

"An Act making a supplemental appropriation to the Department of Public Safety; and providing for an effective date."

COMMITTEE REPORT

3/3/75

HOUSE

Mr. Speaker:

Date April 24, 1975

The Committee on BUDGET has had SB 66

under consideration. A Majority of the members of the Committee

- recommends it DO PASS
- recommends it DO NOT PASS
- recommends it DO PASS WITH ATTACHED AMENDMENT(S)
- recommends it BE REPLACED WITH CS FOR _____ AND THAT
CS FOR _____ DO PASS
- "and" recommends it BE REFERRED TO THE _____
COMMITTEE
- reports it back WITHOUT RECOMMENDATION
- "other"

Members signing the Majority report:

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Members NOT concurring in the Majority report:

_____	recommends:	_____
_____	recommends:	_____
_____	recommends:	_____
_____	recommends:	_____
_____	recommends:	_____

H. M. ... Chairman

Introduced: 1/28/75
Referred: Finance

1 IN THE SENATE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

2 SENATE BILL NO. 66

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 NINTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a supplemental appropriation to the
7 Department of Public Safety; and providing for an
8 effective date."

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 * Section 1. The sum of \$179,500 is appropriated from the general fund
11 to the Department of Public Safety for the fiscal year ending June 30, 1975
12 to be allocated as follows:

13 Detachments and Criminal Investigation

14 Bureau, vehicle rentals \$126,300

15 Judicial Services, vehicle rentals 18,200

16 Protection, vehicle rentals 35,000

17 \$179,500

18 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
19 10.070(c).

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STATE OF ALASKA
Inter-Department Route Slip

TO: 237 Assembly
MAIL STATION NUMBER _____

DEPARTMENT State Affairs - House

ATTENTION Betty Ramsey

- | | |
|--|--|
| <input type="checkbox"/> Approval | <input type="checkbox"/> Note & Return |
| <input type="checkbox"/> Signature | <input type="checkbox"/> Initial & Return |
| <input type="checkbox"/> Comment | <input type="checkbox"/> Return As Requested |
| <input type="checkbox"/> Contact Me | <input type="checkbox"/> Return For Approval |
| <input type="checkbox"/> Prepare Reply | <input type="checkbox"/> Necessary Action |
| <input type="checkbox"/> For Your File | <input checked="" type="checkbox"/> Your Information |

Remarks:

Re Senate Bill 66

FROM:
MAIL STATION NUMBER _____

DEPARTMENT Public Safety

BY James Hall DATE 2-11-75

MEMORANDUM

TO: Honorable John Sackett
Alaska State Senate
Capitol Building

DATE : January 31, 1975

FROM: Richard L. Burton
Commissioner
Department of Public Safety

SUBJECT: Vehicle Mileage
Supplemental Request

Pursuant to your request, I am forwarding to you the following information which I hope will better explain the position that the Department of Public Safety finds itself in regarding current vehicle usages and charges to the Department of Highways.

Approximately four to five months ago, the department realized if the patrol vehicle mileage continued to increase at its present rate, the funds requested in early 1974 for vehicle mileage would not be sufficient to cover our FY 75 operational costs. At that time the former commissioner made a decision not to reduce the service of our State Troopers and Protection Officers, but rather for the first time in ten years, request a supplemental appropriation.

When our budget was prepared for 1975, we projected that we would drive 2,628,888 miles. When we originally requested a supplemental appropriation, we estimated that we would drive in FY 1975, 3,279,300 miles. Our current revision indicates that we will drive 3,208,000 miles, which is approximately 71,000 miles under our original supplemental mileage estimate.

Basically, what all this means is that between February 1 and June 30, 1975 if the Department of Public Safety did not get additional mileage funds, we would have to reduce our total mileage by 400,000 or 80,000 miles a month to be spread over eight Trooper Detachments as our Nome and Bethel detachments add very little mileage to the total figure.

A majority of the reduction would have to fall in our five highest mileage detachments, which are Anchorage, Fairbanks, Glennallen, Palmer, and Kenai, with a portion being absorbed by Ketchikan, Juneau and Kodiak.

Our mileage figures for our high five detachments are as follows:

<u>FY 74 Actual</u>	<u>First 6 Mo. FY 75 Actual</u>	<u>FY 75 Projected Total</u>
Anchorage, 882,000	Anchorage, 313,800	Anchorage, 843,800
Fairbanks, 861,000	Fairbanks, 420,200	Fairbanks, 878,300
Glennallen, 449,400	Glennallen, 289,800	Glennallen, 658,800
Palmer, 278,000	Palmer, 144,400	Palmer, 307,800
Kenai, 235,600	Kenai, 133,100	Kenai, 294,500

MEMORANDUM

Honorable John Sackett

January 31, 1975

Page 2

Our highway mileage has increased considerably and those detachments that are on the major highway system have increased the most. Any curtailment in mileage also curtails the service that the public will receive. At the present time we are responding to all calls for assistance in our normally proscribed fashion, and if we are to take a 26% reduction in mileage over the next five months, it will mean that there will be certain types of citizens' requests which will not be answered which would probably include: minor burglaries, larcenies, minor automobile accidents, minor disturbances, certain fire calls, and certain crimes that are reported that happened say, two to three days prior to the reporting time.

