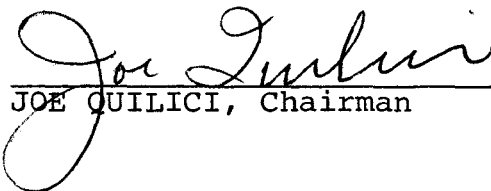
Senator Dover: When the Highway Patrolmen were laid off, when we manned the license areas with civilians, it's my understanding that those jobs were taken over by retired patrolmen who receive retirement pay plus wages.

Col. Landon: That's true. We had 26 licensing positions so over a period of two years, at the request of the legislature,

Appropriations Sub-committee on Elected Officials and Highways
January 18, 1983
Page seventeen

we reduced the force by 26 uniformed officers. Naturally, the most qualified people in the state at that time were patrolmen. Most were entitled to retirement anyway with 15 or 20 years in the patrol. They usually aren't old enough to retire completely so they go into industry, etc. We select the licensing people on merit and examination. Less training was necessary for those people.

The meeting was adjourned at 10:40 a.m. (140)



JOE QUILICI, Chairman

MONTANA L.E.T.S. NETWORK

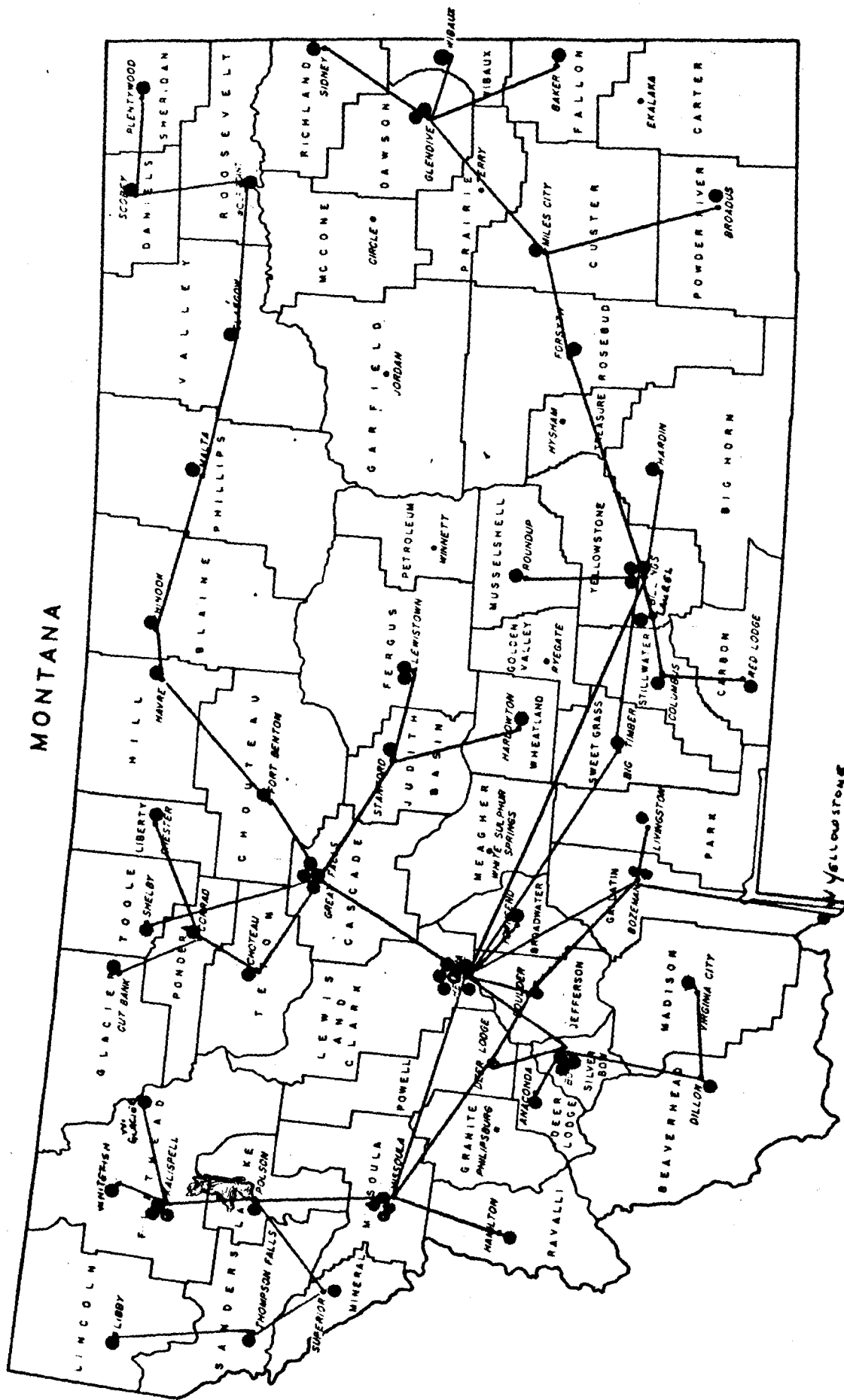


Exhibit #1
1/18/83

Terminals
of Dec. 31, 1982

DEPARTMENT OF JUSTICE
PROGRAM: LENS

CURRENT LEVEL SERVICES

1984 REQUEST

1985 REQUEST

| | 8.05 | | 8.05 | | 8.05 | | 8.05 | | 8.05 | | 8.05 | |
|--------------------|----------------|----------------|------------------|-----------------|----------------|----------------|------------------|-----------------|----------------|----------------|------------------|-----------------|
| | Agency Request | Exec. Budget | LFA Budget | LFA-Ex Diff. | Agency Request | Exec. Budget | LFA Budget | LFA-Ex Diff. | Agency Request | Exec. Budget | LFA Budget | LFA-Ex Diff. |
| F.T.E. | | | | | | | | | | | | |
| Personal Services | | | | | | | | | | | | |
| Salaries | 146,018 | 139,569 | | | 145,477 | 139,046 | | | 145,477 | 139,046 | | |
| Employee Ben. | 28,609 | 27,686 | | | 28,779 | 27,848 | | | 28,779 | 27,848 | | |
| Subtotal | <u>174,627</u> | <u>167,255</u> | 167,303 | 48 | <u>174,256</u> | <u>166,894</u> | 166,755 | (139) | <u>174,256</u> | <u>166,894</u> | 166,755 | (139) |
| Operating Expenses | | | | | | | | | | | | |
| Contracted Svs. | 124,256 | 111,699 | 98,153 | (13,546) | 132,932 | 117,801 | 104,041 | (13,760) | 132,932 | 117,801 | 104,041 | (13,760) |
| Supplies & Mat. | 2,712 | 2,767 | 2,591 | (176) | 2,875 | 2,934 | 2,744 | (190) | 2,875 | 2,934 | 2,744 | (190) |
| Communications | 269,303 | 269,254 | 266,386 | (2,868) | 321,567 | 321,515 | 317,718 | (3,797) | 321,567 | 321,515 | 317,718 | (3,797) |
| Travel | 3,625 | 3,548 | 3,623 | 75 | 3,753 | 3,676 | 3,750 | 74 | 3,753 | 3,676 | 3,750 | 74 |
| Rent | 17,583 | 21,557 | 17,540 | (4,017) | 18,638 | 23,233 | 18,592 | (4,641) | 18,638 | 23,233 | 18,592 | (4,641) |
| Utilities | - | - | - | - | - | - | - | - | - | - | - | - |
| Rep. & Maint. | 41,947 | 40,461 | 40,458 | (3) | 44,464 | 42,889 | 42,884 | (5) | 44,464 | 42,889 | 42,884 | (5) |
| Other Exp. | 470 | 186 | 467 | 281 | 498 | 197 | 494 | 297 | 498 | 197 | 494 | 297 |
| Subtotal | <u>459,896</u> | <u>449,472</u> | <u>429,218</u> | <u>(20,254)</u> | <u>524,727</u> | <u>512,245</u> | <u>490,223</u> | <u>(22,022)</u> | <u>524,727</u> | <u>512,245</u> | <u>490,223</u> | <u>(22,022)</u> |
| Equipment | - | - | 6,210 | 6 | - | - | 6,810 | 6 | - | - | 6,810 | 6 |
| Total Program | 634,523 | 616,727 | 602,731 | (13,996) | 698,983 | 679,139 | 663,788 | (15,351) | 698,983 | 679,139 | 663,788 | (15,351) |
| Funding | | | | | | | | | | | | |
| General Fund | 459,523 | 419,839 | 250,761 | (169,078) | 543,983 | 491,977 | 315,840 | (176,137) | 543,983 | 491,977 | 315,840 | (176,137) |
| Other Funds | <u>175,000</u> | <u>196,888</u> | <u>351,970</u> | <u>155,082</u> | <u>155,000</u> | <u>187,162</u> | <u>347,948</u> | <u>160,786</u> | <u>155,000</u> | <u>187,162</u> | <u>347,948</u> | <u>160,786</u> |
| TOTAL | 634,523 | 616,727 | 602,731 | 13,996 | 698,983 | 679,139 | 663,788 | (15,351) | 698,983 | 679,139 | 663,788 | (15,351) |

ADJUSTMENTS TO LFA BUDGET RECOMMENDATIONS:

- Personal Services - Increase LFA FY84 budget \$3,411. Increase LFA FY85 budget \$3,411. *Exhibit 1-10/1*
- Overtime pay for holidays. *3 sh. fts. for 11 holidays*
- Personal Services to be discussed by Agency/LFA/OBPP representatives.
- Contracted Services - Increase LFA FY84 budget \$26,103. Increase LFA FY85 budget \$28,891. *8/3*
- Costs for LENS users to access criminal history files.
- Rent - Increase LFA FY84 budget \$3,180. Increase LFA FY85 budget \$3,370. To correct \$3,000 agency error in calculating the base. \$3,000 inflated by 6% each year.
- Rent - Building rent to be adjusted to meet Department of Administration charges.
- Equipment - Decrease LFA FY84 budget \$6,210. Decrease LFA FY85 budget \$6,810. Additional terminals should be addressed as a budget modification.
- Funding - Request 100% general fund.

MONTANA LAW ENFORCEMENT TELECOMMUNICATIONS SYSTEM

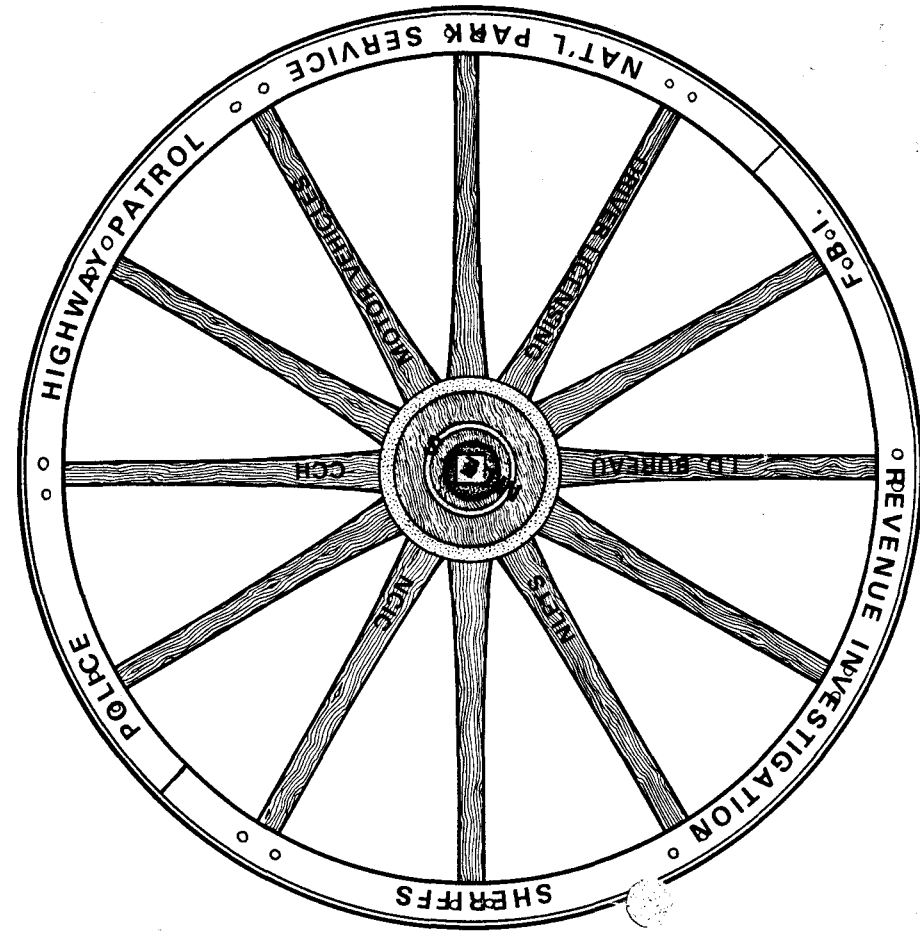


Throughout Montana's vast but sparsely populated expanse, hundreds of comparatively small criminal justice agencies work to protect citizens, to recover stolen property, and to apprehend and identify criminals. Their job is difficult not only because of great distances, but also because criminals take advantage of the numerous lines of jurisdiction, moving freely from one to another.

Information and communications are the key to good law enforcement, whether in farm and ranch communities or in cities. The Montana Law Enforcement Telecommunications System offers that key in the belief that all Montana's citizens are entitled to live without the fear of crime.

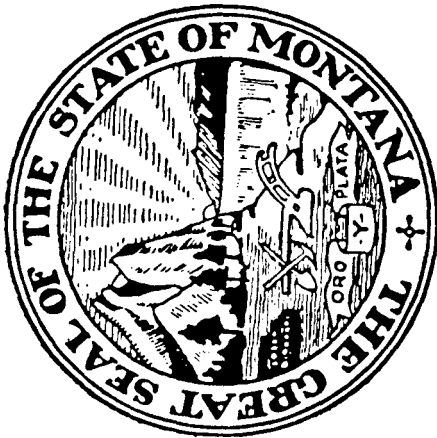
Mike Greely
Mike Greely
Attorney General
State of Montana

LEG 19/8



Serving Law Enforcement
and the Criminal Justice Community

STATE OF MONTANA



DEPARTMENT OF JUSTICE

Mike Greely

Attorney General

LAW ENFORCEMENT SERVICES DIVISION

Fritz O. Behr

Administrator

MONTANA LETS BUREAU

Marlene E. Vaughn

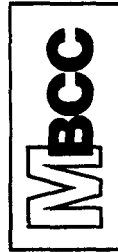
Bureau Chief

Produced in conjunction with

**Scott Hart Building
303 Roberts**

Helena, MT 59601

Telephone: 406/449-2800



MONTANA BOARD OF CRIME CONTROL

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201 E. Mendenhall, Bozeman, MT 59715.



