

STATUTORY AUTHORITY

North Dakota Century Code chapter 39-03

AGENCY DESCRIPTION

The state Highway Patrol is responsible for law enforcement relating to safety and protection of the motoring public; the operation of vehicles; implementation of public education programs to reduce crashes and encourage safe driving practices; enforcement of laws to protect the highways, including size and weight requirements; inspection of vehicles for safety equipment, including school buses; security and protection of the Governor, the Governor's immediate family, and other officials; operation of the state Law Enforcement Training Academy and coordination of basic and advanced peace officer training; security of the Supreme Court and the Legislative Assembly while in session; and general law enforcement authority on state property, including the Capitol Grounds and elsewhere upon request.

AGENCY MISSION

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

AGENCY PERFORMANCE MEASURES

- Reduce the traffic fatality rate per 100 million miles to 1.0 by 2009
- Reduce the vehicle crash rate per 100 million miles to 190 by 2009
- Reduce the percentage of alcohol related fatal crashes to 40% by 2009
- Increase statewide seatbelt use to 80% by 2009

MAJOR ACCOMPLISHMENTS

1. Community forums have been held by the Superintendent in various parts of the state to assist in development of a new strategic plan. The plan, now substantially completed, emphasizes meeting the needs of all Highway Patrol constituents including citizens, employees, and stakeholders.
2. Providing a safe environment for the motoring public continues to be the core mission of the Highway Patrol. Education and enforcement activities are paramount in this effort. Driving under the influence arrests continue to rise, increasing 60% from 2002 to 2005. The Highway Patrol received the International Association of Chiefs of Police (IACP) Chiefs Challenge Award recognizing the department's enforcement and education efforts.
3. The Highway Patrol continues to be the lead law enforcement agency in the state in the generation and submission of electronic crash reports. This provides efficiencies in submitting timely, accurate crash reports to the public. The department continues to utilize leading edge technology such as laser measurement and mapping software in crash investigations.
4. A public safety response plan for northern border homeland security related issues was developed. A homeland security related component implemented in 2005 is the Border Inspection Program (BIP). BIP includes two vehicles designed specifically for commercial motor vehicle inspections that operate remotely, mainly between US 2 and the Canadian border. The North Dakota Fusion Center provides a central location for the collection, fusion, analysis, production, and dissemination of homeland security

information. The purpose of the Center is to inform key North Dakota decision makers of potential homeland security threats, to protect the citizens of North Dakota, and to assist local agencies with training, evaluation, and hardening of critical infrastructure. When the Fusion Center was created a federally funded NDHP staff officer was assigned.

5. Due to increased public concern with the use of illegal drugs and drug trafficking, the NDHP increased from six canine teams in 2003 to eight canine teams in 2006. Troopers have received additional training in criminal interdiction with tremendous results. In fact, from 2003 to 2005 drug arrests increased by 38%. The Highway Patrol assigned a trooper to the Post Seizure Analysis Team (PSAT). The PSAT is a multi-jurisdictional intelligence and case support task force that was organized for the collection, analysis, storage, and dissemination of criminal and narcotic intelligence for the state of North Dakota.
6. Replacement of all patrol vehicle mobile voice radios and emergency light bar systems has been completed.
7. The Highway Patrol has been notified by the Commission on Accreditation for Law Enforcement Agencies (CALEA) that we have been reaccredited for another three year cycle. We have also been selected as a "Flagship Agency" by CALEA for outstanding previous performance.

FUTURE CRITICAL ISSUES

The NDHP budget request includes 3 cost to continue items. One of these items consists of a reduction of \$282,000 in Extraordinary Repairs in the Field Operations program. Of this amount \$256,000 in federal funds is being unfunded and \$26,000 in state funds is being reclassified and requested as a manual budget change to Repairs in the Operating Expense line item (see change package A-A-5). Also in the Field Operations program, another item consists of a reduction of \$264,000 in Equipment Over \$5,000 which is being reclassified and requested as a manual budget change to Other Equipment Under \$5,000 in the Operating Expense line item (see change package A-A-4). This amount consists of \$254,000 in federal funds and \$10,000 in state funds. In the case of the third item, in the LETA program \$24,000 in state funds is being reduced in the Extraordinary Repairs line item and this amount is then being reclassified and requested as a manual budget change to Repairs (see change package A-A-5).