Our dispatchers would have to screen the calls very carefully to determine just exactly what happened if there is an immediate threat to life and property, and if not, the request for service would either not be handled, or handled at some future time when a trooper happened to be going in that direction.

We have provided you with some additional detailed information and the main purpose of this memorandum is to lay out the high points as to where our mileage is being used, our comparison to last fiscal year to this year and what a reduction in mileage would do to the department.

The increase in mileage can probably be attributed to three or four major factors:

(1) Being the fact that we are running with a full compliment of troopers, which means we have more officers on the road and thus are spending more actual highway patrol time on the highway system.

(2) Our request for services have increased, which means we are spending more time responding to citizens' complaints and then necessarily having to spend more mileage to follow-up those complaints.

(3) The addition of more vehicles and more people also adds to the overall vehicle usage, and when the new people and the new vehicles were figured into our mileage projection they also were figured short.

MEMORANDUM

Honorable John Sackett

January 31, 1975

Page 3

(4) We have established a policy that during the winter months we want the major portion of our highway system covered at least once a day by a trooper, which means sometime in 24 hours we want every mile of the road between Anchorage and Fairbanks, Anchorage and the Border, Glennallen and Valdez, Anchorage and Seward, Anchorage and Homer patrolled by a trooper.

(5) The accidents along our highway system have increased over 1974 which means we are responding to more accidents, which in turn needs more mileage.

I hope that this memorandum and the information enclosed gives you a fair outline of why we're experiencing the problems that we are, what would be the effect if the supplemental was not approved and why the decision was made to not reduce the mileage to stay within our allotted funds.

If you are desirous of further information, Senator, please feel free to contact my office.

JPW:d1m

Enc.

7

January 27, 1975

The Honorable Chancy Croft
President of the Senate
Alaska State Legislature
Juneau, Alaska 99811

Dear Mr. President:

Pursuant to the Uniform Rules of the Legislature, I am transmitting a bill making a supplemental appropriation to the Department of Public Safety in the amount of \$179,500.

This amount is to be allocated as follows:

\$126,300 to detachments in the Criminal Investigation Bureau. The Department of Public Safety underestimated the need for usage of vehicles from the Highway Working Capital Fund, and this additional amount is required to allow continuation of current operations.

\$18,200 for judicial services. The Fiscal Year 1975 budget as appropriated did not contain sufficient amounts for vehicle rentals from the Highway Working Capital Fund.

\$35,000 for protection. The Department of Public Safety underestimated their needs for usage of vehicles from the Highway Working Capital Fund, and this amount will allow for projected operations during Fiscal Year 1975.

Sincerely,

Jay S. Hammond
Governor

STATE OF ALASKA
Inter-Department Route Slip

TO: 227 Assembly
MAIL STATION NUMBER _____
DEPARTMENT State Affairs - House
ATTENTION B.H. Remage

- | | |
|--|--|
| <input type="checkbox"/> Approval | <input type="checkbox"/> Note & Return |
| <input type="checkbox"/> Signature | <input type="checkbox"/> Initial & Return |
| <input type="checkbox"/> Comment | <input type="checkbox"/> Return As Requested |
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| <input type="checkbox"/> Prepare Reply | <input type="checkbox"/> Necessary Action |
| <input type="checkbox"/> For Your File | <input checked="" type="checkbox"/> Your Information |

Remarks:

Re Senate Bill 66

FROM: _____
MAIL STATION NUMBER _____
DEPARTMENT Public Safety
BY Linda Hill DATE 2-11-75

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TO: Honorable John Sackett
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Capitol Building

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If you are desirous of further information, Senator, please feel free to contact my office.

JPW:dlm

Enc.

7

MEMORANDUM

State of Alaska

TO: Andy Warwick
Commissioner
Department of Administration

DATE: December 20, 1974

FILE NO:

Attn: Kent Dawson, Director
Budget & Management

TELEPHONE NO:

FROM: Richard L. Burton
Commissioner
Department of Public Safety

SUBJECT: Revised Program
Request for additional funds
for highway vehicle rental
operating costs.

F&W Protection

During the fiscal year the Protection Division was turned over to Public Safety, 8 patrol vehicles had been turned back to the Department of Highways to stay within budgetary limits. In FY 72-73, budgetary constraints again prohibited full use of our vehicles.

- Under our present program management, Enforcement has been emphasized to fullest possible use. Our mileage in FY 74 exceeded our expectations, as we had no reliable base for projections to full use enforcement.

Our budget submission for FY 75 was again based on limited experience, and provided only \$125,000 of the \$163,700 needed for mileage rates--a short fall of \$38,700.

This request is in addition to the price increase of base rates, which will require \$47,800 from the Department of Administration.

Attachment

STATE OF ALASKA
 Dept. of Administration
 Budget & Management Div.