2.



7.

TRAINING IN PROPER USAGE YIELDS AN EFFECTIVE SYSTEM

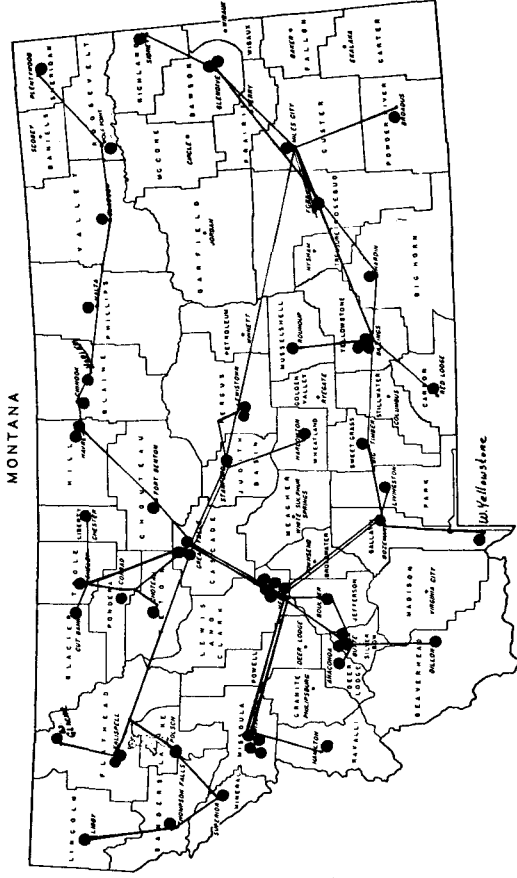
- LETS Bureau provides training to agencies statewide in proper procedures and system policies
- Annual regional training schools
- Annual Montana Law Enforcement Academy "Dispatcher Schools"
- Montana Law Enforcement Academy "Basic Schools"
- Training for individual agencies on request
- 24-hour technical assistance available
- Distribution of operating manuals and revisions



UNTRAINED OPERATORS CAN BE HAZARDOUS

- Inability to interpret standardized codes can lead to liabilities and dangerous situations for the officer in the field
- Untrained operators are unable to take advantage of the full capability of LETS
- Automated information files cannot be accessed without the use of standardized formats
- Incorrectly formatted messages can cause automated state files to be out-of-service

NEXT TO MANPOWER, INFORMATION IS THE MOST IMPORTANT ASSET TO A LAW ENFORCEMENT AGENCY



LETS is an around-the-clock telecommunications network connecting 60 local, state, and federal law enforcement agencies within Montana

TIMELY AND ACCURATE INFORMATION IS READILY AVAILABLE TO MONTANA'S CRIMINAL JUSTICE COMMUNITY:

| | |
|-------------------------|--------------------------|
| Wanted/Missing Persons | Vehicle Registration |
| Stolen Property | Driver License Data |
| Criminal Histories | Road/Weather Information |
| Administrative Messages | |

MONTANA LETS USES COMPUTERS IN THE RAPID EXCHANGE OF LAW ENFORCEMENT/CRIMINAL JUSTICE INFORMATION

Montana LETS Is:

- Focal point for Montana law enforcement telecommunications
- Point of entry to NLETS for Montana
- Entry point to NCIC for Montana
- Liaison and coordinator between National LETS (NLETS), National Crime Information Center (NCIC), and Montana law enforcement/criminal justice agencies
- Responsible for system discipline, system integrity, system security, and quality control as mandated by NCIC and NLETS
- a 24 hour-a-day, 7 day-a-week operation as mandated by NLETS and NCIC, providing assistance to all law enforcement agencies in every facet of this vital network

*NLETS is a computerized communications network, owned and controlled solely by the member states and dedicated to the criminal justice community. NLETS links law enforcement/criminal justice agencies throughout the continental U.S., Washington, DC, and Alaska

*NLETS allows for the rapid interstate exchange of valuable criminal justice related information

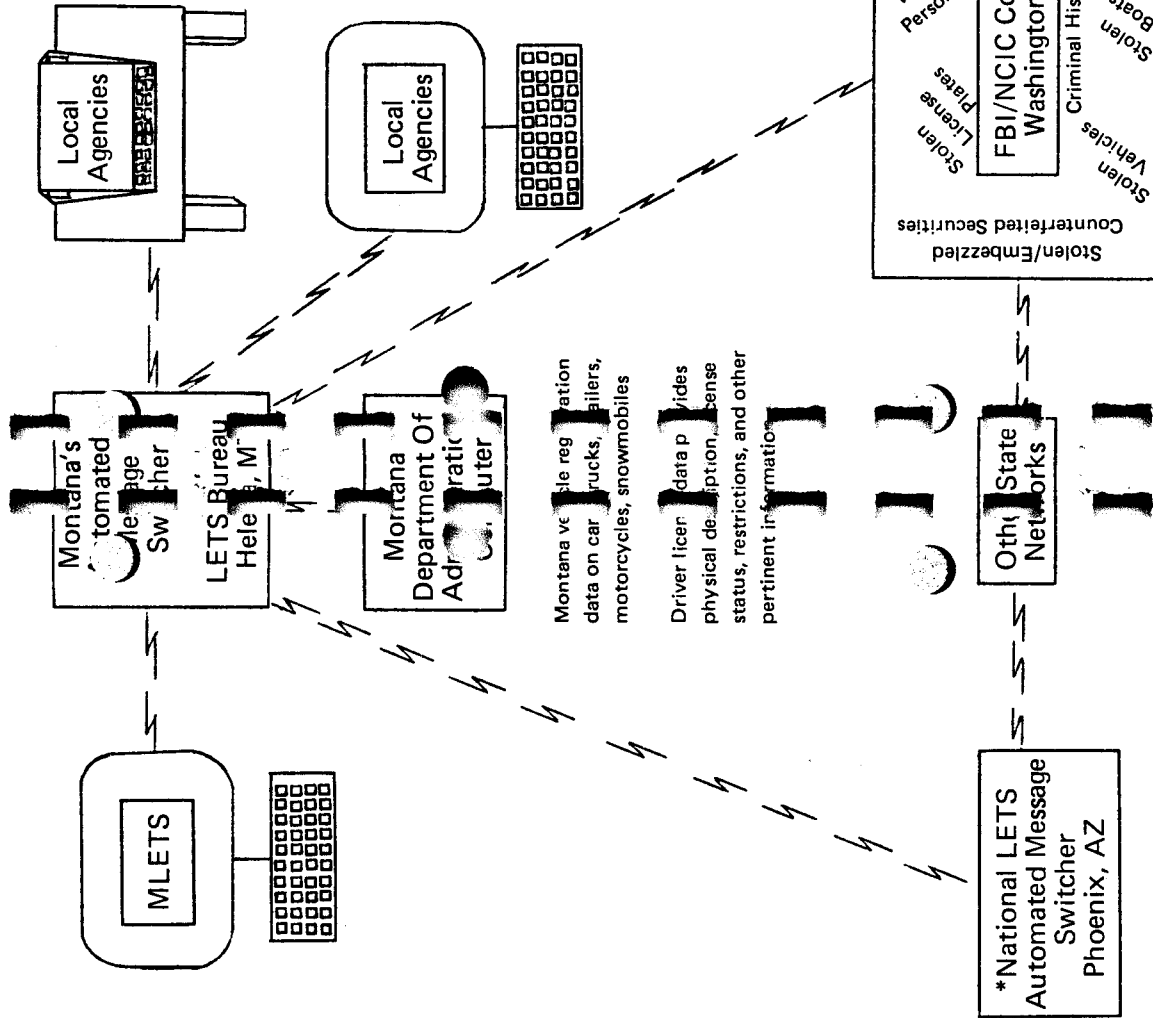
*NLETS computer communicates with the capital in each state

Montana System Subscribers Are:

- Local, state and federal law enforcement/criminal justice agencies

These Agencies Have Direct Access (Within Seconds) To:

- one another on the Montana LETS network
- law enforcement/criminal justice agencies nationwide over the NLETS network
- automated vehicle registration and driver license files both in and out of state
- NCIC's computerized crime information contributed by law enforcement agencies nationwide



Immediately available, documented criminal justice information
Increases the probability of criminal apprehension and the recovery of stolen property

ADDITIONAL TERMINALS
BUDGET MODIFICATION - 1985 BIENNium

| | <u>FY 84</u> | <u>FY 85</u> |
|---------------------------|--------------|--------------|
| FTE | | |
| <u>Personal Services:</u> | | |
| Salaries | | |
| Employee Benefits | | |
| Total | | |
| <u>Operating Expense:</u> | | |
| Contracted Services | | |
| Supplies & Materials | | |
| Communications | | |
| Travel | | |
| Rent | | |
| Repairs & Maint | 600 | 1,200 |
| Other Exp | | |
| Total | <u>600</u> | <u>1,200</u> |
| <u>Equipment:</u> | 5,610 | 5,610 |
| <u>Total Program:</u> | 6,210 | 6,810 |
| <u>Funding:</u> | | |
| General Fund | 6,210 | 6,810 |
| Other Funds | | |
| Total | <u>6,210</u> | <u>6,810</u> |

Total \$ 13,020

Narrative:

This modification would provide for the addition of two Teletype Model 43 Teleprinters to the LETS each year.

Comments:

Exhibit #4
1/18/83

LETS and associated maintenance costs are included in the current level. These costs are to be paid out of the LETS special revenue account. Holiday pay is increased for employees that work in the telecommunications center. This program did not realize any vacancy savings. A zero vacancy savings is recommended for the 1985 biennium.

Funding - The LETS Bureau is funded with general fund, motor vehicle special reserve account, and the Attorney General teletype system funds. Motor vehicle funding is carried forward at the fiscal 1983 level plus 6 percent inflation. The Attorney General's teletype system funds are carried forward at the agency's projected receipts plus 6 percent inflation. In fiscal 1984, \$23,710 is used from the teletype system fund balance. Therefore, there is a drop in funding from the account in fiscal 1985.

Issue 1: Switcher

The LETS bureau is requesting funds to replace the LETS message switcher. The bureau contends that the switcher has reached its full capacity, that the equipment is old (purchased in 1975), and that repair parts and qualified repair men are hard to find. There is no backup to the message switcher. In September of 1982 the message switcher broke down and LETS was out of action for over 24 hours.

OPTIONS

Option a: Authorize the bureau to buy a new message switcher with the current system providing backup. This would provide the bureau with management control of the message switching function and provide a backup for message switching. It would not provide a backup for accessing files. The equipment costs would be \$227,000. Maintenance costs on the equipment would be \$48,000 for each year of the biennium.

Option b: The bureau could integrate the current teletype network lines and equipment into the Department of Administration's telecommunications network. The current message switcher would be replaced with a processor compatible with and attached to the Department of Administration's computer for both message switching and access to criminal justice information files stored on the Department of Administration and National

DEPARTMENT OF JUSTICE

Exhibit #6
1/18/83

| ENFORCEMENT TELETYPE PGM BUDGET DETAIL SUMMARY | Actual | | Budgeted | | Recommendation | |
|---------------------------------------------------|--------------|--|-----------|--|----------------|-----------|
| | FY 1982 | | FY 1983 | | FY 1984 | FY 1985 |
| Full Time Equivalent Employees | 8.05 | | 8.05 | | 8.05 | 8.05 |
| Personal Services | 160,460.91 | | 163,542 | | 167,255 | 166,894 |
| Operating Expenses | 305,176.75 | | 358,570 | | 449,472 | 512,245 |
| Equipment | 223,376.80 | | 1,000 | | 0 | 0 |
| Total Program Costs | \$689,014.46 | | \$523,112 | | \$616,727 | \$679,139 |
| General Fund | 543,132.96 | | 212,802 | | 419,839 | 491,977 |
| Unmarked Special Fund | 144,446.00 | | 310,310 | | 196,888 | 187,162 |
| Federal & Private Special Fund | 1,435.50 | | 0 | | 0 | 0 |
| Total Funding Costs | \$689,014.46 | | \$523,112 | | \$616,727 | \$679,139 |
| Current Level Services | 687,578.96 | | 523,112 | | 616,727 | 679,139 |
| Modified Level Services | 1,435.50 | | 0 | | 0 | 0 |
| Total Service Costs | \$689,014.46 | | \$523,112 | | \$616,727 | \$679,139 |

Program Description

The Law Enforcement Network System (L.E.N.S.) program provides an integrated telecommunications network to facilitate the exchange of criminal justice information among federal, state and local law enforcement agencies.

Modification Request

The budget figures shown above do not include the modification requests. The Executive Budget includes a reserve to fund those Elected Officials' modifications approved by the legislature.

Additional Terminals - Each biennium, four or more additional Montana law enforcement agencies request access to the Law Enforcement Teletype System. Funds are requested to purchase two Teletype Model 43 Teleprinters each year.

Cost: FY84 - \$6,210 FY85 - \$6,810

Backup System - The Law Enforcement Telecommunications System (LETS) message switcher is no longer adequate to meet the needs of the law enforcement community. LETS message switching function is currently controlled by an IBM System/7 computer. There is no backup for this processor and in the event of failure LETS cannot operate. The Department of Justice has two options for resolving this problem and the other limitations the System/7 places on development, maintenance, and terminal attachments for the LETS operations.