REQUEST SUMMARY
504 HIGHWAY PATROL
Biennium: 2007-2009

Bill#: HB 1011

Date: 12/13/2006
Time: 09:18:37

Description	Expenditures 2003-2005 Biennium	Present Budget 2005-2007	Budget Request Change	Requested Budget 2007-2009 Biennium	Optional Budget Request
BY MAJOR PROGRAM					
ADMINISTRATION	2,159,494	2,361,511	52,119	2,413,630	0
FIELD OPERATIONS	27,376,973	30,998,822	-151,787	30,847,035	4,694,119
LAW ENFORCEMENT TRAINING ACADEMY	1,004,674	1,459,275	46,343	1,505,618	0
TOTAL MAJOR PROGRAMS	30,541,141	34,819,608	-53,325	34,766,283	4,694,119
BY LINE ITEM					
ADMINISTRATION	2,159,494	2,361,511	52,119	2,413,630	0
FIELD OPERATIONS	27,376,973	30,998,822	-151,787	30,847,035	4,694,119
LAW ENFORCEMENT TRAINING ACADEMY	1,004,674	1,459,275	46,343	1,505,618	0
TOTAL LINE ITEMS	30,541,141	34,819,608	-53,325	34,766,283	4,694,119
BY FUNDING SOURCE					
GENERAL FUND	17,938,546	20,080,862	227,203	20,308,065	3,425,410
FEDERAL FUNDS	5,164,020	7,222,571	-371,778	6,850,793	0
SPECIAL FUNDS	7,438,575	7,516,175	91,250	7,607,425	1,268,709
TOTAL FUNDING SOURCE	30,541,141	34,819,608	-53,325	34,766,283	4,694,119
TOTAL FTE	192.00	186.00	-6.00	180.00	22.00

REQUEST DETAIL

504 HIGHWAY PATROL

Biennium: 2007-2009

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LAW ENFORCEMENT TRAINING ACADEMY	1,004,674	1,459,275	46,343	1,505,618	0
TOTAL	30,541,141	34,819,608	-759,908	34,766,283	4,694,119
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TOTAL FUNDING SOURCES	30,541,141	34,819,608	-53,325	34,766,283	4,694,119

CHANGE PACKAGE SUMMARY

Date: 12/13/2006

504 HIGHWAY PATROL

Bill#: HB 1011

Time: 09:18:37

Biennium: 2007-2009

Description	FTE	General Fund	Federal Funds	Special Funds	Total Funds
AGENCY BUDGET CHANGES					
Cost To Continue	-9.00	-189,957	-509,774	-272,583	-972,314
1 Inflation Adjustments	.00	47,000	0	19,000	66,000
2 Mileage Request	.00	570,000	0	210,000	780,000
3 Data Processing	.00	73,000	0	27,000	100,000
4 Equipment Reclassification	.00	7,012	253,996	2,992	264,000
5 Repairs Reclassification	.00	37,000	0	13,000	50,000
6 Unfunded Professional Services	.00	-135,656	-116,000	59,656	-192,000
7 3 New FTEs - Security	3.00	155,054	0	57,352	212,406
14 Unfunded Operations	.00	-336,250	0	-25,167	-361,417
Agency Total	-6.00	227,203	-371,778	91,250	-53,325
OPTIONAL REQUEST					
8 Restore 9 Unfunded FTEs	9.00	964,172	0	356,635	1,320,807
9 Equity Compensation Plan	.00	434,784	0	160,810	595,594
10 Capitol Security Improvements	3.00	348,422	0	129,832	478,254
11 In-car Video Equipment Replacements	.00	468,000	0	174,000	642,000
12 1 New Permit Technician FTE	1.00	49,516	0	18,314	67,830
13 4 New Sworn Officer FTEs -- Northern border	4.00	515,340	0	191,164	706,504
14 5 New Sworn officer FTEs -- 24-hr. coverage	5.00	645,176	0	237,954	883,130
Optional Total	22.00	3,425,410	0	1,268,709	4,694,119

BUDGET CHANGES NARRATIVE

504 HIGHWAY PATROL

Date: 12/13/2006

Time: 09:18:37

Change Group: A	Change Type: A	Change No: 1	Priority: 3
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Inflation Adjustments -

To provide sufficient funding to maintain current operating levels.

Change Group: A	Change Type: A	Change No: 2	Priority: 1
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Mileage Request -

To provide sufficient funding to maintain current operating levels.