REVISED PROGRAM
 COST ANALYSIS SUMMARY
 by BUDGET COMPONENT

AGENCY	CATEGORY	04	Nat. Res. & Mgmt.
Public Safety	PROGRAM	41	Fish & Game Res.
DIVISION	SUB-PROGRAM	05	Protection
Fish & Wildlife Prot.	ELEMENT	01	Enforcement
	SUB-ELEMENT		

CODE	EXPENDITURE BY OBJECT	PRESENT AUTHORIZATION	REVISION INCREASE, (DECREASE)	AMENDED AUTHORIZATION
100	PERSONAL SERVICES	1255.0		1255.0
200	TRAVEL	90.0		90.0
300	CONTRACTUAL SERVICES	350.0	38.7	388.7
400	COMMODITIES	91.0		91.0
500	EQUIPMENT	25.0		25.0
500	LANDS BUILDINGS NON-STRUCTURAL IMPROVEMENTS			
700	GRANTS CLAIMS SHARED REVENUE			
800	MISCELLANEOUS			
	INTER-AGENCY TRANSFERS (INCLUDED ABOVE)	139.2	38.7	177.9
NEW CODE	TOTAL	1811.0	38.7	1849.7
	FEDERAL RECEIPTS			
	REQUIRED GENERAL FUND MATCHING			
	OTHER GENERAL FUND	1811.0	38.7	1849.7
	INTER-AGENCY TRANSFERS			
	OTHER			
	TOTAL	1811.0	38.7	1849.7
	PERMANENT FULL TIME POSITIONS	62		62
	PERMANENT PART-TIME POSITIONS			
	TEMPORARY (FULL TIME EQUIVALENTS)	11		11
	NUMBER OF MAN MONTHS	876		876

(CURRENT FY)

	FY ____	FY ____	FY ____	FY ____	FY ____	FY ____
EXPENDITURES - TOTAL						
SOURCE OF FUNDS						
FEDERAL						
REQ. G.F. MATCH						
OTHER G. F.						
OTHER (SPECIFY)						

15

EXPLANATION

FY 75

AGENCY	CATEGORY	04	Natural Resources
Public Safety	FED. AID	41	Fish & Game Res.
DIVISION	SUBPROGRAM	05	Protection
Fish & Wildlife Prot.	PROGRAM	01	Enforcement
	SUPPLEMENT		

SUPPLEMENTAL

360. VEHICLE RENTAL, HIGHWAYS

	Vehicles	# Veh.	Base Rate	Amount	# Miles	Mileage Rate	Amount	Total Amount
FY 74	305	3			1,413	14¢	7,121.52	
	307	24			1,648	18¢	85,432.32	
	309	1			386	27¢	1,250.64	
	363	11			1,613	17¢	36,195.72	
	364	2			1,071	21¢	5,397.84	
	371	1			976	45¢	5,270.40	
	384	3			912	35¢	11,491.20	<u>152,159.64</u>
FY 75	305	3	65. x 12	2,340.	1,500	12¢ x 12	6,480.	
	307	19	85.	19,380	1,700	18¢	69,762.	
	308	1	85.	1,020	980	15¢	1,764.	
	309	1	85.	1,020	500	20¢	1,200.	
	362	1	70.	840	790	13¢	1,232.	
	363	19	80.	17,280	1,650	18¢	64,152.	
	364	2	80.	1,920	1,100	20¢	5,280.	
	371	1	80.	960.	1,000	43¢	5,040.	
	384	<u>3</u>	85.	<u>3,060</u>	975	25¢	<u>8,775.</u>	
		49		<u>47,820</u>			<u>163,691.</u>	<u>\$211,511.</u>
							FY 75 Budget Request	<u>125,000.</u>
							FY 75 Supplement Request	<u>38,691.</u>

MEMORANDUM

State of Alaska

TO: Richard W. Freer
Commissioner
Department of Administration

DATE: November 18, 1974

FILE NO:

Attn: Myrton R. Charney, Director
Div. of Budget & Management

TELEPHONE NO:

FROM: James P. Wellington
Commissioner
Department of Public Safety

SUBJECT: FY 75 Supplemental
Jud. Serv.

For the first time in more than ten years, the Department of Public Safety must request a supplement to their operating budget.

It is with utmost reluctance that we do request it, but our normal procedure of squeezing, shifting and shorting other areas can no longer cover us.

We are short of funds to cover mileage costs to the Highway Working Capital Fund for several reasons:

1. Our policy of recent years to keep all Trooper and J.S. Assistant positions filled at all times has resulted in more "bodies" available to drive - therefore more miles driven - our average number of miles driven has increased.

2. Additional vehicles have been added to the fleet, with inadequate provision for additional miles.

3. HWC vehicles have been transferred from minimal miles assignments in Judicial Services and Investigations, and moved into Highway Enforcement posts, becoming high mileage vehicles. They were replaced in JS and Investigations by leased compacts.

4. A noticeable workload increase in all highway patrol areas has resulted in many shifts in personnel to the highway and pipeline areas - adding additional patrol vehicles to high mileage areas.

A copy of the work sheet covering actual miles is attached to each Revised Program. Three requests are attached for the Administration of Justice category.

Detachments & CIB	-	\$126,300.00
Pipeline Det. & CIB	-	39,700.00
Judicial Services	-	18,200.00
		<u>\$184,200.00</u>

Your early consideration of this request is most important. If not granted, a severe curtailment of patrol services would result.

Attachment

STATE OF ALASKA
 Dept. of Administration
 Budget & Management Div.