The first option is to intergrate the current Department of Justice teletype network lines and equipment into the Department of Administration's telecommunications network. This consolidation would be accomplished by replacing the System/7 switcher with a processor compatible with and attached to the Department of Administration's Computer for both message switching and access to criminal justice information files stored in the Department of Administration and National Crime Information Center computers. Cost: FY84 - \$89,600 FY85 - \$94,600

DEPARTMENT OF JUSTICE

LAW ENFORCEMENT TELETYPE PGM BUDGET DETAIL SUMMARY

| | Actual FY 1982 | Budgeted FY 1983 | Recommendation | |
|--------------------------------|-------------------|---------------------|----------------|---------|
| | | | FY 1984 | FY 1985 |
| Full Time Equivalent Employees | 8.05 | 8.05 | 8.05 | 8.05 |

The second option is the replacement of the System/7 message switcher and acquisition of a backup switcher. This would assure the Department of Justice management control of the message switching function and provide a backup for message switching. It would not provide a backup for accessing files.

Cost: FY84 - \$280,933 FY85 - \$57,169

Statewide Dispatch and Mobile Communications - This modification would enable the Law Enforcement Network Services Bureau (LENS) to establish and maintain a statewide dispatch system for the Highway Patrol and other state agencies who have need of it. The system would also establish radio frequencies for use by local law enforcement agencies and Emergency Medical Services. The proposal encompasses a plan to upgrade Highway Patrol radio communications with highband and microwave relay.

The main feature of this proposal is the centralizing of the Highway Patrol's dispatch function throughout the entire state. With the exception of one pilot project now underway (which centralized dispatching for the Helena and Great Falls areas), the patrol relies on local law enforcement agencies to dispatch its officers. This current situation causes many problems.

The patrol requires a statewide radio system that provides for adequate supervision through a centralized dispatcher and coordination with other state and local agencies. Only by establishing such a system can the patrol ensure timely responses to highway emergencies and criminal situations.

The modification envisions a two-year approach to acquisition of equipment and personnel. LENS will operate the patrol's centralized dispatch function with 19.29 additional FTE.

Cost: FY84 - \$823,029 FY85 - \$532,198

Funding Change

LENS charges local law enforcement and federal agencies for the cost of line charges and terminal maintenance. A 20% per year increase in fees would be necessary to meet projected increases for these costs. Recognizing the impact of such a fee increase, the Executive Budget recommends that local fees be increased 10% per year and that the general fund cover the remaining costs.

DEPARTMENT OF JUSTICE

| ENFORCEMENT ACADEMY PGM DETAIL SUMMARY | Actual FY 1982 | Budgeted FY 1983 | Recommendation FY 1984 | FY 1985 |
|-------------------------------------------|-------------------|---------------------|---------------------------|-----------|
| 1 Time Equivalent Employees | 13.00 | 11.00 | 11.00 | 11.00 |
| Personal Services | 254,376.14 | 248,396 | 264,205 | 263,636 |
| Operating Expenses | 286,267.60 | 302,774 | 322,944 | 352,709 |
| Equipment | 22,068.89 | 5,000 | 8,000 | 8,000 |
| Total Program Costs | \$562,712.63 | \$556,170 | \$595,149 | \$624,345 |
| General Fund | 431,373.92 | 504,217 | 529,995 | 556,815 |
| Unmarked Special Fund | 71,650.60 | 51,953 | 65,154 | 67,530 |
| Federal & Private Special Fund | 59,688.11 | 0 | 0 | 0 |
| Total Funding Costs | \$562,712.63 | \$556,170 | \$595,149 | \$624,345 |
| Current Level Services | 503,024.52 | 556,170 | 595,149 | 624,345 |
| Identified Level Services | 59,688.11 | 0 | 0 | 0 |
| Total Service Costs | \$562,712.63 | \$556,170 | \$595,149 | \$624,345 |

Program Description

The Law Enforcement Academy Bureau provides a professional education and training program in criminal justice to Montana law enforcement officers and other criminal justice personnel, as specified by sections 44-10-101 through 44-10-103, MCA.

The current level budget request includes an additional lease cost of \$18,850 in FY84 and \$19,981 in FY85 for new word processing equipment.

Modification Requests

The budget figures shown above do not include the modification requests. The Executive Budget includes a reserve to fund those Elected Officials' modifications approved by the legislature.

Death Investigation Schools (No FTE) - This modification would enable the Law Enforcement Academy to establish a comprehensive training program in death investigation for police, peace officers, and coroners. The program would consist of two training schools per year, held at the academy, and four regional training schools per year, held at various locations throughout the state.

The science of death investigation is becoming ever more technical and complex. Montana law enforcement desperately needs a comprehensive training program in death investigation in order to upgrade procedures in the collection of evidence, the determination of causes of death, and the presentation of evidence in trials. Improved training will result in improved investigations, a benefit that the public is entitled to demand.

Cost: FY84 - \$8,510 FY85 - \$8,945

Juvenile Justice Training Program - This modification would continue the Juvenile Justice Training Program begun in 1979 by the Montana Board of Crime Control at the Law Enforcement Academy. Salaries for one training officer and one administrative

LAW ENFORCEMENT TELECOMMUNICATIONS BUREAU

| | Actual Fiscal 1982 | Appropriated Fiscal 1983 | LFA Current Fiscal 1984 | Level Fiscal 1985 | % Change Biennium 1983-85 |
|-------------------------------|---------------------------|--------------------------------|-------------------------------|---------------------------|---------------------------------|
| FTE | 8.05 | 8.05 | 8.05 | 8.05 | 0.00 |
| <u>Fund Source</u> | | | | | |
| General Fund Approp. | \$543,136 | \$212,802 | \$250,761 | \$315,840 | (25.0) |
| Other Funds Approp. | 144,446 | 310,310 | 351,970 | 347,948 | 53.9 |
| Funds Budget Amended | <u>1,436</u> | <u>-0-</u> | <u>-0-</u> | <u>-0-</u> | <u>(100.0)</u> |
| Total Funds | <u>\$689,018</u> ===== | <u>\$523,112</u> ===== | <u>\$602,731</u> ===== | <u>\$663,788</u> ===== | <u>4.4</u> === |
| <u>Expenditures by Object</u> | | | | | |
| Personal Services | \$160,462 | \$163,542 | \$167,303 | \$166,755 | 3.1 |
| Operating Expenses | 305,179 | 358,570 | 429,218 | 490,223 | 38.5 |
| Equipment | <u>223,377</u> | <u>1,000</u> | <u>6,210</u> | <u>6,810</u> | <u>(94.1)</u> |
| Total Operating Costs | <u>\$689,018</u> ===== | <u>\$523,112</u> ===== | <u>\$602,731</u> ===== | <u>\$663,788</u> ===== | <u>4.4</u> === |

ISSUES

| | -----Fiscal 1984----- | | -----Fiscal 1985----- | |
|--|-----------------------|--------------------|-----------------------|--------------------|
| | <u>General Fund</u> | <u>Other Funds</u> | <u>General Fund</u> | <u>Other Funds</u> |

1. Switcher

| | | | | |
|-----------|-----------|--------|----------|--------|
| Option a. | \$275,000 | \$ -0- | \$48,000 | \$ -0- |
| Option b. | 89,600 | -0- | 94,600 | -0- |

The Law Enforcement Telecommunications Bureau (LETS) provides a communication network for state and local law enforcement agencies. This system also connects with the National Law Enforcement Teletype System allowing dissemination of information on local, state, and national levels.

Current Level Adjustments

Current level is increased for maintenance contracts on 48 LETS terminals purchased in 1982. The LETS terminals had been leased prior to fiscal 1982. The data processing equipment had been authorized in the last legislature. Two new terminals in each year of the biennium for the

DEPARTMENT OF JUSTICE

PROGRAM: Field Services REVISED 1984 REQUEST 1985 REQUEST

| | CURRENT LEVEL SERVICES | | | | 1985 REQUEST | | | |
|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------|--------------|----------------|--------------|------------|--------------|
| | Agency Request | Exec. Budget | LFA Budget | LFA-Ex Diff. | Agency Request | Exec. Budget | LFA Budget | LFA-Ex Diff. |
| F.T.E. | 229.60 | 229.60 | 229.60 | | 229.60 | 229.60 | 229.60 | |
| Personal Services | | | | | | | | |
| Salaries | 5,226,587 | 5,180,828 | | | 5,230,446 | 5,188,764 | | |
| Employee Ben. | 1,269,846 | 1,248,238 | | | 1,271,122 | 1,248,829 | | |
| Subtotal | 6,496,433 | 6,429,066 | 6,230,505 | (198,561) | 6,501,568 | 6,437,593 | 6,220,610 | (216,983) |
| Operating Expenses | | | | | | | | |
| Contracted Svs. | 176,459 | 214,575 | 174,271 | (40,304) | 187,047 | 140,957 | 184,721 | 43,764 |
| Supplies & Mat. | 865,607 | 747,578 | 761,833 | 14,255 | 949,138 | 824,014 | 839,130 | 15,116 |
| Communications | 81,675 | 81,269 | 81,665 | 396 | 91,651 | 91,221 | 91,635 | 414 |
| Travel | 294,012 | 268,029 | 275,015 | 6,986 | 307,230 | 280,349 | 287,496 | 7,147 |
| Rent | 61,062 | 64,662 | 61,054 | (3,608) | 64,725 | 70,250 | 64,714 | (5,536) |
| Utilities | 15,479 | 15,020 | 15,477 | 457 | 18,974 | 18,391 | 18,970 | 579 |
| Rep. & Maint. | 291,755 | 287,816 | 285,819 | (1,997) | 309,260 | 305,085 | 302,955 | (2,130) |
| Other Exp. | 20,964 | 20,891 | 20,954 | 63 | 22,222 | 22,145 | 22,207 | 62 |
| Subtotal | 1,807,013 | 1,699,840 | 1,676,088 | (23,752) | 1,950,247 | 1,752,412 | 1,811,828 | 59,416 |
| Equipment | 710,819 | 642,270 | - | (642,270) | 715,673 | 635,001 | - | (635,001) |
| Total Program | 9,014,265 | 8,771,176 | 7,906,593 | (864,583) | 9,167,488 | 8,825,006 | 8,032,438 | (792,568) |
| Funding | | | | | | | | |
| General Fund | 2,945,344 | 8,771,176 | 2,115,493 | (6,655,683) | 3,093,790 | 8,825,006 | 2,248,628 | (6,576,378) |
| Highway E.R.A | 6,068,921 | - | 5,791,100 | 5,791,100 | 6,073,698 | - | 5,783,810 | 5,783,810 |
| TOTAL | 9,014,265 | 8,771,176 | 7,906,593 | (864,583) | 9,167,488 | 8,825,006 | 8,032,438 | (792,568) |
| ADJUSTMENTS TO LFA BUDGET RECOMMENDATIONS: | | | | | | | | |
| 1. | Personal Services - Increase LFA FY84 budget \$15,713. Increase LFA FY85 budget \$15,713. Provide for overtime pay in lieu of compensatory time which was accrued in base year FY82, from April to June. | | | | | | | |
| 2. | Personal Services - Request no vacancy savings. | | | | | | | |
| 3. | Personal Services - Increase LFA FY84 budget for salaries \$313,055. Increase LFA FY85 budget for salaries \$313,055. Fund reclassification of patrol officers. | | | | | | | |
| 4. | Contracted Services - Decrease LFA FY84 budget \$4,306. Decrease LFA FY85 budget \$4,564. LFA erred in inflating cost of insurance and bonds. | | | | | | | |
| 5. | Supplies and Materials - Increase LFA FY84 budget \$49,661. Increase LFA FY85 budget \$52,640. Provide \$450 in FY84 and \$477 in FY85 per patrol officer for clothing allowance. | | | | | | | |
| 6. | Travel - Need LFA recommendation to pay subsistence to patrol officers. | | | | | | | |
| 7. | Rent to be adjusted to meet Department of Administration charges. | | | | | | | |
| 8. | Equipment - Increase LFA FY84 budget \$710,819. Increase LFA FY85 budget \$715,673. See attached equipment list. | | | | | | | |

38037

L# 38037
 11/11/11
 EXHIBIT

5
affirmed.