Change Group: A	Change Type: A	Change No: 3	Priority: 2
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Data Processing -

To provide sufficient funding to maintain current infrastructure operating levels and to provide for the project noted in the IT Plan.

Change Group: A	Change Type: A	Change No: 4	Priority: 4
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Equipment Reclassification -

To reclassify the current biennium's Equipment Over \$5,000 budget amount as Other Equipment Under \$5,000 for the 2007-2009 biennium.

Change Group: A	Change Type: A	Change No: 5	Priority: 5
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Repairs Reclassification -

To reclassify the amounts in the Extraordinary Repairs line item as Repairs in the Operating Expense line item. In the Field Operations program \$256,000 of the total of \$282,000 is federal appropriation authority which is actually being unfunded. The remaining \$26,000 in state funds is being reclassified as Repairs. Also, in the Law Enforcement Training Academy program, Extraordinary Repairs is being reduced by \$24,000. This amount is then being reclassified as Repairs in the Operating Expense line item. See the Cost to Continue Adjustments column in both programs.

Change Group: A	Change Type: A	Change No: 6	Priority: 6
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Unfunded Professional Services -

To unfund from operating expenses the amount of professional services for Capitol Grounds security which would be provided by salaried employees in the 2007-2009 biennium.

Change Group: A	Change Type: A	Change No: 7	Priority: 7
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3 New FTEs - Security -

To request 3 additional civilian FTEs to provide security at the Capitol Complex. These activities are currently funded with temporary salaries.

Change Group: A	Change Type: A	Change No: 14	Priority: 8
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Unfunded Operations -

To unfund 9 sworn officer positions and related operating expenses. This is necessary in order to comply with the state funds budget limits for the 2007-2009 biennium budget request process.

Change Group: A	Change Type: A	Change No: 100	Priority:
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OMB - Restore unfunded FTE's -

This adjustment restores 9 FTE positions and related operating expenses unfunded in the agency's base request. The FTE's were unfunded to cover increased motor pool costs of \$780,000, ITD increases of \$100,000, \$450,000 for the costs to continue salary increases given during the 2005-07 biennium, and other inflationary increases.

Change Group: A	Change Type: A	Change No: 105	Priority:
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OMB - Add new troopers -

This adjustment adds 4 FTE to be allocated to the Northern Border security initiative or additional coverage hours in the Fargo area.

Change Group: A	Change Type: A	Change No: 110	Priority:
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OMB - Increased capitol security -

This adjustment provides funding for 2 trooper positions to be allocated to enhanced State Capitol security. In addition, \$50,000 is provided to integrate the security and building automation software.

Change Group: A	Change Type: A	Change No: 115	Priority:
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OMB - In-car video replacements -

This adjustment provides \$642,000 to complete the agency's initiative to replace aging in-car video systems with state of the art digital video systems.

Change Group: A	Change Type: A	Change No: 120	Priority:
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OMB - Training FTE's -

This adjustment provides 2 additional FTE positions, with no related funding. The FTE positions will be used to hire additional recruits. Under the current system, the agency can only hire as many recruits as the current level of vacant FTE's. However, by the time the class of recruits graduate from the LETA, normal turnover and retirements have typically resulted in two additional vacancies. Consequently, the agency is never fully staffed. Two additional FTE, funded through normal salary savings resulting from turnover, will allow the agency to start two additional recruits in each class and be fully staffed upon completion of the LETA training program.

Change Group: O	Change Type: A	Change No: 8	Priority: 1
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Restore 9 Unfunded FTEs -

To request the restoration of the 9 sworn officer positions which have been unfunded in order to comply with the state funds budget limits for the 2007-2009 biennium budget request process.

Change Group: O	Change Type: A	Change No: 9	Priority: 2
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Equity Compensation Plan -

The compensation structure for North Dakota classified employees is developed and maintained by Human Resource Management Services. Salary ranges are set up in 20 pay grades with midpoints established within 5% of the average market salary for that level of work. Benefits identified for this salary range structure include:

- Midpoints within 5% of average market pay allow agencies more flexibility to pay competitive salaries as funds allow.
- Midpoints based on a market relationship will aid in identification of agencies needing special salary consideration.
- Allows the State to prioritize salary increases based on an employee's:
 - Salary in relation to midpoint of their salary range
 - Years of applicable experience
 - Performance

Currently, a trooper does not reach the midpoint of their salary range until completing 12 years of service. Due to the decision making requirements and the requirement to work with minimal supervision, it is our desire to maintain a pay system that provides for proper consideration of the increased competency level gained throughout their years of employment.