REVISED PROGRAM
 COST ANALYSIS SUMMARY
 by BUDGET COMPONENT

AGENCY	CATEGORY	06	ADMIN. OF JUSTICE
PUBLIC SAFETY	PROGRAM	65	JUDICIAL SYSTEM
DIVISION	SUB PROGRAM	03	JUD. SERV. AST
ALASKA STATE TROOPERS	ELEMENT	01	CIVIL SECTION AST
	SUB ELEMENT		

CODE	EXPENDITURE BY OBJECT	PRESENT AUTHORIZATION	REVISION INCREASE (DECREASE)	AMENDED AUTHORIZATION
100	PERSONAL SERVICES	495.2		495.2
200	TRAVEL	50.0		50.0
300	CONTRACTUAL SERVICES	61.1	18.2	79.3
400	COMMODITIES	2.6		2.6
500	EQUIPMENT	2.0		2.0
600	LANDS BUILDINGS NON STRUCTURAL IMPROVEMENTS			
700	GRANTS CLAIMS SHARED REVENUE			
800	MISCELLANEOUS			
	INTER AGENCY TRANSFERS (INCLUDED ABOVE)	48.8	18.2	67.0
	TOTAL	610.9	18.2	629.1
NEW CODE	FEDERAL RECEIPTS			
	REQUIRED GENERAL FUND MATCHING			
	OTHER GENERAL FUND	610.9	18.2	629.1
	INTER AGENCY TRANSFERS			
	OTHER			
	TOTAL	610.9	18.2	629.1
	PERMANENT FULL TIME POSITIONS	30.0	0	30.0
	PERMANENT PART TIME POSITIONS			
	TEMPORARY (FULL TIME EQUIVALENTS)			
	NUMBER OF MAN MONTHS	360.0	0	360.0

(CURRENT FY)

	FY _____	FY _____	FY _____	FY _____	FY _____	FY _____
EXPENDITURES - TOTAL						
SOURCE OF FUNDS						
FEDERAL						
REG. G.F. MATCH						
OTHER G.F.						
OTHER (SPECIFY)						

360. Vehicle Rental, Highways								Total
Vehicles	# Veh.	Base Rate	Amount	# Miles	Mileage Rate	Amount	Amount	
FY 74	305	4		888	14¢ x 12	6,720		
	306	9		1,470	17¢	26,989		
	308	1		1,957	16¢	<u>3,757</u>		
						37,466	<u>37,466</u>	
The actual mileage for 1974 is based on the average for J.S. vehicles.								
FY 75	305	4	65 x 12	3,120	950	12¢ x 12	5,472	
	306	9	180	17,280	1,525	19¢	31,293	
	308	1	65	<u>1,020</u>	2,100	15¢	<u>3,780</u>	
				<u>21,420</u>			<u>40,545</u>	
					Budgeted funds available	<u>22,300</u>	<u>61,965</u>	
					Supplemental request	<u>19,245</u>		
FY 76	305	2	75 x 12	1,800	1,000	15¢ x 12	3,600	
	306	8	185	17,760	1,575	23¢	34,776	
	308	1	100	<u>1,200</u>	2,150	18¢	<u>4,644</u>	
				<u>20,760</u>				
New	306	6	195 x 12	13,320	1,575	23¢	<u>43,020</u>	
						<u>26,082</u>	<u>63,780</u>	
							<u>39,402</u>	
							103,182	

MEMORANDUM

State of Alaska

TO: Richard W. Freer
Commissioner
Department of Administration

DATE: November 18, 1974

FILE NO:

Attn: Myrton R. Charney, Director
Div. of Budget & Management

TELEPHONE NO:

FROM: James P. Wellington
Commissioner
Department of Public Safety

SUBJECT: FY 75 Supplemental
Det + CIB

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It is with utmost reluctance that we do request it, but our normal procedure of squeezing, shifting and shorting other areas can no longer cover us.

We are short of funds to cover mileage costs to the Highway Working Capital Fund for several reasons:

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Dept. of Administration
Budget & Management Div.

REVISED PROGRAM
COST ANALYSIS SUMMARY
by BUDGET COMPONENT

AGENCY	CATEGORY	06	ADMIN. OF JUST
PUBLIC SAFETY	PROGRAM	62	PAT., DET. & A
DIVISION	SUB PROGRAM	01	ENFORCEMENT
ALASKA STATE TROOPERS	ELEMENT	11	DET. & CIB
	SUB ELEMENT		