REVISED EQUIPMENT REQUEST

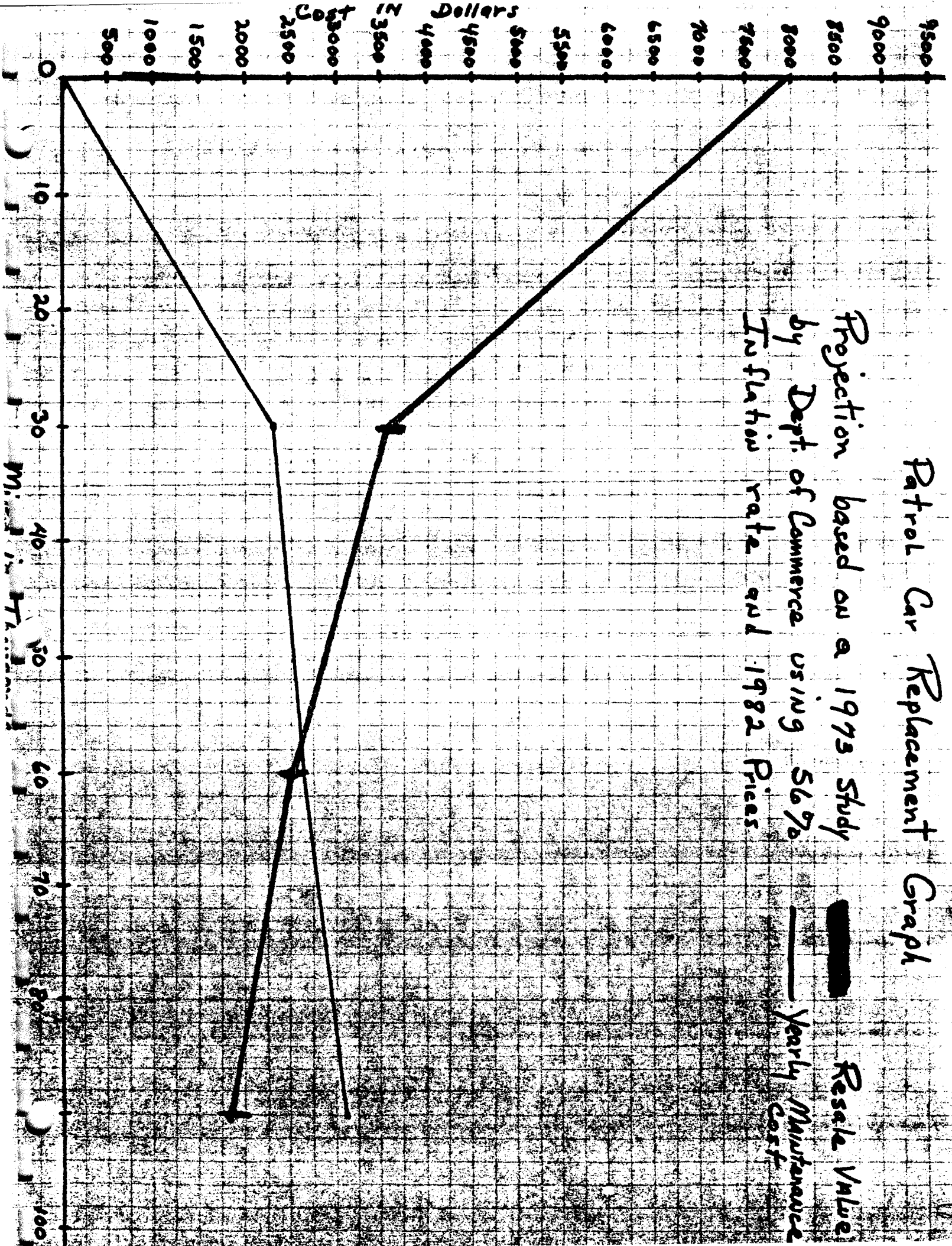
Field Services Program

| | <u>FY84</u> | <u>FY85</u> |
|--------------------------------------------------------------------------------------------------------------------|------------------|------------------|
| 67 cars (9,314) (9,873) | \$624,053 | \$661,480 |
| 70 toplights (375) (398)-3 in FY85 | 26,266 | 1,193 |
| Radios, 40 per year | 48,000 | 48,000 |
| 3140 CRT's, 3 ea., with type- writer and auxiliary equipment for accident records, supply, and personnel. | 7,500. | - |
| Replace typewriters in fleet and supply including the field, personnel and accident records | 5,000 | 5,000 |
| 5 per year at \$1,000 each | <u>\$710,819</u> | <u>\$715,673</u> |

Exhibit #8
1/18/83

Patrol Car Replacement Graph

Projection based on a 1973 Study
by Dept. of Commerce using 5.6%
Inflation rate and 1982 Prices



VEHICLES TO BE TRADED IN 1983

MONTANA HIGHWAY PATROL

Exhibit #9
1/18/83

| | <u>CAR #</u> | <u>MILEAGE</u> | <u>PATROLMAN</u> | <u>DISTRICT</u> |
|----|--------------|----------------|------------------|-----------------|
| 1 | 1268 | 118,000 | Haagenson | 210 |
| 2 | 2150 | 103,050 | L. Anderson | 220 |
| 3 | 2138 | 100,000 | Janes | 210 |
| 4 | 3090 | 98,820 | Stewart | 310 |
| 5 | 2090 | 98,600 | Spare | 210 |
| 6 | 2620 | 95,470 | Clark | 220 |
| 7 | 2430 | 95,060 | V. Anderson | 210 |
| 8 | 2970 | 93,090 | Hoagland | 310 |
| 9 | 1238 | 92,380 | Strickland | 210 |
| 10 | 1069 | 91,830 | Meis | 410 |
| 11 | 2510 | 91,830 | Dove | 310 |
| 12 | 1680 | 91,395 | Denning | 410 |
| 13 | 3290 | 91,070 | Williams | 120 |
| 14 | 1620 | 89,110 | Olsen | 410 |
| 15 | 1570 | 88,730 | Frank | 310 |
| 16 | 1950 | 88,680 | Lindell | 120 |
| 17 | 1610 | 88,230 | Smith | 310 |
| 18 | 3200 | 87,870 | Berube | 410 |
| 19 | 1448 | 87,625 | J. Thompson | 220 |
| 20 | 3240 | 87,200 | Kinsey | 410 |
| 21 | 3179 | 87,000 | L. Driscoll | 110 |
| 22 | 1330 | 86,780 | Jenson | 220 |
| 23 | 3010 | 85,400 | Harris | 210 |
| 24 | 3300 | 85,000 | Kunkel | 210 |
| 25 | 2310 | 84,920 | Scheer | 210 |
| 26 | 2890 | 84,250 | Toombs | 310 |
| 27 | 3260 | 83,000 | Graves | 510 |
| 28 | 3230 | 82,700 | Johnson | 210 |
| 29 | 3120 | 82,480 | Tannehill | 210 |
| 30 | 2770 | 82,240 | Evans | 410 |
| 31 | 2340 | 82,215 | Aasved | 410 |
| 32 | 2130 | 82,210 | Lamoreux | 410 |
| 33 | 2060 | 82,000 | Boettcher | 320 |
| 34 | 2299 | 82,000 | Billedeaux | 110 |
| 35 | 2230 | 81,880 | Koch | 310 |
| 36 | 3061 | 81,400 | Leclair | 320 |
| 37 | 1138 | 80,000 | Turner | 510 |
| 38 | 2840 | 79,670 | Wyckman | 310 |

| | | | | |
|----|------|--------|------------|-----|
| 39 | 1850 | 79,500 | Spare | 510 |
| 40 | 2940 | 78,000 | Lommen | 110 |
| 41 | 2101 | 77,450 | Jacobi | 220 |
| 42 | 1431 | 77,025 | Barnett | 310 |
| | 1900 | 77,000 | McLaughlin | 510 |
| 44 | 2710 | 76,540 | Gaughan | 410 |
| 45 | 1289 | 76,000 | Spare | 410 |
| 46 | 2740 | 76,000 | Fuchs | 110 |
| 47 | 2610 | 76,000 | Starlin | 110 |
| 48 | 2271 | 76,000 | Larson | 320 |
| 49 | 1918 | 75,000 | Spare | 320 |
| 50 | 2781 | 75,000 | Spare | 510 |
| 51 | 2951 | 74,500 | Bishop | 410 |
| 52 | 1670 | 74,240 | Coffman | 210 |
| 53 | 1600 | 74,000 | Barton | 320 |
| 54 | 2551 | 73,900 | Loucks | 410 |
| 55 | 2760 | 73,000 | Stevison | 320 |
| 56 | 2931 | 72,020 | Nelson | 410 |
| 57 | 2690 | 71,980 | Hecock | 310 |
| 58 | 1191 | 71,670 | Bridges | 800 |
| 59 | 2881 | 70,800 | Curtin | 320 |
| | 1329 | 70,775 | Cornellier | 510 |
| 61 | 1358 | 70,000 | Wood | 800 |
| 62 | 1880 | 70,000 | Roth | 510 |
| 63 | 1278 | 70,000 | Roberts | 320 |
| 64 | 1029 | 70,000 | Spare | 220 |
| 65 | 3081 | 69,330 | Carpenter | 310 |
| 66 | 2420 | 69,115 | Criner | 120 |
| 67 | 1409 | 68,745 | Whitson | 120 |
| 68 | 2640 | 68,656 | Denning | 120 |
| 69 | 2530 | 68,000 | Spare | 310 |
| 70 | 2141 | 68,000 | Rieger | 510 |
| 71 | 2391 | 68,000 | Cousineau | 320 |
| 72 | 2991 | 67,500 | Kostelecky | 510 |
| 73 | 2681 | 66,800 | Riddle | 320 |
| 74 | 2121 | 66,120 | McGuire | 120 |
| 75 | 2481 | 66,100 | Moseley | 120 |
| 76 | 1939 | 66,000 | Spare | 410 |
| 77 | 2171 | 66,000 | Magone | 110 |
| 78 | 2161 | 65,870 | F. Brown | 310 |
| 79 | 3140 | 65,050 | Spare | 410 |

| | | | | |
|----|------|--------|------------|-----|
| 80 | 2251 | 65,000 | Sangra | 320 |
| 81 | 3151 | 65,000 | Seemann | 110 |
| 82 | 3111 | 65,000 | Bourquin | 510 |
| 83 | 1049 | 64,640 | Metzenberg | 410 |
| 84 | 2981 | 64,620 | Frellick | 310 |
| 85 | 3161 | 64,480 | Eppers | 220 |
| 86 | 1821 | 64,120 | Miller | 220 |
| 87 | 1358 | 63,780 | Wood | 800 |
| 88 | 2201 | 62,970 | Forsman | 310 |
| 89 | 2811 | 62,200 | Hammel | 210 |
| 90 | 2470 | 61,900 | Dohrman | 220 |

Exhibit #10
1/18/83

VEHICLE REPORT FILE

Month of

61,

Equipment Number

M.P.G.

| OFFICER | DATE | SPEEDOMETER (START) | | GAS (GALS.) | OIL (QT) | LUBE | WASH | MISC. |
|---------|------|------------------------|--|----------------|----------|------|------|-------|
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| TOTAL | | | | | | | | |

| OFFICER | DATE | SPEEDOMETER (START) | GAS (GALS.) | OIL (QT) | LUBE | WASH | MISC. |
|---------|------|------------------------|----------------|----------|------|------|-------|
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| TOTAL | | | | | | | |

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PRESENTATION
OF THE
HIGHWAY PATROL
BEFORE THE
LEGISLATIVE APPROPRIATIONS COMMITTEE

JANUARY 17, 1983

BY
COLONEL R. W. LANDON

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MISSION OF THE PATROL

THE MONTANA HIGHWAY PATROL ORGANIZATION PROVIDES MANY VALUABLE SERVICES TO THE PUBLIC. FROM ADMINISTRATOR TO PATROL OFFICER, THE HIGHWAY PATROL HAS DEDICATED ITSELF TO BE AT ALL TIMES A PUBLIC SERVICE AGENCY. OFFICERS SPEND MANY HOURS PATROLLING THE HIGHWAYS, ENFORCING MONTANA TRAFFIC LAWS AND INVESTIGATING ACCIDENTS. THEY ALSO GIVE ASSISTANCE AND INFORMATION TO MOTORISTS, FIRST AID TO THE INJURED, TRANSPORT BLOOD AND MEDICAL SUPPLIES IN EMERGENCY SITUATIONS AND DO THEIR BEST TO MAKE MONTANA'S HIGHWAYS SOME OF THE SAFEST IN THE NATION.

WITH SUPERVISORY ENCOURAGEMENT, GUIDANCE AND DIRECTION, THE PATROL OFFICERS ARE PROFESSIONALS WHO GIVE APPROPRIATE ATTENTION TO ASSIGNED DUTIES AND RESPONSIBILITIES, MAKE REASONABLE USE OF AUTHORITY AND DISCRETION, AND WORK AS A TEAM TO SOLVE PROBLEMS AND ACCOMPLISH GOALS.

THERE IS AN ONGOING TRAINING PROGRAM TO KEEP ALL OFFICERS ABREAST OF THE CONSTANT CHANGES IN THE TECHNICAL ASPECTS OF LAW ENFORCEMENT. THIS HELPS INCREASE PRODUCTIVITY AND EFFECTIVENESS AND FOSTER COOPERATION AND UNITY OF PURPOSE.

THE MONTANA HIGHWAY PATROL PROMOTES VOLUNTARY COMPLIANCE WITH TRAFFIC LAWS OF OUR STATE. THE PATROL ALSO TAKES PART IN SCHOOL BUS INSPECTIONS, SAFETY EDUCATION, COMMERCIAL VEHICLE PERMITS AND ENFORCEMENT, MINIMIZING DELAYS CAUSED BY POOR WEATHER, HIGHWAY OBSTRUCTIONS, AND ACCIDENTS, AND FINALLY COOPERATION WITH FEDERAL, STATE, COUNTY, AND LOCAL AGENCIES.

ANOTHER MAJOR FUNCTION OF THE PATROL PROGRAM IS THE LAW ENFORCEMENT NETWORK BUREAU (LENS), WHICH PROVIDES AN INTEGRATED TELECOMMUNICATIONS NETWORK WHICH FACILITATES THE EXCHANGE OF CRIMINAL JUSTICE INFORMATION

BETWEEN FEDERAL, STATE, AND LOCAL LAW ENFORCEMENT AGENCIES. THIS NETWORK INTERFACES WITH THE NATIONAL LAW ENFORCEMENT TELECOMMUNICATIONS SYSTEM (NLETS) WHICH CONNECTS THE DIFFERENT STATE PARTICIPANTS NATION-WIDE AND NATIONAL CRIME INFORMATION CENTER (NCIC) FILES WHICH CONTAIN NATION-WIDE WANTED PERSON AND STOLEN PROPERTY RECORDS. LENS SERVES AS A DISPATCH CENTER FOR MONTANA HIGHWAY PATROL DIVISION AND IS THE PRIMARY WARNING POINT FOR CIVIL DEFENSE (NAWAS).

ACCOMPLISHMENTS

ACCIDENT RECORDS BUREAU

COORDINATED THE REVISION OF THE TRAFFIC ACCIDENT INVESTIGATORS REPORT FORM WITH CHIEF AND SHERIFF. THE NEW FORM PROVIDES ACCURATE AND DETAILED STATISTICAL DATA.

GAVE NUMEROUS CLASSES TO CHIEF AND SHERIFF ON THE PROPER PROCEDURE FOR REPORTING ACCIDENTS.

MADE BETTER USE OF DATA PROCESSING TO ALLOW ACCIDENT RECORDS TO BE QUICKLY COMPILED AND PRODUCE STATISTICS IN AN ORDERLY MANNER.

SET A RECORD FOR COMPILING AND PUBLISHING THE ANNUAL ACCIDENT STATISTICS REPORT FOR 1981. IT WAS DISTRIBUTED ON MARCH 15, 1982.

SUGGESTED LEGISLATION THAT WILL RESULT IN THE SAVINGS OF MUCH TIME AND MONEY BY PROVIDING THAT MOTORISTS INVOLVED IN ACCIDENTS THAT ARE INVESTIGATED BY A POLICE OFFICER WILL NOT BE REQUIRED TO COMPLETE AN ACCIDENT REPORT.