The equity compensation proposal would allow a trooper to reach the established midpoint for a pay grade 12 employee upon completion of 8 years of service. A portion of the funding would also be used for increases in the sergeant rank to avoid internal equity concerns between the trooper and sergeant ranks. This equity adjustment would provide for a 4.8% increase in trooper salaries and a 3.8% increase in sergeant salaries.

This proposal is submitted with the expectation that any legislative approved raises for state employees would include NDHP employees and be in addition to this equity adjustment.

Change Group: O	Change Type: A	Change No: 10	Priority: 5
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Capitol Security Improvements -

Two new trooper FTEs: \$360,424
One administrative support FTE: \$67,830
Maintenance and improvement costs: \$50,000

Recent security incidents and implied threats to capitol employees solidify the need for sworn personnel at the Capitol. Civilian personnel are unequipped or lack the authority to enforce, arrest, or detain individuals who pose a possible threat. Examples of past incidents include:

- a. Domestic encounters
- b. Irate customers
- c. Theft of state property
- d. Accidents
- e. Vehicle accidents
- f. Harassment in the workplace
- g. Department security lockdowns
- h. Other calls for service

Our security office has been contacted for assistance in other safety-related issues and in providing certain security needs like:

- a. Safety talks
- b. Safety presentations
- c. Self defense seminars
- d. Traffic control
- e. Supreme Court security
- f. Legislative Session security

Future security needs should be handled by officers who are sworn and have the jurisdiction to enforce and control any situation they may encounter, and relying on and exhausting the Bismarck District's manpower is not a feasible option.

The consolidation of security resources and subsequent control of all security by the Highway Patrol has led to additional job responsibility growth. The new responsibilities currently being accomplished by the Director of Security which would be delegated to an administrative assistant include:

- a. Issue keys/cards
- b. Controlling access levels
- c. Card access reports
- d. Updating card access levels
- e. Verifying key/card reads hourly
- f. Acknowledging alarms
- g. Responding to duress alarms by dispatching security officers to alarm location
- h. Assist security with testing alarms – quarterly & semiannually
- i. Coordinate Governor’s security protection/transportation detail
- j. Entering officer field contacts and case summary
- k. Entering security officers’ daily activity reports
- l. Weekly and monthly schedule reports

Acquiring an administrative assistant and sworn personnel would allow some duties to be delegated for the continuing improvement of all current and future security needs. These requests would assist in providing the best possible service to all individuals who work, live, or visit any building within the Capitol grounds.

Maintenance and improvement costs associated with the Capitol duress alarm system, video surveillance system, and door key/card access system are estimated at \$50,000.

Change Group: O	Change Type: A	Change No: 11	Priority: 6
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In-car Video Equipment Replacements -

Currently, in-car video equipment is installed in all patrol vehicles assigned to troopers and supervisors. However, most of the units are more than six years old and are in need of replacement due to deterioration of the recording capability and increased maintenance costs. The older VCR based equipment should be replaced with digital technology which has additional capabilities such as pre-event recording and improved evidence storage and retrieval features. The video systems protect both the officer and agency against false claims, assist with officer report writing, and provide a training aid which increases officer safety.

Change Group: O	Change Type: A	Change No: 12	Priority: 7
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1 New Permit Technician FTE -

With the reduction of force and elimination of the motor carrier inspectors from the weigh/inspection stations in 2003, an increase in permits being routed through the Permit Section has occurred. This increased workload has been dramatic. During 2005, an increase of over 50% in the number of permits being issued by the permit section has been observed in comparison to 2003. National projections are for truck traffic to double within the next 10 years, increasing the demand even further. With this additional position, the Permit Section will be able to extend their office hours to better meet the demands of the motor carrier industry.

Change Group: O	Change Type: A	Change No: 13	Priority: 3
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4 New Sworn Officer FTEs -- Northern border -

With the sharing of over 300 miles of international border with Canada, the increased demands for homeland security remain a priority for all law enforcement entities. The Highway Patrol, working in close cooperation with Custom Border Protection (CBP) officials and the U.S. Border Patrol (USBP), are focusing efforts on securing the North Dakota border from the threat of terrorist and criminal activities that may attempt to enter into the United States via North Dakota.