CODE	EXPENDITURE BY OBJECT	PRESENT AUTHORIZATION	REVISION INCREASE (DECREASE)	AMENDED AUTHORIZATION
100	PERSONAL SERVICES	3,498.9		3,498.9
200	TRAVEL	242.0		242.0
300	CONTRACTUAL SERVICES	968.5	126.3	1,094.8
400	COMMODITIES	40.0		40.0
500	EQUIPMENT	80.0		80.0
600	LANDS BUILDINGS NON STRUCTURAL IMPROVEMENTS			
700	GRANTS CLAIMS SHARED REVENUE			
800	MISCELLANEOUS			
	INTER AGENCY TRANSFERS (INCLUDED ABOVE)	591.0	126.3	717.3
	TOTAL	4,829.4	126.3	4,955.7
NEW CODE				
	FEDERAL RECEIPTS			
	REQUIRED GENERAL FUND MATCHING			
	OTHER GENERAL FUND	4,830.5	126.3	4,956.8
	INTRAGENCY AGENCY TRANSFERS	(1.1)		(1.1)
	OTHER			
	TOTAL	4,829.4	126.3	4,955.7
	PERMANENT FULL TIME POSITIONS	188.0	0	188.0
	PERMANENT PART TIME POSITIONS			
	TEMPORARY (FULL TIME EQUIVALENTS)			
	NUMBER OF YEAR MONTHS	2,256.0	0	2,256.0

(CURRENT FY)
↓

	FY ____	FY ____	FY ____	FY ____	FY ____	FY ____
EXPENDITURES - TOTAL						
SOURCE OF FUNDS						
FEDERAL						
REQ G.F. MATCH						
OTHER G.F.						
OTHER (SPECIFY)						

Explanation

FY 74	Veh. Class	# Veh.	Base Rate	Amt.	# Mile	Mileage Rate	Amt.	Total Amount
	306	84			2,300	17	\$394,128	
	303	8			1,900	16	29,184	
	309	2			1,300	27	8,424	
	310	1			775	55	5,115	
	363	1			1,525	17	3,111	
	371	3			950	45	15,390	
	384	12			1,000	35	30,400	<u>\$505,752</u>

A few vehicles bought for FY 75 are in the very latter part of inventory for FY 74.

The mileage for 1974 is based on the average of AST Enforcement vehicles of a particular class.

FY 75	Veh. Class	# Veh.	Base Rate	Amt.	# Mile	Mileage Rate	Amt.	Total Amount
	306	66	160	\$165,120	2,700	19	529,416	
	303	8	25	8,160	2,100	15	30,240	
	309	2	55	2,040	1,450	20	6,960	
	310	1	90	1,030	350	29	1,533	
	363	1	90	930	1,700	18	3,472	
	371	3	80	2,380	1,075	42	18,154	
	384	13	85	13,260	1,200	25	48,810	
				<u>\$193,500</u>			<u>\$638,490</u>	<u>\$829,800</u>
				16,120			529,416	
							<u>109,800</u>	
							16,120	
	306	92	165	\$204,240	2,750	23	\$628,130	
	303	8	100	9,600	2,250	18	38,580	
	309	2	100	2,400	1,550	24	8,618	
	310	1	105	1,260	900	35	1,592	
	363	2	95	2,280	1,625	22	8,636	
	365	1	80	960	950	31	3,534	
	371	3	95	3,420	1,150	50	20,700	
	384	13	100	15,600	1,300	30	60,810	
				<u>\$239,760</u>			<u>\$843,890</u>	<u>\$1,053,150</u>
							16,120	

* Inc. E. River #5

DRU Detachments & CIB

BRUCODE 12.62.1.01.01

REVISED



(10)

Alaska State Legislature
House

JUNEAU ALASKA

To: Representative Hugh Malone
Chairman
Finance Committee

Date: March 3, 1975

From: Representative Bill Parker
Chairman
State Affairs Committee

Subject: SB 66

Hearings on SB 66, An Act making a supplemental appropriation to the Department of Public Safety, and providing for an effective date, were held in the State Affairs Committee on Friday, February 28. Although the bill was passed out of the committee, there were some questions raised during the course of the hearings that were not adequately answered.

Pat Wellington, Assistant to the Commissioner of Public Safety, assured the committee that the answers to these questions would be made available in time for the Finance Committee hearings. The two major questions were:

1. Public Safety is requesting an increase of approximately 20% in mileage for the State Troopers. Will this increase result in a 20% increase in service to the public? Or what is the public getting for these extra amount of dollars?
2. What is the relationship between this request and and the request by the University of Alaska for more money to subsidize use of a State Trooper?

Hopefully, the answers to these questions will more clearly detail the need for this supplemental appropriation.

Bill Parker

STATE OF ALASKA

JAY S. HAMMOND, Governor

DEPARTMENT OF PUBLIC SAFETY

OFFICE OF THE COMMISSIONER

POUCH N — STATE CAPITOL
JUNEAU 99801

March 12, 1975

The Honorable Hugh Malone
Chairman - House Finance Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Representative Malone:

Senate Bill No. 66
Dept. of Public Safety
Highway Mileage Increase

This in response to your telephone request for additional information on our increased highway mileage and its related costs.

Item # 1

We have been asked to respond to the necessity of the duties being performed by the troopers which would contribute to the increased mileage that is being driven and, subsequently, the necessity for a supplemental appropriation for our vehicle mileage budget. At the present time the Alaska State Troopers are responding to all requests for services within a reasonable time. We have not attempted to determine what calls should be answered, what accidents should be investigated, and what services should be performed.

If the department receives a report of a motor vehicle accident, the vehicles are still at the scene, we respond - and in some cases when the vehicles have been removed, we may respond to the scene to look for physical evidence which would assist in evaluating the cause of the accident and any subsequent criminal charges which may be filed.