COMMUNICATIONS BUREAU

SAVED A LARGE SUM OF MONEY BY INSTALLING RADIOS IN NEW PATROL CARS IN A CENTRAL LOCATION. PREVIOUSLY THEY WERE ISSUED, THEN THE RADIOS WERE INSTALLED IN THE LOCAL AREA BY PRIVATE TECHNICIANS. UNDER THE LATTER PLAN IN 1981 THE PATROL PAID AN AVERAGE OF \$180 PER RADIO INSTALLATION. DURING 1982 WE SPENT AN AVERAGE OF \$30 PER RADIO FOR A SAVINGS OF \$16,500 ON THE INSTALLATION OF 110 MOBILE RADIOS.

THESE SAVINGS WERE IN ADDITION TO THE FACT THAT WE HAVE A STANDARDIZED INSTALLATION WITH EVERYTHING THE SAME IN EACH PATROL CAR.

THREE MOUNTAIN TOP REPEATERS WERE INSTALLED ON BELT BUTTE, ROGERS PASS AND MT. ROYLE.

SET UP A RADIO SHOP FOR INSTALLATION AND MAINTENANCE.

LENS BUREAU

REPLACED COSTLY LEASED MOUNTAIN BELL TERMINALS WITH ONES PURCHASED.

THE NUMBER OF TERMINALS ON THE SYSTEM INCREASED BY 7 FROM 66 TO 73 DURING THE CURRENT BIENNIUM.

THE STOLEN VEHICLE FILE WAS ENHANCED WITH AN ADD-ON FEATURE THAT ALLOWS USERS TO LINK TOGETHER A STOLEN VEHICLE AND ITS COMPONENT PARTS SO THAT ONE INQUIRY ON ANY ONE OF THE PIECES OF PROPERTY WILL PULL THE ENTIRE RECORD.

ASSUMED THE DISPATCH FUNCTION FOR THE GREAT FALLS REGION OF THE HIGHWAY PATROL AS PART OF THE PILOT PROJECT WHICH WAS FUNDED BY THE LAST LEGISLATURE.

FIELD FORCE BUREAU

THE FIELD FORCE BUREAU FEELS THAT THE INCREASED DWI ENFORCEMENT HAD A SIGNIFICANT IMPACT ON THE REDUCTION OF HIGHWAY FATALITIES STATE-WIDE IN 1982. AS AN EXAMPLE, DWI ARRESTS IN THE BILLINGS REGION ROSE FROM 254 IN 1981 TO 445 IN 1982, AND DURING THE SAME PERIOD THE FATALITIES IN THE BILLINGS REGION DROPPED FROM 60 IN 1981 TO 34 IN 1982.

STATE-WIDE THE PATROL HAS INCREASED DWI ARRESTS BY APPROXIMATELY 33%.

SELECTIVE ENFORCEMENT BY THE ACCIDENT PREVENTION UNIT HELPED REDUCE THE FATAL ACCIDENT EXPERIENCE IN THE OIL BOOM AREAS AROUND SIDNEY AND GLENDIVE, MONTANA FROM 70 IN 1981 TO 44 IN 1982.

WE ARE VERY PROUD THAT WE MET THE COMPLIANCE STANDARD OF THE NATIONAL SPEED LIMIT. AS YOU KNOW WE ARE REQUIRED BY FEDERAL LAW TO HAVE AT LEAST 50% OF OUR TRUCKS AND OTHER VEHICLES OBEYING THE 55 MPH NATIONAL SPEED LIMIT OR LOSE HIGHWAY CONSTRUCTION MONIES; MONTANA HAD 42.7% OF EXCEEDING THE LIMIT. THIS IS VERY GOOD WHEN YOU CONSIDER THE ADVERSE PUBLICITY AND THE EFFECT OF OUR SUPREME COURT RULING.

WE MAY NOT ALWAYS BE IN THIS GOOD POSITION, BUT WE ARE HAPPY TO BE HERE TODAY.

PERSONNEL AND TRAINING BUREAU

THE PERSONNEL AND TRAINING BUREAU PROVIDED ANTI-DUI (DRIVING UNDER THE INFLUENCE) TRAINING FOR 80% OF MONTANA HIGHWAY PATROL OFFICERS AND A LARGE NUMBER OF OFFICERS FROM SHERIFF'S AND POLICE DEPARTMENTS THROUGHOUT THE STATE. THIS TRAINING HAS HAD A POSITIVE INFLUENCE AS CAN BE SEEN BY THE INCREASE IN DUI ARRESTS AND A LOWER TRAFFIC FATALITY TOLL.

THEY ALSO PROVIDED ACCIDENT INVESTIGATION TRAINING RESULTING IN MORE PROFESSIONAL ACCIDENT INVESTIGATIONS. TRAINING WAS PROVIDED TO ONE OFFICER (SOON TO BE EXPANDED TO 10 OFFICERS) IN THE TECHNICAL ACCIDENT INVESTIGATION FIELD RESULTING IN EXPERTISE IN ANALYZING THE CAUSES OF ACCIDENTS. BOTH THESE TRAINING COURSES BENEFIT HIGHWAY ENGINEERING, INSURANCE COMPANIES, AND THE GENERAL MOTORING PUBLIC BY PROVIDING THE MOST UP-TO-DATE TECHNIQUES AND INFORMATION.

AN IN-SERVICE TRAINING PROGRAM WAS IMPLEMENTED AT THE DISTRICT LEVEL USING VIDEO TAPE. THIS PROVIDED MONTHLY TRAINING ON NEW TECHNIQUES IN LAW ENFORCEMENT WHILE MINIMIZING TRAVEL AND OFF-THE-ROAD TIME FOR PATROL PERSONNEL. THE PROGRAM IS FOLLOWED BY A WRITTEN EXAMINATION WHICH PROVIDES FEEDBACK FOR THE TRAINERS.

FLEET AND SUPPLY BUREAU

SHOTGUN BOOTS WERE PURCHASED FROM MONTANA STATE PRISON AND PLACED UNIFORMLY IN THE FRONT SEAT OF EACH VEHICLE.

RIOT HELMETS WERE PURCHASED FOR THOSE PATROLMEN WHO WOULD BE CALLED UPON IN CASE OF RIOT AT MONTANA STATE PRISON.

BODY ARMOR VESTS WERE PURCHASED FOR EACH OFFICER.

AN EFFORT IS BEING MADE TO ESTABLISH A STANDARD UNIFORM SO THAT ALL OFFICERS WILL LOOK THE SAME. GREEN SHIRTS ARE BEING PHASED OUT.

75 NEW SMITH AND WESSON TOP LIGHTS WERE PURCHASED IN 1982. PATROLMEN HAVING THESE NEW LIGHTS STATE THAT PURSUIT TIME HAS BEEN CONSIDERABLY CUT DOWN.

PROGRESS IS BEING MADE TOWARDS ELIMINATING AUTOMOTIVE SUPPLIES AT DISTRICT LEVELS IN FAVOR OF PURCHASING OIL FILTERS, AIR FILTERS, ETC. AT LOCAL COMMUNITIES RATHER THAN AT STATE LEVELS. THIS WOULD GIVE A BETTER RECORD OF EXPENDITURES FOR THESE ITEMS AND AVOID ANY OBSOLETE SUPPLIES ON INVENTORY.

UNDER THE NEW FIREARMS TRAINING ALL EXISTING SUPPLIES OF AMMUNITION WERE ISSUED AND USED. EACH PATROLMAN MUST QUALIFY WITH BOTH REVOLVER AND SHOTGUN.

FRONT BREAK HOLSTERS WERE PURCHASED FOR OFFICERS. THIS SHOULD PREVENT OFFICERS FROM DROPPING THEIR WEAPONS WHEN RUNNING.

ALL PATROLMEN WERE ISSUED JUMPER CABLES TO ASSIST THE PUBLIC WHEN NECESSARY TO START THEIR CARS.

NEW WHITE PATROL CARS WERE EQUIPPED AND ISSUED TO THE FIELD. EACH NEW CAR CONTAINS A GAS-TRANSFER KIT TO PUMP GAS TO DISABLED MOTORISTS. POLICY TO PUMP A GALLON TO GET THEM TO A STATION. THE MOTORIST IS GIVEN AN ENVELOPE TO SEND IN THE MONEY FOR THE GAS. SO FAR THE CONTRIBUTIONS ARE GREATER THAN THE COST OF THE GASOLINE.



Inter Office Communication
MONTANA HIGHWAY PATROL
(Servitum Cum Humilitate)

To: Col. R. W. Landon

From: Capt. Dan Eshleman

Subject: NEW STATE RADIO SYSTEM

Date 4, January 1983

File No. _____

PILOT PROJECT PEPORT

The system is progressing very well in our area, with some normal mechanical and dispatch problems.

The improvement in productivity and accountability of our patrol officers has been very noticable. The improvement of safety to our officers is the most meaningful accomplishment.

We will be able to communicate with the Department of Highways maintenance units for the first time.

This system is providing the public with better service and will improve as the system is expanded.

Daniel E Eshleman

Daniel Eshleman, Captain

REGION II
Great Falls, Mt.

DEE/km

| | App'd | Disapp'd | Date | Remarks |
|----------------|-------|----------|-------|---------|
| tain: _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ |
| ervisor: _____ | _____ | _____ | _____ | _____ |

STATE WIDE COMMUNICATIONS

Detailed facts and information to the supplement budget detail summary, page 131.

Object: State wide radio coverage utilizing central dispatch from Helena.

Requires:

Field: 160 mobile radios
15 mobile relays
19 towers
plus associated equipment

Dispatch: 5 control consoles
video terminals for computer
associated equipment

Field equipment will be in addition to pilot project installed and operating in North Central Montana.

Central dispatch will be located in the sub-basement of the National Guard building in the space provided. The patrol will only need to furnish the dispatch equipment and interface, as all the other needs will be filled by the National Guard.

The program will be spread over a period of two years with installations in the western part of the state to be completed first.

Future planned state wide microwave communication systems will greatly add to the feasibility of this patrol program.

The attached break down figures will give the approximate costs per area.

STATEWIDE COMMUNICATIONS SYSTEM-FY 1984

REGION I - Western

| | |
|---------------------------|-----------------|
| Missoula Base Station | \$ 4,957 |
| Kalispell Base Station | 4,957 |
| 43 mobiles @ \$1445 | 62,135 |
| 7 antenna @ \$200 | 1,400 |
| 3 mobile relays @ \$3,919 | 11,757 |
| 3 duplexers @ \$706 | 2,118 |
| 7 towers @ \$1,000 | 7,000 |
| | <u>\$94,324</u> |

REGION II - North Central

| | |
|---------------------------|-----------------|
| 16 mobiles @ \$1,445 | \$23,120 |
| 4 antenna @ \$200 | 800 |
| 3 mobile relays @ \$3,919 | 11,757 |
| 3 duplexers @ \$706 | 2,118 |
| 4 towers @ 1,000 | 4,000 |
| | <u>\$41,795</u> |

REGION III - South West

| | |
|---------------------------------|-----------------|
| Butte Base Station | \$ 4,957 |
| Bozeman Base Station (possible) | 4,957 |
| 40 mobiles @ \$1,445 | 57,800 |
| 4 antenna @ \$200 | 800 |
| 3 mobile relays @ \$3,919 | 11,757 |
| 3 duplexers @ \$706 | 2,118 |
| 4 towers @ \$1,000 | 4,000 |
| | <u>\$86,389</u> |

HELENA COMMAND (Region III)- Central

| | |
|-----------------------------|------------------|
| 1 printer | \$ 3,000 |
| 5 video terminals @ \$1,565 | 7,825 |
| 5 consoles @ \$20,000 | 100,000 |
| 6 UHF antenna @ \$200 | 1,200 |
| 10 UHF Links @ \$4,000 | 40,000 |
| Tape Recorder | 12,000 |
| Cartridge Tape | 500 |
| | <u>\$164,525</u> |
| Test Equipment | 30,000 |
| Maintenance and Parts | 15,000 |
| | <u>\$45,000</u> |

TOTAL \$432,033

STATE WIDE COMMUNICATIONS SYSTEM-FY 1985

REGION IV - Eastern

| | |
|-------------------------------|-----------------|
| Glendive Base Station | \$ 4,957 |
| Miles Base Station (possible) | 4,957 |
| 28 mobiles @ \$1,445 | 40,460 |
| 3 antenna @ \$200 | 600 |
| 3 mobile relays @ \$3,919 | 11,757 |
| 3 duplexers @ \$706 | 2,118 |
| 3 towers @ \$1,000 | 3,000 |
| | <u>\$67,849</u> |

REGION V - South Eastern

| | |
|---------------------------|-----------------|
| Billings Base Station | \$ 4,957 |
| 33 mobiles @ \$1,445 | 47,685 |
| 4 antenna @ \$200 | 800 |
| 3 mobile relays @ \$3,919 | 11,757 |
| 3 duplexers @ \$706 | 2,118 |
| 4 towers @ \$1,000 | 4,000 |
| | <u>\$71,317</u> |

TOTAL \$169,166

Line Charges--800 numbers and interconnect

FY 1984 projected. \$12,000

FY 1985 projected. \$15,000

External Labor, Travel, Contracts

FY 1984 projected. \$20,000

FY 1985 projected. \$20,000

MONTANA

PRESENT HIGH BAND SYSTEM

PRESENT HIGH BAND SYSTEM

Coverage —
Mobile Relays

300 1002 Conty Outline Map
STATE PRINTING COMPANY
Helen

[illegible]

REGION I REGION II REGION III FY 1984

Coverage —
Mobile Relays

No. 1052 -- County Outline Map
STATE PUBLISHING COMPANY
Helena

[illegible]

REGION IV REGION V FY 1985

Coverage _____
Mobile Relays

No. 1052 — County Outline Map
STATE PUBLISHING COMPANY
Helena

STAFFING STUDY FOR LENS

COMMUNICATIONS

A STUDY WAS DONE COMPARING MONTANA'S POPULATION AND SQUARE MILES AGAINST TWO OTHER STATES, NORTH DAKOTA AND WYOMING, WHO ALREADY HAVE A STATEWIDE RADIO COMMUNICATIONS SYSTEM.