The USBP anticipates that with the expected manpower increases within their agency along the southern border of the U.S., the threat of illegal immigrants and criminals attempting to enter the U.S. from Canada will increase significantly. This suspected increase is largely due to there being no Visa requirements for individuals leaving Mexico and flying into the Canadian provinces. There were 96 suspects apprehended in 2004-05 for illegally crossing the international border by walking across. Fifty-six additional crossing points have been documented along the international border that are being used as crossing points to enter North Dakota illegally by foot.

The number of commercial and passenger vehicles entering North Dakota through our ports of entry during 2004-05 was approximately 942,000 vehicles per year. During this same time period, there were 1,347 illegal immigrants apprehended, another 2,455 individuals refused entry into North Dakota, and 201 subjects arrested on various criminal charges.

The NDHP accounted for 80% of the total state and local cases being referred to the USBP and prosecuted under their authority during this past year. In addition, our troopers are responding regularly to the ports of entry to assist CBP officials with the apprehension of subjects and the searching of vehicles through the use of our NDHP canine teams.

One of the greatest weapons used to apprehend the criminal element attempting to enter the U.S. is through the use of traffic law enforcement officers. The placing of additional troopers along the northern border will supplement current manpower to enhance the security and safety of our citizens.

Change Group: O	Change Type: A	Change No: 14	Priority: 4
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5 New Sworn officer FTEs -- 24-hr. coverage -

Five additional troopers are needed within the Fargo post to expand the hours of service provided to the public. Several factors/statistics have been reviewed. Information was gathered from Cass County Sheriff's Department, Cass County Central Dispatch, NDDOT, ND Driver's License, US Census Bureau, NDHP IT section, and the Minnesota State Patrol.

Population

When considering population, the fact that we are a border city with Minnesota cannot be ignored. Clay County Minnesota, with its largest city of Moorhead, has a definite impact on our overall traffic patterns. Also, Fargo is located right next to West Fargo and West Fargo is the fastest growing city in the state of North Dakota.

Combined population for Cass and Clay counties in 2005 is 184,857 people.

<u>2000</u>	<u>2005</u>	<u>Increase</u>
Cass – 123,138	131,019	6.4%
Clay – 51,229	53,838	5.1%

In the ten year span from 1990-2000, the same area saw a 19.7% increase in population. The Fargo/Moorhead area grew by 13,200 residents.

24-Hour Traffic Volume/Counts

Traffic volume counts continue to increase. Roughly, 16,500 people commute daily from outside Fargo into the city for work. The Red River Bridge traffic counter is currently the only measuring device available. Vehicle counts by month, day, and hour, along with averages of each category, are available. Efforts were concentrated on the time period between 0000-0700 hours. Average low and high vehicle counts for overnight traffic were reported. Years 2004-2006 were studied along with a comparison snapshot from 1997. Below are the monthly/hourly averages (all figures represent both directions).

2004

Between 0000-0700 hours, an average of 5,420 vehicles crossed the Red River Bridge
 Lowest hourly average is 256 vehicles
 Highest hourly average is 1,423 vehicles

2005

Between 0000-0700 hours, an average of 5,398 vehicles crossed the Red River Bridge
 Lowest hourly is 249 vehicles
 Average high is 1,510 vehicles

2006 (Jan-Jun)

Between 0000-0700 hours, an average of 5,036 vehicles crossed the Red River Bridge
 Lowest hourly average is 232 vehicles
 Highest hourly average is 1,496 vehicles

1997*

Between 0000-0700 hours, an average of 4,247 vehicles crossed the Red River Bridge
 Lowest hourly average is 203 vehicles
 Highest hourly average is 1,208 vehicles

*Total vehicle crossings at the Red River Bridge increased approximately 14,000 vehicles per day from 1997 to present.

Vehicle Crashes

Motor vehicle crashes have been on the increase over the past several years. In 2005, the Fargo District recorded 832 crashes. Cass County roads and Interstates 29 and 94 account for much of the increase. Below is a look at the statistics for just Cass County during the times of 0000-0700 hours. In general, it depicts a fair number of crashes after midnight and a high percentage of those after 3:00 a.m. when we do not provide scheduled coverage. The greatest share of those crashes occurs Thursday through Sunday.