I think if we ever get to the point where the troopers are unable to respond to requests for assistance, minor motor vehicle accidents, larcenies under \$100, prowler complaints, and etc., then we are not performing our assigned responsibilities and duties. The public will not tolerate nor should they, an answer

The Honorable Hugh Malone
March 12, 1975
Page 2

from the department that we will be unable to assist them with their problem. I think that as the only statewide police agency, we have an obligation to provide the highest level of service possible within our limited resources, and I don't feel that we are over-policing the state.

We have approximately 200 commissioned State Troopers from our Director down to our Trooper ranks, which is less than the City of Anchorage has to police their corporate limits. So for the most part, we're not giving municipal-type service to the rural residents of Alaska, and, in fact, to be very honest we're barely able to give more than the bare minimum of service to the public now. For the most part, we are responding after the fact and doing very little preventive patrol.

In essence, I would say that all of our driving is essential for the protection of life and property and to meet the needs that are placed upon us by the public and State law.

Item # 2

We've been requested to address the increase in the number of services by our Judicial Services Assistants. Basically, every year we show an increase in services in this area, and it's primarily contributed to more civil complaints being filed in the courts in Alaska, by the attorneys and more criminal processes being issued by the courts. We have no control over who should serve civil process. By statute the Commissioner is the executive officer of the Alaska Supreme Court, which places him in the position as the U.S. Marshal for the Federal Court System. We are charged with the responsibility of serving processes issued by the courts, transporting prisoners and serving warrants of arrest.

If a private processing firm wants to serve process, they have to get a court order to do so, but they are under no obligation to serve process, but on the other hand the Department of Public Safety cannot refuse to serve process that has been duly issued by a court.

Item # 3

Work sheets are enclosed showing every month of FY '74, with six-month summaries, and the first six months of FY '75, with projected usage for the rest of the year.

The Honorable Hugh Malone
March 12, 1975
Page 3

Item # 4

We've been requested to address the policy of the Department to cover the State highway system at least once a day during the winter months. This is primarily done to check for road conditions, stranded motorists, and perform routine traffic enforcement. During the long winter months on our interior road system temperatures get well below the freezing mark and it wouldn't be too long before a person would be in sad shape if their vehicle stalled, ran off the road, broke down, etc. For that reason, we have pretty well insisted that our troops cover the major highway system at least once in 24 hours, which, in my opinion, is not an exorbitant request or a misuse of State funds.

Item # 5

Why mileage was figured short for FY '75:

- (a) The marked increase in mileage was not begun until the final quarter of FY '74.
- (b) As we computed our mileage estimates for FY '76 budget preparation, basing them on the last three months of FY '74, and first three months of FY '75 (the most current information available) our FY '75 shortfall became very evident. It was also called to our attention by Budget and Management when we submitted figures requesting the base highway rental cost from their appropriation early in the year. We have been working closely with them on this problem.
- (c) There has been a general traffic increase, and accident increase requiring trooper services.
- (d) The Highway Department cannot issue certain wide load permits unless a Trooper escort is provided. This includes much of the pipe hauling traffic.
- (e) The transient population increase has greatly expanded the number of process services - and the difficulty involved in serving them.
- (f) The main answer to your question is lack of base figures with all Trooper positions filled constantly, serving the increased needs of the interior highway network.

The Honorable Hugh Malone
March 12, 1975
Page 4

Item # 6

Review of Constable Program mileage:

The program supervisor was in Juneau this week, finalizing hiring details of the Constables, and arranging for equipment purchases. We have agreed that we have no problem in FY '75; and have no base on which to challenge the FY '76 mileage estimates. If additional highway miles are driven, it would seem that it would be in Trooper assistance (in lieu of a Trooper and his vehicle), therefore could logically be charged back to the Detachment program.

Item # 7

Are figures for FY '76 adequate?:

We have projected:

FY '75:	3,279,300 miles
FY '76:	<u>3,562,200 miles</u>
	282,900 miles - 8% increase

We have no base figures at this time to indicate that this will not be adequate - experience says that increased service requests will require additional miles.

Item # 8

Use of Program Revisions prior to request for supplement.

The only option open to us in Revised Programming was transfers within our Department. This option had been explored exhaustively before we went to Budget and Management with our request. We have no funds available to meet this cost increase.

Budget and Management had stated that they were prohibited from helping us from their Highway Increased Cost supplemental, as this is specifically increased usage rather than increased cost.

The Honorable Hugh Malone
March 12, 1975
Page 5

SLA 37.07.080 (e) states:

"No transfer may be made between agencies."

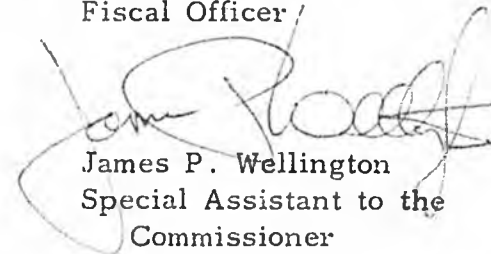
If we can be of further assistance, we shall be glad to do so.