MONTANA SHOWS THE FOLLOWING:

- 1) POPULATION OF 786,690
- 2) SQUARE MILES OF 147,138 - 1 OFFICER COVERS 735 SQ MILES

N DAK SHOWS THE FOLLOWING:

- 1) POPULATION OF 652,695
- 2) SQUARE MILES OF 70,665 - 1 OFFICER COVERS 543 SQ MILES

WYOMING SHOWS THE FOLLOWING:

- 1) POPULATION OF 470,816
 - 2) SQUARE MILES OF 97,914 - 1 OFFICER COVERS 604 SQ MILES
-

OFFICERS (MOBILE UNITS), OPERATORS

MONTANA SHOWS THE FOLLOWING:

- 1) 29 OPERATORS
 - 2) 568 MOBILE UNITS (1,368 INCLUDING H'WAYS)
- SERVING: STATE, SOME COUNTY, TOW TRUCKS, AMBULANCES

NORTH DAKOTA SHOWS THE FOLLOWING:

- 1) 35 OPERATORS
 - 2) 1,792 MOBILE UNITS
- SERVING: STATE, COUNTY, CITY, TOW TRUCKS, AMBULANCES, FIRE TRUCKS

WYOMING SHOWS THE FOLLOWING:

- 1) 46 OPERATORS
 - 2) 362 MOBILE UNITS
- SERVING: STATE, SOME COUNTY, TOW TRUCKS, AMBULANCES

RATIOS

THE FIRST RATIO SHOWS:

- 1) ONE MONTANA OPERATOR DISPATCHES 20 MOBILE UNITS (WITH HIGHWAY 47 UNITS.)
- 2) ONE N.DAK OPERATOR DISPATCHES 60 MOBILE UNITS
- 3) ONE WYOMING OPERATOR DISPATCHES 8 MOBILE UNITS

THE SECOND RATIO SHOWS:

- 1) ONE MONTANA OPERATOR SERVES 27,127 PEOPLE
- 2) ONE N. DAK. OPERATOR SERVES 21,756 PEOPLE
- 3) ONE WYOMING OPERATOR SERVES 10,235 PEOPLE

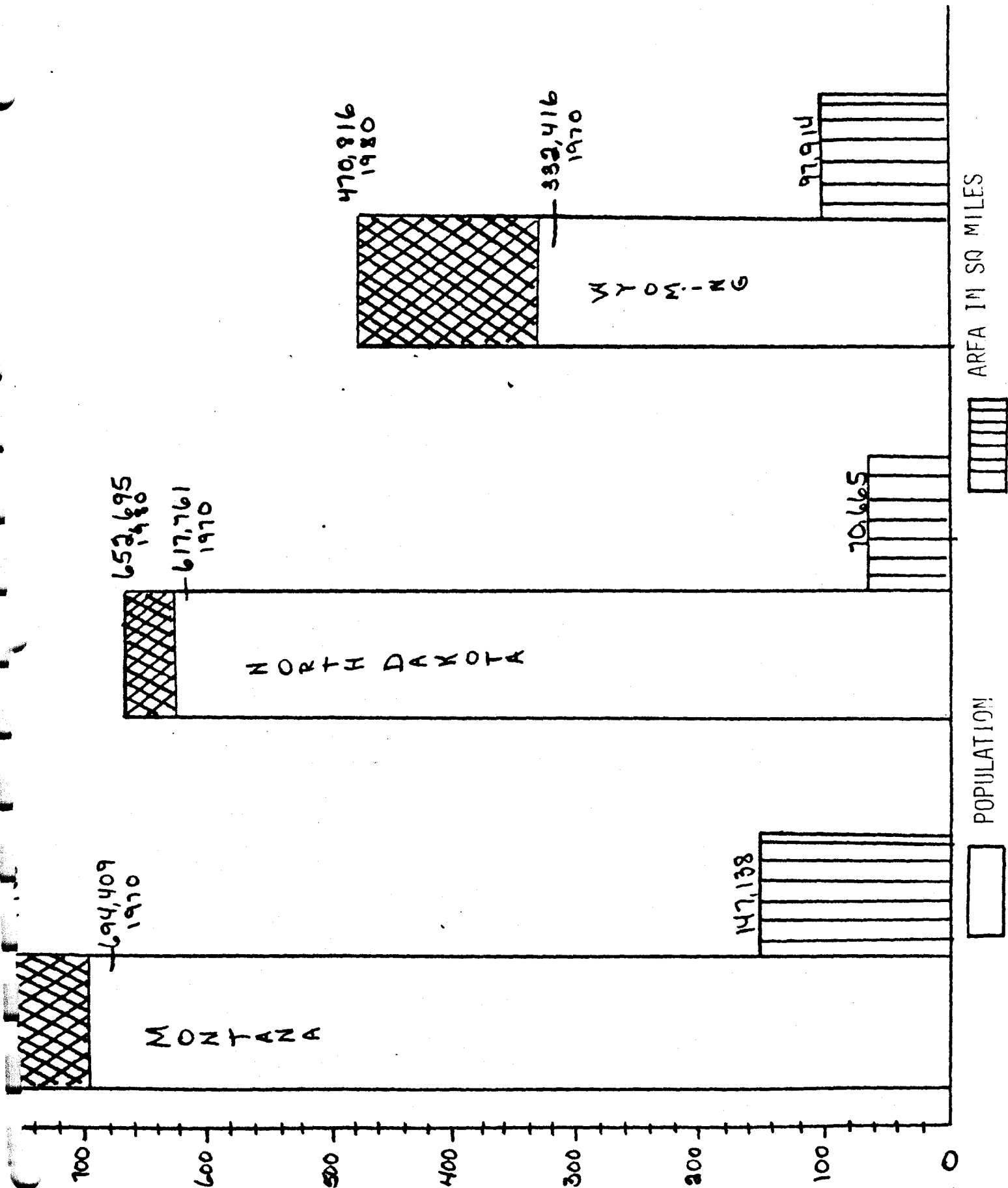
THE THIRD RATIO SHOWS:

- 1) ONE MONTANA H.PATROL OFFICER COVERS 735 SQUARE MILES
- 2) ONE N.DAK. PATROL OFFICER COVERS 543 SQUARE MILES
- 3) ONE WYOMING PATROL OFFICER COVERS 604 SQUARE MILES

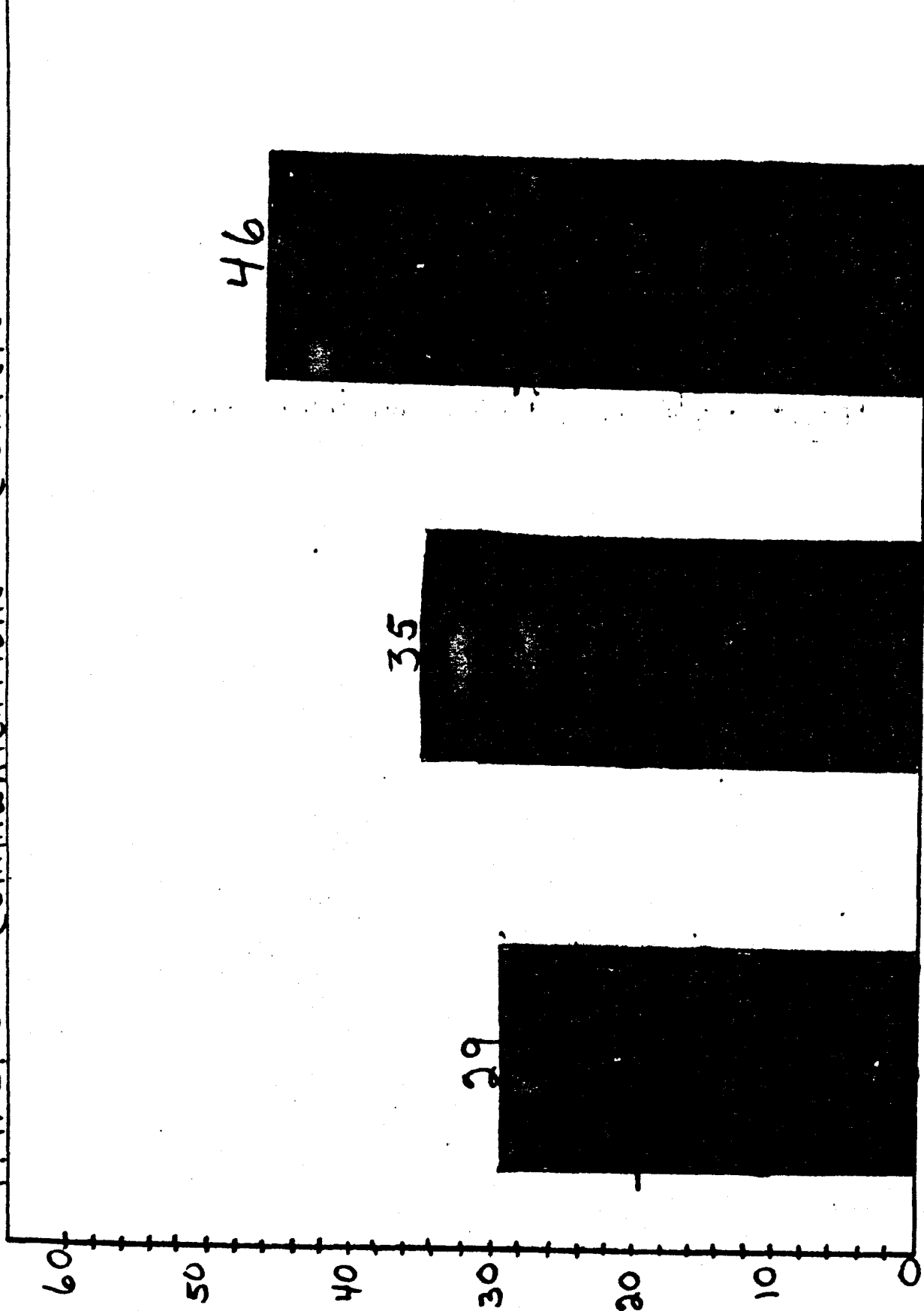
THE FOURTH LINE DESIGNATES THE PERCENTAGE OF INCREASE IN POPULATION

- 1) MONTANA'S POPULATION INCREASED 13.3 FROM 1970 TO 1980
- 2) N. DAK'S POPULATION INCREASED 5.7 FROM 1970 TO 1980
- 3) WYOMING'S POPULATION INCREASED 41.6 FROM 1970 TO 1980

BECAUSE MONTANA HAS MORE POPULATION, MORE SQUARE MILES AND FEWER OPERATORS THAN THE OTHER TWO STATES, WE FEEL THAT AN ADDITIONAL 20 F.T.E. WOULD BEST HANDLE OUR NEEDS.



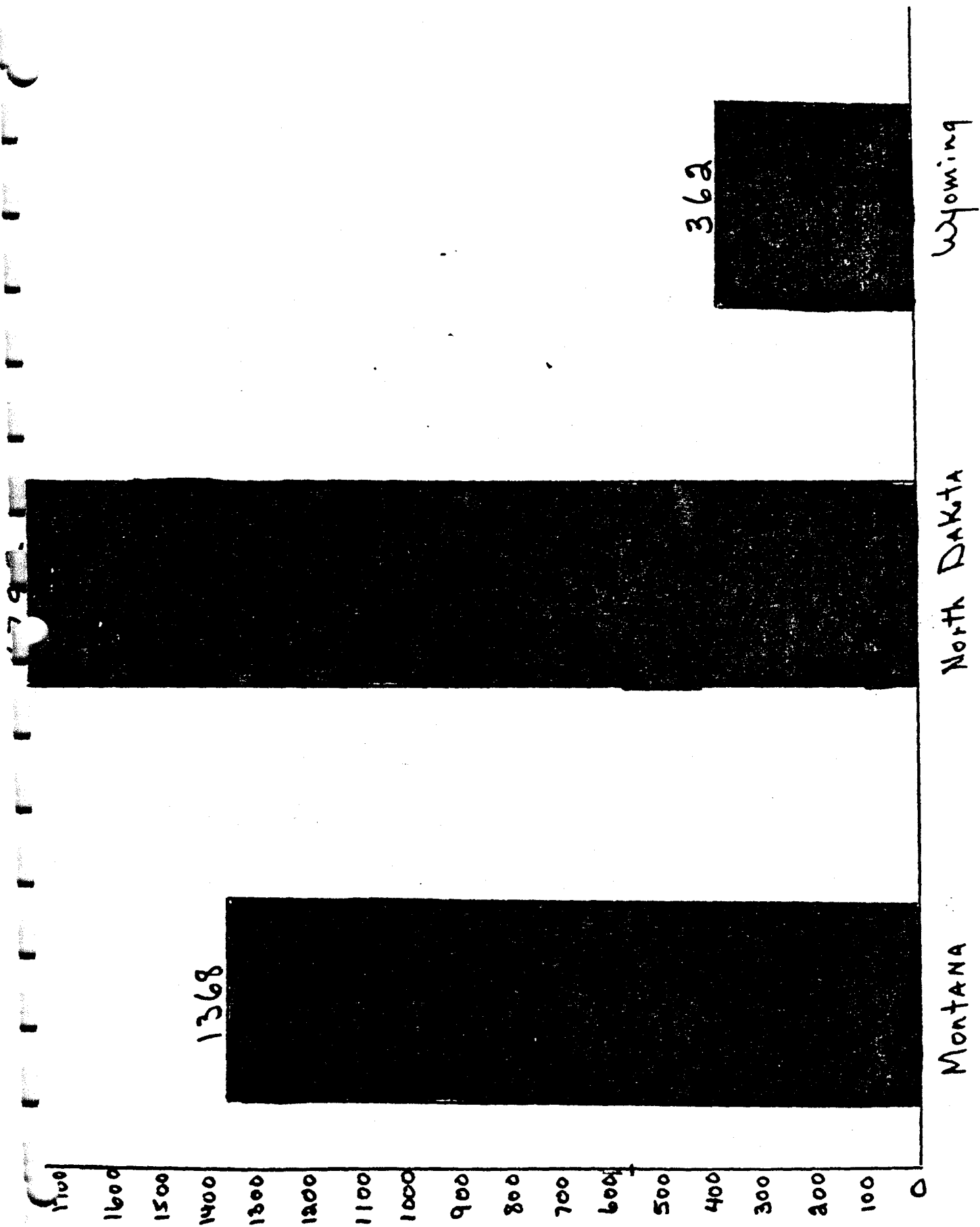
F.T.E.'S Communications Centers



Montana

North Dakota

Wyoming



RATIOS

MONTANA NORTH DAKOTA WYOMING

| | | | |
|---------------------------|------|----|---|
| UNITS TO OPERATORS | 20 | 60 | 8 |
| (INCLUDING HIGHWAY UNITS) | (47) | | |

| | | | |
|-------------------------|--------|--------|--------|
| OPERATORS TO POPULATION | 27,127 | 21,756 | 10,235 |
|-------------------------|--------|--------|--------|

| | | | |
|-------------------------------|-----|-----|-----|
| H.P. OFFICERS TO SQUARE MILES | 735 | 543 | 604 |
|-------------------------------|-----|-----|-----|

| | | | |
|------------------------------------------------------|------|-----|------|
| PERCENTAGE OF INCREASE IN POPULATION 1970 TO 1980 | 13.3 | 5.7 | 41.6 |
|------------------------------------------------------|------|-----|------|

UNITS= MOBILE UNITS

MODIFICATION REQUEST FOR SAFETY EDUCATION OFFICERS

The Montana Highway Patrol Division of the Department of Justice is a public service organization emphasizing traffic safety for the motoring public on the highways of Montana.