2004

81 crashes occurred between 0000-0700 hours
 53 of those were between 0300-0700 hours or 65%

2005

70 crashes occurred between 0000-0700 hours
50 of those were between 0300-0700 hours or 71%

2006

48 crashes occurred between 0000-0700 hours
28 of those were between 0300-0700 hours or 47%

Overtime Hours

The reliance on overtime to accomplish coverage and response to calls is becoming a necessity versus an option. Regular overtime (24 hours) for the troopers located in Cass County has run well over 500 hours annually for the past two years. Shown below are the regular overtime hours used in 2004-2006 between 0000-0700 hours with a breakdown of how many of those hours were tallied after 0300 hours when we do not provide coverage.

2004

246.5 hours of overtime from 0000-0700 hours
191.5 of those hours were between 0300-0700 hours or 77%

2005

264 hours of overtime from 0000-0700 hours
213.75 of those hours were between 0300-0700 hours or 80%

2006 (as of June 30)

146.5 hours of overtime from 0000-0700 hours
121.75 of those hours were between 0300-0700 hours or 83%

Calls for Service/Dispatched Calls

Calls for service during the past several years have been on the increase. Cass County Sheriff's Department has been aggressively trying to assist with the volume of calls; however, with growing demands on their agency, it becomes increasingly difficult for them to continue to respond to typical patrol calls. What remains to be seen would be the amount of calls that would occur during 0000-0700 hours. Below is information gathered from Cass SO and Central Dispatch. From 2003 to present, typical interstate and state highway calls, in Cass County only, have been highlighted during the time in question so as to get an idea of the potential activity level during overnight shifts.*

2003

140 total dispatched calls
124 of those calls between 0000-0300 hours
16 of 140 between 0300-0700 hours

2004

152 total dispatched calls
136 of those calls between 0000-0300 hours
16 of 152 between 0300-0700 hours

2005

115 total dispatched calls
94 of those calls between 0000-0300 hours

21 of 115 between 0300-0700 hours

2006 (as of June 30)

48 total dispatched calls

40 of those calls between 0000-0300 hours

8 of 48 between 0300-0700 hours

*What the above does not indicate is potential activity level from the number of calls that are dispatched on the network of heavily traveled county roads within Cass County. Several of those calls are within minutes of the Fargo area and would likely be covered by NDHP.

NDHP calls for service are actual calls we responded to after 0000 hours and after 0300 hours from 2004 to present.

2004

69 total calls for service after 0000 hours

14 of those between 0300-0700 hours

2005

89 total calls for service after 0000 hours

20 of those between 0300-0700 hours

2006 (as of June 30)

43 total calls for service after 0000 hours

13 of those calls between 0300-0700 hours

For a comparison, the Minnesota State Patrol-Detroit Lakes District was contacted regarding their 24-hour coverage results. Their information is not in a database but simply collected manually. In 2005, the first year of 24-hour coverage, they investigated 105 more crashes, arrested 162 more DUIs, and reduced alcohol related crashes by 13. They indicated sheriffs along the interstate system were very supportive of 24-hour coverage. Their calls and activity level increased substantially once 24-hour coverage was implemented. Much of the increase was attributed to the amount of work the overnight shift responded to versus the sheriffs' departments. The Detroit Lakes District has nine total troopers stationed in Moorhead with three troopers working nights.

Licensed Vehicles/Licensed Drivers

The 2004 and 2005 number of licensed drivers and registered vehicles in Cass County are listed below.

Cass County

2004 – 117,741 registered motor vehicles under 12,000 lbs.

2005 – 119,862 registered motor vehicles under 12,000 lbs.

A 2,121 increase in one year

Clay County Minnesota saw an increase as well from 57,498 total vehicles to 58,739 during the same time period.

2004 – 100,857 licensed drivers in Cass County

2005 – 102,423 licensed drivers in Cass County

A 1,566 increase in one year

(No information available for Clay County Minnesota licensed drivers)

Conclusion

In 1997, the Fargo post had 1 commander, 2 sergeants, and 11 troopers. That is the same number of officers we are presently allocated nearly ten years later. With that same number, we are trying to provide coverage until 0300 hours (2 a.m. bar closing). The growth, conservatively speaking, is steady. Vehicle counts are up, accidents are up, DUI arrests are up, and calls for service are up. Demands on the district from the administrative level to the road officer have all increased. Many of these increased demands cannot be measured by a statistic. Drivers expect and deserve the rapid response and service provided by the Highway Patrol regardless of the time of day.