Sincerely yours,

RICHARD L. BURTON
COMMISSIONER



By: Vona L. Hall
Fiscal Officer



James P. Wellington
Special Assistant to the
Commissioner

Enclosures: Work Sheets (2)
Summary

AST DETACHMENTS & CTR
Highway Vehicle Miles - Comparison

Detachment	Actual 7/12 FY 74	Actual 1/6 FY 74	Actual Total FY 74	Actual 7/12 FY 75	Proj. 1/6 FY 75	Proj. Total FY 75
A Ketchikan	55,335	49,580	104,915	55,551	58,800	114,351
B Juneau	97,931	84,903	182,834	100,177	100,200	200,377
C Anchorage	319,719	362,722	682,441	313,794	330,000	643,794
D Kenai	121,484	114,112	235,598	133,139	161,400	294,539
E Kodiak	30,081	31,744	61,825	35,816	40,300	76,116
F Bethel	3,831	5,550	9,381	8,611	9,000	17,611
G Matanuska	134,176	143,883	278,049	144,354	163,400	307,754
H Glennallen	220,638	228,776	449,414	289,636	369,000	658,636
I Fairbanks	313,943	347,027	660,970	420,166	458,100	878,266
J Nome	6,733	6,320	13,053	9,311	7,200	16,511
TOTALS	1,303,871	1,374,617	2,678,488	1,510,555	1,697,400	3,207,955
	48.7%	51.3%	100.0%	47%	53%	100%
	6 Mo.			UP 16%		

Projection for Supplement

3,279,300

Difference

2%

71,345

@ .194

\$ 13,841.

Budgeted Miles 2,628,866

100%

Miles driven - 6 mo. 1,510,555

57.5%

Balance Avail. 1,118,311

42.5%

To remain within budget we would have to curtail miles by 26% of present mileage in next 5 months - 392,244 miles

MEMORANDUM

State of Alaska

TO: Andy Warwick
Commissioner
Department of Administration

DATE: December 20, 1974

FILE NO:

Attn: Kent Dawson, Director
Budget & Management

TELEPHONE NO:

FROM: Richard L. Burton
Commissioner
Department of Public Safety

SUBJECT: Revised Program
Request for additional funds
for highway vehicle rental
operating costs.

F+W Protection

During the fiscal year the Protection Division was turned over to Public Safety, 8 patrol vehicles had been turned back to the Department of Highways to stay within budgetary limits. In FY 72-73, budgetary constraints again prohibited full use of our vehicles.

Under our present program management, Enforcement has been emphasized to fullest possible use. Our mileage in FY 74 exceeded our expectations, as we had no reliable base for projections to full use enforcement.

Our budget submission for FY 75 was again based on limited experience, and provided only \$125,000 of the \$163,700 needed for mileage rates--a short fall of \$38,700.

This request is in addition to the price increase of base rates, which will require \$47,800 from the Department of Administration.

Attachment

STATE OF ALASKA
Dept. of Administration
Budget & Management Div.

REVISED PROGRAM
COST ANALYSIS SUMMARY
by BUDGET COMPONENT

AGENCY	CATEGORY	04	Nat. Res. & Mgmt.
Public Safety	PROGRAM	41	Fish & Game Res.
DIVISION	SUB PROGRAM	05	Protection
Fish & Wildlife Prot.	ELEMENT	01	Enforcement
	SUB-ELEMENT		

CODE	EXPENDITURE BY OBJECT	PRESENT AUTHORIZATION	REVISION INCREASE (DECREASE)	AMENDED AUTHORIZATION
100	PERSONAL SERVICES	1255.0		1255.0
200	TRAVEL	90.0		90.0
300	CONTRACTUAL SERVICES	350.0	38.7	388.7
400	COMMODITIES	91.0		91.0
500	EQUIPMENT	25.0		25.0
600	LANDS, BUILDINGS, NON-STRUCTURAL IMPROVEMENTS			
700	GRANTS, CLAIMS, SHARED REVENUE			
800	MISCELLANEOUS			
	INTER-AGENCY TRANSFERS (INCLUDED ABOVE)	139.2	38.7	177.9
NEW CODE	TOTAL	1811.0	38.7	1849.7
	FEDERAL RECEIPTS			
	REQUIRED GENERAL FUND MATCHING			
	OTHER GENERAL FUND	1811.0	38.7	1849.7
	INTER-AGENCY TRANSFERS			
	OTHER:			
	TOTAL	1811.0	38.7	1849.7
	PERMANENT FULL TIME POSITIONS	62		62
	PERMANENT PART-TIME POSITIONS			
	TEMPORARY (FULL TIME EQUIVALENTS)	11		11
	NUMBER OF MAN MONTHS	876		876

(CURRENT FY)

	FY ____	FY ____	FY ____	FY ____	FY ____	FY ____
EXPENDITURES - TOTAL						
SOURCE OF FUNDS						
FEDERAL						
REQ. G.F. MATCH						
OTHER G. F.						
OTHER (SPECIFY)						

15

EXPLANATION

FY 75

AGENCY	CATEGORY	code	
Public Safety	FISH & GAME	41	Natural Resources
DIVISION	SUBPROGRAM	05	Fish & Game Res.
Fish & Wildlife Prot.	ELEMENT	01	Protection.
	SUBPLEMENT		Enforcement