The Montana Highway Patrol desires to establish a Safety Education Bureau consisting of five Patrol Officers directly responsible to the Division Administrator. Ideally, there would be a Safety Education Officer in each region, coordinating their activities and itinerary with the Region Commander.

There is no known benchmark against which to evaluate the efforts of a Safety Education Officer Program, however, large companies throughout the nation have established Safety Programs for their employees for many years.

Trucking companies have been in the forefront of such progressive movements. Insurance companies base their rates for the trucking industry and other companies on the evaluation of the Safety Programs in effect for company employees. This is a strong indication of the value of such safety programs.

Most enforcement agencies have Safety Education Officers within their departments. The Montana Highway Patrol Division would like to provide this service for the citizens of the State of Montana. We believe that this program would save lives if implemented.

The Patrol Officers selected for this duty would be chosen for their expertise in public speaking and interest in Public Safety education as shown by their past education and experience.

The Safety Education Officers selected for this duty would perform the following tasks:

1. Be responsible for contacting every school within their region for the purpose of promoting highway safety to students.
2. Disseminate news releases pertaining to Traffic Safety.
3. Stock and distribute traffic safety literature to all schools, civic clubs, churches, and other groups or organizations interested in promoting highway safety.
4. Maintain a inventory of safety films for presentation to the public.
5. Schedule the use of the seat belt convincer simulation whenever it is available for use within his region.
6. Compile accident statistics on a state wide and regional basis for use in safety talks.
7. Coordinate programs for Driver Education classes in the schools within their region.

Cost for this program is estimated to be \$208,943 for fiscal year 1984, and \$129,764 for fiscal year 1985.

In conclusion, we believe the cost of this program will be more than offset by the savings in lives and personal property from increased public awareness of Traffic Safety.

MODIFICATION REQUEST FOR EXTENSIVE TRAINING-NORTHWESTERN TRAFFIC INSTITUTE

Sending an officer to the Police Administration Training Program should be viewed as an investment that will pay dividends in the future. The experiences of Northwestern Traffic Institute has shown that, in addition to enhancing the graduate officer's personal status, the contributions of that officer play an extraordinary role in the further professional development of his department. The short-term loss of manpower is more than compensated for by management tools the graduate takes back to the department to help build a more effective and responsive law enforcement agency.

The Police Administration Training Program is a nine-month, accredited program designed to provide in-depth instruction in management, traffic and training to law enforcement officers. The program emphasizes current theories and procedures in police administration and related disciplines. Specific program objectives and justifications include:

- exploring major issues and operational problems confronting public safety and law enforcement personnel today
- developing abilities to perform as administrative staff officers
- refining verbal and nonverbal communication skills
- encouraging a professional commitment to public safety and law enforcement

Theories and concepts taught in the classroom are reinforced by practical application. Participants attend the program as representatives of their department or organization rather than as individuals interested solely in personal improvement.

An officer chosen to participate in this school will be required to sign an agreement to stay within the department for three years. Thus the department will utilize his education and expertise learned from his experience at Northwestern Traffic Institute.

Detailed Course Outline - Advanced Training, Northwestern Traffic Institute

A specialized course of study is designed for each student to develop the skills that will be most beneficial for the student and his home agency. The curriculum is comprised of core courses, elective courses, and contracted study in a major area, in this case traffic. Core courses seek to develop mastery of fundamental disciplines basic to all fields of police administration and are required for all students. Elective courses are chosen by the student and his staff advisor, whereas the student's major area of study is determined by his agency chief.

The core courses (required) are as follows:

- Fundamentals of Management
- Organizational Behavior
- Psychology of Police Personnel Methods
- Research
- Effective Communications
- Police Statistics
- Components of Traffic Safety
- Law for Police Administrators
- Personnel Administration
- Legal Methods of Enforcement
- Police Budgeting and Program Analysis
- Grantsmanship
- Student Technical Assistance Program
- Management Survey Techniques and Field Trips

The elective courses (chosen by the student) are as follows:

- Law Enforcement Seminar
- Management of Change
- Police Labor/Management Relations
- Administration of Police Training
- Police Instructor Training
- Information Management Systems-Design I
- Information Management Systems-Design II
- Group Dynamics and Interpersonal Relations
- Police as a Public Agency
- Police Traffic Program Development
- Accident Investigation
- Accident Investigation Administration
- Accident Reconstruction
- Technical Accident Investigation

Detail Course Outline (con't.)

Traffic majors develop analytical skills necessary for recognizing traffic problems and the administrative skills required for efficiently utilizing manpower and resources. By learning how to establish an effective police records system and how to selectively assign personnel, the student acquires the tools for upgrading a department's traffic accident prevention program.

Student teams apply traffic records analysis, program evaluation and personnel assignment techniques to Chicago-area jurisdictions. Under the guidance of experienced staff, students analyze traffic problems and review accident and enforcement records in order to recommend improvements for the departments they study.

Traffic major courses include the following:

- Police Traffic Policies
- Police Decision Making
- Traffic Records and Analysis
- Determining Personnel Needs and Assignments
- Accident Investigation as Related to Supervision of an Accident Prevention Program
- Fundamentals of Traffic Engineering as Related to the Police Function
- Managing a Traffic Law Enforcement Program
- Study of Federally Funded Traffic Programs such as STEP and CARE
- Developing and Budgeting for Grant Monies
- National 55 MPH Speed Limit
- Police Use of Radar
- Energy Conservation

RELATED COSTS FOR ADVANCED TRAINING AT NORTHWESTERN TRAFFIC INSTITUTE

1 Person

| | |
|--------------------------------|-----------|
| Tuition | \$ 5.000. |
| Activity Fee, Medical Services | 1.507. |

| | |
|--------------------------|------------|
| Activity & Medical | \$ 185. |
| Books & Materials | 500. |
| 5-Day Field Study Trip | 500. |
| Official Class Functions | 292. |
| Matriculation Fee | <u>30.</u> |

| | |
|-------|-----------|
| TOTAL | \$ 1,507. |
|-------|-----------|

| | |
|---------------------------|-----------|
| Travel | 620. |
| Living Expenses Agreement | 11,340. |
| \$42. a day x 270 days = | \$11,340. |

| | |
|---------------------|-----------------|
| TOTAL RELATED COSTS | <u>\$18,467</u> |
|---------------------|-----------------|

MODIFICATION REQUEST FOR
32 ADDITIONAL MONTANA HIGHWAY PATROL OFFICERS

Chart A - 16 to be added in fiscal year 1983-1984.

Chart B - 16 to be added in fiscal year 1984-1985.

Currently 158 Traffic Patrol Officers patrol 2,365 miles of Interstate Highway, 5,777 miles of Primary Highway, 1,103 miles of Frontage Road and 150 miles of Secondary Roads for a total of 9,395 miles. This figure does not include County Roads, Forest Service Roads, and streets in certain municipalities which Patrol Officers are responsible for.

During an average period of time there are approximately 50 Patrol Officers on duty in the entire state. This figure takes into consideration Patrolmen's days off, vacations, and the fact that Highway Patrol Officers provide coverage 16 hours a day, 7 days a week in most areas. The 50 Patrol Officers on duty have a wide range of tasks to perform in addition to traffic patrolling, which cut their patrolling time to about 40% of their work shift.

The population of Montana increased 13.3% from 1970 to 1980, and the vehicle miles traveled have also increased substantially. The Montana Highway Patrol has increased in strength by only 9%, or 13 Patrol Officers, since 1972. Currently the Montana Highway Patrol is providing barely adequate coverage for basic traffic law enforcement. We are not able to provide specialized programs such as DUI (Driving Under the Influence) and selective enforcement programs for accident reduction. These programs would result in the saving of lives, plus a reduction in personal injury and property damage stemming from traffic accidents.

The cost of this modification is \$616,315 for fiscal year 1984 and \$1,110,414 for fiscal year 1985.

The addition of 32 Highway Patrolmen over the next two years would provide better coverage statewide and would attempt to make up for past population increases and increased vehicle miles travelled. The results of this increase in manpower should be a lower traffic fatality toll and a decrease in economic loss due to property damage and personal injury accidents, plus better law enforcement service to the citizens of the State of Montana.

CHART C

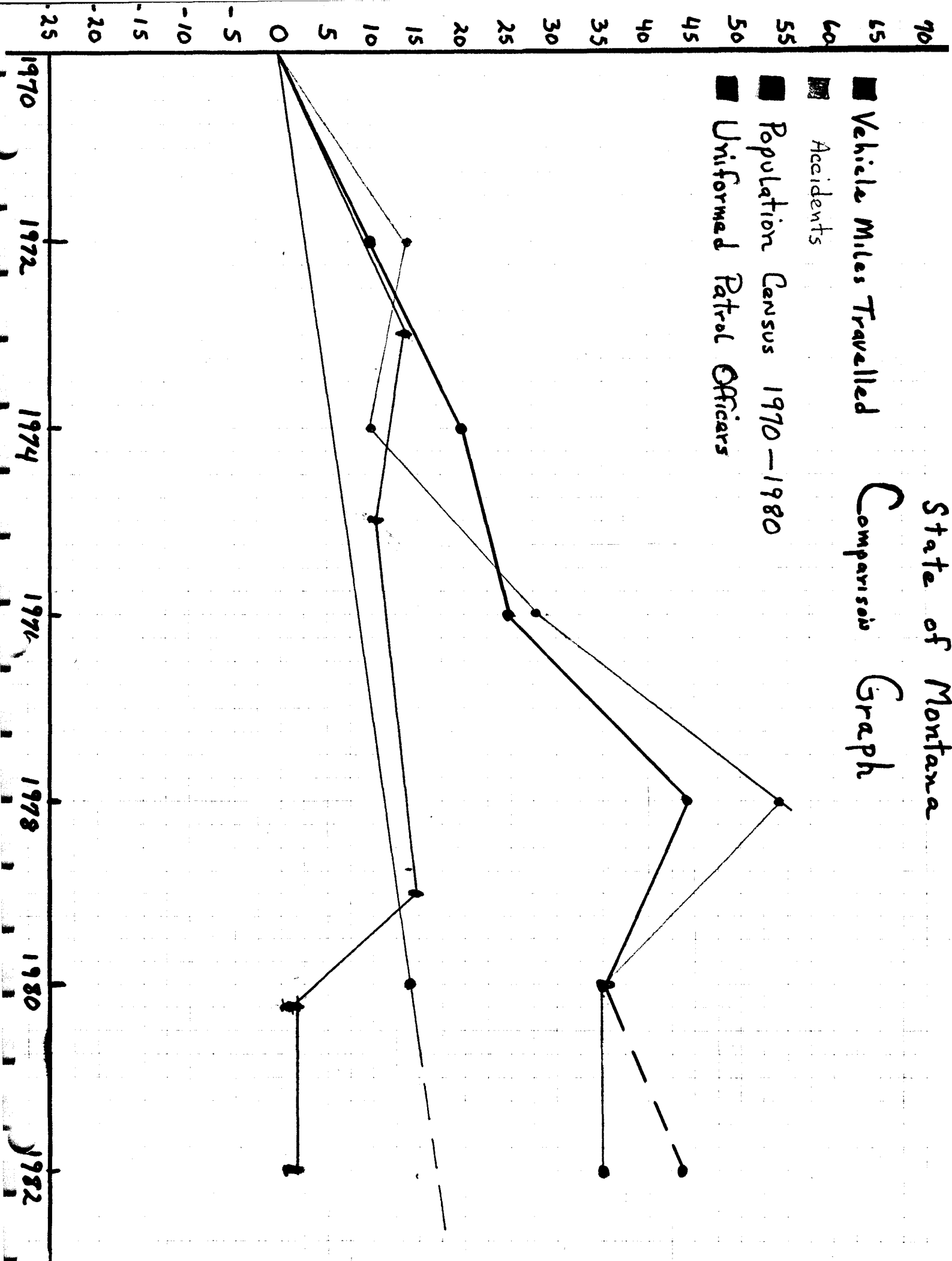
ADDITIONAL MANPOWER NEEDS DIVIDED INTO TWO YEARS-

| | <u>1983-84</u> | <u>1984-85</u> |
|------------|-------------------|-------------------|
| Region I | Kalispell 1 | Kalispell 1 |
| | Plains 1 | Ravalli 1 |
| | <u>Hamilton 1</u> | |
| | Total Additions 3 | Total Additions 2 |
| Region II | Great Falls 2 | Harlowton 1 |
| | <u>Simms 1</u> | |
| | Total Additions 3 | Total Additions 1 |
| Region III | Helena 1 | Helena 1 |
| | Dillon 1 | |
| | <u>Lincoln 1</u> | |
| | Total Additions 3 | Total Additions 1 |
| Region IV | Glendive 1 | Miles City 1 |
| | Plentywood 1 | Glasgow 1 |
| | <u>Wibaux 1</u> | <u>Ekalaka 1</u> |
| | Total Additions 3 | Total Additions 3 |
| | | |
| Region V | Billings 3 | Billings 8 |
| | <u>Columbus 1</u> | <u>Joliet 1</u> |
| | Total Additions 4 | Total Additions 9 |

These figures are not final. Some changes may be made as needs are shown by activity, population changes and accident rates.