SUPPLEMENTAL

360. VEHICLE RENTAL, HIGHWAYS

	Vehicles	# Veh.	Base Rate	Amount	# Miles	Mileage Rate	Amount	Total Amount
FY 74	305	3			1,413	14¢	7,121.52	
	307	24			1,648	18¢	85,432.32	
	309	1			366	27¢	1,250.64	
	363	11			1,613	17¢	36,195.72	
	364	2			1,071	21¢	5,397.84	
	371	1			976	45¢	5,270.40	
	384	3			912	35¢	11,491.20	<u>152,159.64</u>
FY 75	305	3	65. x 12	2,340.	1,500	12¢ x 12	6,480.	
	307	19	85.	19,380	1,700	18¢	69,762.	
	308	1	85.	1,020	980	15¢	1,764.	
	309	1	85.	1,020	500	20¢	1,200.	
	362	1	70.	840	790	13¢	1,232.	
	363	18	80.	17,280	1,650	18¢	64,152.	
	364	2	80.	1,920	1,100	20¢	5,280.	
	371	1	80.	960.	000	42¢	5,040.	
	384	<u>3</u>	85.	<u>3,060</u>	975	25¢	<u>8,775.</u>	
		49		47,820			163,691.	<u>\$211,511.</u>
								FY 75 Budget Request
							125,000.	
								FY 75 Supplement Request
							<u>38,691.</u>	

MEMORANDUM

State of Alaska

TO: Richard W. Freer
Commissioner
Department of Administration

DATE: November 18, 1974

FILE NO:

Attn: Myrton R. Charney, Director
Div. of Budget & Management

TELEPHONE NO:

FROM: James P. Wellington
Commissioner
Department of Public Safety

SUBJECT: FY 75 Supplemental
Dot + CIB

For the first time in more than ten years, the Department of Public Safety must request a supplement to their operating budget.

It is with utmost reluctance that we do request it, but our normal procedure of squeezing, shifting and shorting other areas can no longer cover us.

We are short of funds to cover mileage costs to the Highway Working Capital Fund for several reasons:

1. Our policy of recent years to keep all Trooper and J.S. Assistant positions filled at all times has resulted in more "bodies" available to drive - therefore more miles driven - our average number of miles driven has increased.
2. Additional vehicles have been added to the fleet, with inadequate provision for additional miles.
3. HWC vehicles have been transferred from minimal miles assignments in Judicial Services and Investigations, and moved into Highway Enforcement posts, becoming high mileage vehicles. They were replaced in JS and Investigations by leased compacts.
4. A noticeable workload increase in all highway patrol areas has resulted in many shifts in personnel to the highway and pipeline areas -- adding additional patrol vehicles to high mileage areas.

A copy of the work sheet covering actual miles is attached to each Revised Program. Three requests are attached for the Administration of Justice category.

Detachments & CIB	-	\$126,300.00
Pipeline Det. & CIB	-	39,700.00
Judicial Services	-	18,200.00
		<u>\$184,200.00</u>

Your early consideration of this request is most important. If not granted, a severe curtailment of patrol services would result.

Attachment

REVISED PROGRAM
 COST ANALYSIS SUMMARY
 by BUDGET COMPONENT

AGENCY	CATEGORY	code	ADMIN. OF JUST
PUBLIC SAFETY	PROGRAM	06	PAT., DET. & A
DIVISION	SUB PROGRAM	62	ENFORCEMENT
ALASKA STATE TROOPERS	ELEMENT	01	DET. & CIB
	SUB ELEMENT	11	

CODE	EXPENDITURE BY OBJECT	PRESENT AUTHORIZATION	REVISION INCREASE (DECREASE)	AMENDED AUTHORIZATION
100	PERSONAL SERVICES	3,498.9		3,498.9
200	TRAVEL	242.0		242.0
300	CONTRACTUAL SERVICES	968.5	126.3	1,094.8
400	COMMODITIES	40.0		40.0
500	EQUIPMENT	80.0		80.0
600	LANDS BUILDINGS NON STRUCTURAL IMPROVEMENTS			
700	GRANTS CLAIMS SHARED REVENUE			
800	MISCELLANEOUS			
	INTER AGENCY TRANSFERS (INCLUDED ABOVE)	591.0	126.3	717.3
NEW CODE	TOTAL	4,829.4	126.3	4,955.7
	FEDERAL RECEIPTS			
	REQUIRED GENERAL FUND MATCHING			
	OTHER GENERAL FUND	4,830.5	126.3	4,956.8
	INTRAGOV. AGENCY TRANSFERS	(1.1)		(1.1)
	OTHER			
	TOTAL	4,829.4	126.3	4,955.7
	PERMANENT FULL TIME POSITIONS	188.0	0	188.0
	PERMANENT PART TIME POSITIONS			
	TEMPORARY (FULL TIME EQUIVALENTS)			
	NUMBER OF MAN MONTHS	2,256.0	0	2,256.0

(CURRENT FY)

	FY ____	FY ____	FY ____	FY ____	FY ____	FY ____
EXPENDITURES - TOTAL						
SOURCE OF FUNDS						
FEDERAL						
REQ. G.F. MATCH						
OTHER G.F.						
OTHER (SPECIFY)						