State of Montana Comparison Graph

- Vehicle Miles Travelled
- Accidents
- Population Census 1970-1980
- Uniformed Patrol Officers



| <u>YEAR</u> | <u>MILES TRAVELED IN BILLIONS</u> | <u>TRAFFIC PATROLMEN</u> | <u>TRAFFIC COVERAGE</u> |
|-------------------|---------------------------------------|------------------------------|-----------------------------|
| 1965 | 3,696,000,000 | 100 | 36.96 |
| 1966 | 3,838,000,000 | 99 | 38.77 |
| 1967 | 4,080,000,000 | 100 | 40.80 |
| 1968 | 4,276,000,000 | 119 | 35.93 |
| 1969 | 4,439,000,000 | 121 | 36.68 |
| 1970 | 4,867,000,000 | 133 | 36.59 |
| 1971 | 5,079,000,000 | 138 | 36.80 |
| 1972 | 5,373,000,000 | 145 | 37.00 |
| 1973 | 5,689,000,000 | 156 | 36.47 |
| 1974 | 5,823,000,000 | 156 | 37.30 |
| 1975 | 5,723,000,000 | 156 | 36.68 |
| 1976 | 6,121,000,000 | 156 | 39.23 |
| 1977 | 6,511,000,000 | 156 | 41.73 |
| 1978 | 7,021,000,000 | 156 | 45.01 |
| 1979 | 6,703,000,000 | 156 | 42.96 |
| 1980 | 6,607,000,000 | 156 | 42.35 |
| 1981 | 6,977,000,000 | 158 | *44.16 |
| <u>Estimated:</u> | | | |
| 1982 | 7,423,000,000 | 158 | 46.98 |
| 1983 | 7,869,000,000 | 158 | 49.80 |
| 1984 | 8,341,000,000 | 158 | 52.79 |
| 1985 | 8,842,000,000 | 158 | 55.96 |

Traffic coverage index obtained by dividing VMT by the number of patrol officers. Traffic coverage shows the amount of VMT by the public each patrol officer patrols.

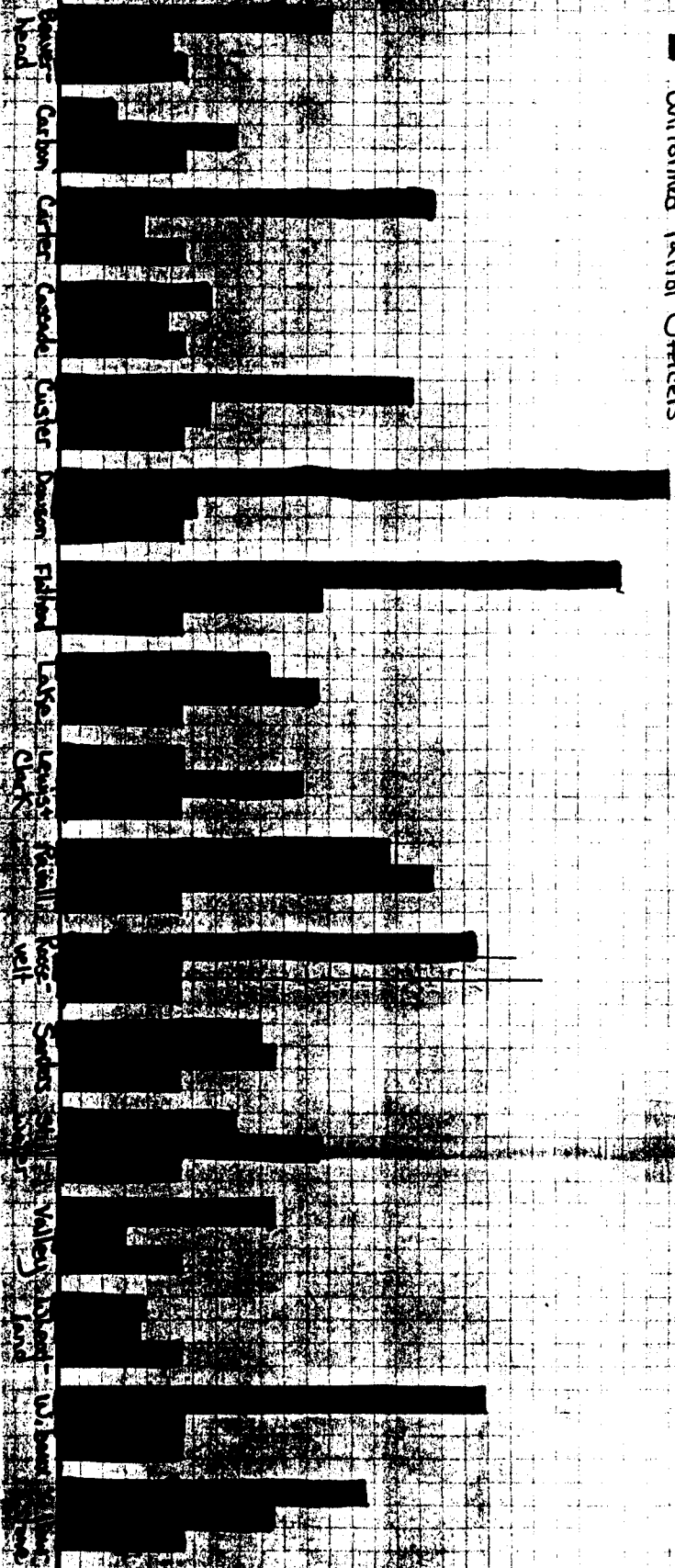
State of Montana

Comparison of Designated

Countries 1970-1982

- Accidents
- Population Census 1970-1980
- Uniformed Patrol Officers

Percentage of Change



MODIFICATION REQUEST FOR PATROL RECRUIT SCHOOL

If the modification for the 32 additional Montana Highway Patrol Officers is approved, the Highway Patrol Division requests a modification for recruit training to accomodate the increase.

The Montana Highway Patrol has a Recruit Training School at the Law Enforcement Academy in Bozeman for successful job applicants prior to being hired as Patrol Officers.

Recruit Training School is a vital part of the Highway Patrols' recruiting procedure. After being screened and interviewed, recruits attend approximately 660 hours of instruction in accident management, traffic law enforcement, police vehicle operation, government regulations, and highway safety. After completion of the school, applicants are ranked in order of merit and hired when vacancies on the force occur.

In the past, Recruit Schools have been held once every two years rather than hiring and training individual recruits as vacancies occur. We would like to modify this to hold a smaller Recruit School each year. This would reduce the amount of waiting time between completion of Recruit School and assignment to the Patrol.

The department seeks funds for an 11 week training school in fiscal years 1984 and 1985. This modification will allow it to train 16 recruits each year to fill the new positions created, and will cost approximately \$78,112 each year.

SAFETY EDUCATIONAL OFFICERS
BUDGET MODIFICATION - 1985 BIENNIUM

| | <u>FY 84</u> | <u>FY 85</u> |
|---------------------------|----------------|----------------|
| FTE | 5.00 | 5.00 |
| <u>Personal Services:</u> | | |
| Salaries | 85,400 | 85,075 |
| Employee Benefits | 21,718 | 21,662 |
| Total | <u>107,118</u> | <u>106,737</u> |
| <u>Operating Expense:</u> | | |
| Contracted Services | 1,685 | 1,787 |
| Supplies & Materials | 14,000 | 15,166 |
| Communications | - | - |
| Travel | 5,730 | 6,074 |
| Rent | - | - |
| Repairs & Maint | - | - |
| Other Exp | - | - |
| Total | <u>21,415</u> | <u>23,027</u> |
| <u>Equipment:</u> | 80,410 | - |
| <u>Total Program:</u> | 208,943 | 129,764 |
| <u>Funding:</u> | | |
| General Fund | 101,825 | 23,027 |
| Other Funds | 107,118 | 106,737 |
| Total | <u>208,943</u> | <u>129,764</u> |

Narrative:

This modification would enable the Montana Highway Patrol to establish five safety education officers to promote traffic safety to the general public.

Comments:

Exhibit #12
1/18/83

NORTHWEST TRAFFIC INSTITUTE
BUDGET MODIFICATION - 1985 BIENNIUM

| | <u>FY 84</u> | <u>FY 85</u> |
|---------------------------|---------------|--------------|
| FTE | | |
| <u>Personal Services:</u> | | |
| Salaries | | |
| Employee Benefits | | |
| Total | | |
| <u>Operating Expense:</u> | | |
| Contracted Services | 12,152 | - |
| Supplies & Materials | | |
| Communications | | |
| Travel | 697 | - |
| Rent | | |
| Repairs & Maint | | |
| Other Exp | 5,618 | |
| Total | <u>18,467</u> | <u>-</u> |
| <u>Equipment:</u> | | |
| <u>Total Program:</u> | 18,467 | - |
| <u>Funding:</u> | | |
| General Fund | 18,467 | - |
| Other Funds | | |
| Total | <u>18,467</u> | <u>-</u> |

Narrative:

This modification would enable the Highway Patrol to send one patrol officer to the Northwestern Traffic Institute for extensive training in the Police Administration Program.

Comments:

Exhibit #13
1/18/83

ADDITIONAL PATROLMEN
BUDGET MODIFICATION - 1985 BIENNIUM

| | <u>FY 84</u> | <u>FY 85</u> |
|---------------------------|--------------|--------------|
| FTE | 16.00 | 32.00 |
| <u>Personal Services:</u> | | |
| Salaries | 295,488 | 588,704 |
| Employee Benefits | 73,896 | 147,401 |
| Total | 369,384 | 736,105 |
| <u>Operating Expense:</u> | | |
| Contracted Services | 5,393 | 5,717 |
| Supplies & Materials | 44,801 | 48,531 |
| Communications | - | - |
| Travel | 18,337 | 19,437 |
| Rent | - | - |
| Repairs & Maint | - | - |
| Other Exp | - | - |
| Total | 68,531 | 73,685 |
| <u>Equipment:</u> | 178,400 | 300,624 |
| <u>Total Program:</u> | 616,315 | 1,110,414 |
| <u>Funding:</u> | | |
| General Fund | 246,931 | 374,309 |
| Other Funds | 369,384 | 736,105 |
| Total | 616,315 | 1,110,414 |

Narrative:

This modification would add 16 Highway Patrol Officers to the force each year for two years, totaling 32 additional officers for the forthcoming biennium.

Comments:

HIGHWAY PATROL RECRUIT SCHOOL
BUDGET MODIFICATION - 1985 BIENNium

| | <u>FY 84</u> | <u>FY 85</u> |
|---------------------------|---------------|---------------|
| FTE | | |
| <u>Personal Services:</u> | | |
| Salaries | | |
| Employee Benefits | <u>5,600</u> | <u>5,600</u> |
| Total | <u>5,600</u> | <u>5,600</u> |
| <u>Operating Expense:</u> | | |
| Contracted Services | 72,512 | 72,512 |
| Supplies & Materials | | |
| Communications | | |
| Travel | | |
| Rent | | |
| Repairs & Maint | | |
| Other Exp | | |
| Total | <u>72,512</u> | <u>72,512</u> |
| <u>Equipment:</u> | | |
| <u>Total Program:</u> | 78,112 | 78,112 |
| <u>Funding:</u> | | |
| General Fund | 78,112 | 78,112 |
| Other Funds | | |
| Total | <u>78,112</u> | <u>78,112</u> |

Narrative:

This modification would provide a recruit school each year for the requested 16 new patrol officers per year. Prior to being hired, patrol officer candidates must receive 9-11 weeks of training.

Comments:

Exhibit #15
1/18/83

VISITOR'S REGISTER

HOUSE ELECTED OFFICIALS/HIGHWAYS COMMITTEE

~~REPLY~~ DEPT. OF JUSTICE:DATE January 18, 1983
7:00 a.m.~~SPONSOR~~ Field Services, LENS, Highway
~~REMARKS~~ Traffic Safety

| NAME | RESIDENCE | REPRESENTING | SUP- PORT | OP- POSE |
|--------------------|-----------|-----------------------------------------------------------------------------------------------------------------|--------------|-------------|
| Chuck O'Reilly | Helena | LENS Advisory Council Mont. Sheriff & Peace Officers Crim. Coll. C.J.S. Comm. + Montana Co. Atty. Gen. | ✓ | |
| R.L. Deschamps III | Missoula | | | |
| Marlene Peterson | Helena | LENS Bureau | | |
| Susan Hansen | HELENA | AG OFFICE | | |
| Bob Kuchera | ✓ | ✓ | | |
| John Johnson | ✓ | Highway Patrol | ✓ | |
| William Blum | Helena | Mt. Chiefs of Police Assoc | ✓ | |
| David Blum | Helena | Public Instructor | ✓ | |
| Ray Smith | Helena | Highway Patrol | ✓ | |
| RAY FAFELL | HELENA | HIGHWAY PATROL | ✓ | |
| John Ryan | Townsend | Broadwater Co. High School | ✓ | |
| Grace Garrett | Helena | Clancy Elementary School Clancy, Mt. | ✓ | |
| Eve E. Reed | Helena | Helena Industries - Rehabilitation | ✓ | |
| Jerry S. Wilkerson | Helena | Highway Patrol | | |
| Dutch Meyer | Helena | Highway Patrol | | |
| Kelly Ewan | Helena | Office of Public Instruction | ✓ | |
| Robert Haack | Clancy | Jefferson High Traffic Ed | ✓ | |
| Tom Leonard | Helena | Helena schools Traffic Ed | ✓ | |
| Bandy Vogel | Townsend | Broadwater Co. High | | |

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR LONGER FORM.

WHEN TESTIFYING PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.