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Annual Report
1978-1979

Annual Report
1980

TEXAS DEPARTMENT OF PUBLIC SAFETY

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JAMES B. ADAMS
DIRECTOR

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ASST. DIRECTOR



COMMISSION
WILLIAM B. BLAKEMORE, II
CHAIRMAN
CHARLES D. NASH
W. C. (BILL) FERRYMAN
COMMISSIONERS

Honorable William P. Clements, Jr., Governor of Texas
and Members of the Texas Legislature:

Enclosed is a report on the activities and accomplishments
of the Texas Department of Public Safety for the 1978-79
biennium and the 1980 calendar year.

For comparison purposes, the report includes three charts
illustrating numbers of motor vehicle accidents, motor
vehicle fatalities, and miles traveled for the calendar
years 1975-80.

A report such as this cannot capture and reflect the many
individual instances of bravery, sacrifice and dedication
on the part of the competent and professional men and women
who make up the work force of this department. Yet, the
end product could not exist without strict adherence to the
highest standards of public service.

We are extremely grateful to you and the members of the
Legislature for your continuing support of our important
mission.

Respectfully submitted,

THE TEXAS PUBLIC SAFETY COMMISSION

By:

Jim Adams
James B. Adams
Director

NCJRS
MAR 10 1982
ACQUISITIONS

U.S. Department of Justice
National Institute of Justice

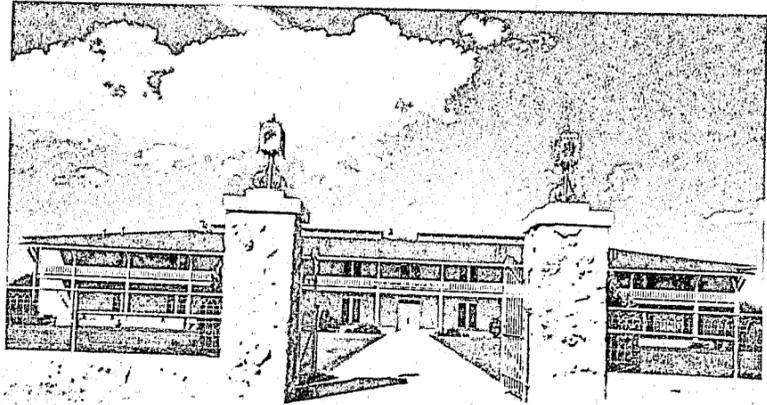
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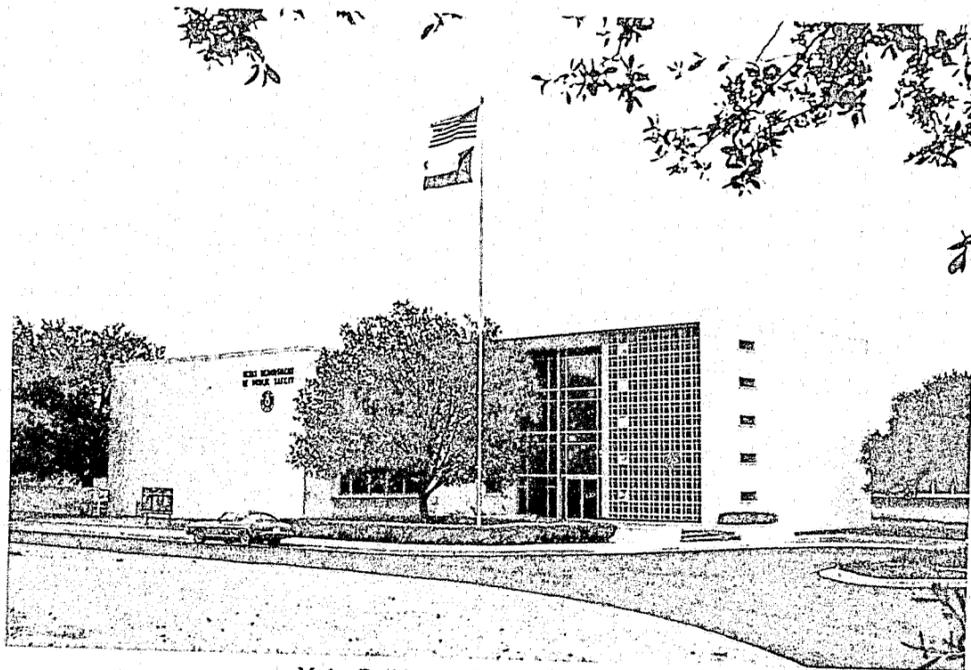
to the National Criminal Justice Reference Service (NCJRS).

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With a population that now ranks as the nation's third largest, Texas remains one of the fastest growing states in the nation. Over the 45 years since the DPS was created, a changing society has brought many new challenges to the department's highly competent work force. This report is dedicated to the men and women who have demonstrated their loyalty to law enforcement over the past decades.



DPS State
Headquarters at
Camp Mabry



Main Building - Present Headquarters

INTRODUCTION

The objective of the Texas Department of Public Safety is to preserve order by protecting the lives, rights, privileges, property and well-being of the residents of this state.

The DPS was established by the Texas Legislature on August 10, 1935. Today, the agency discharges its obligations through four general program areas: traffic law enforcement and driver regulation; criminal law enforcement; disaster preparedness and response; and support services.

The three-member Public Safety Commission sets policy for the agency's overall operations. Commissioners serve without pay for six-year staggered terms. They are appointed by the Governor with the advice and consent of the Texas Senate.

Administration of the DPS is the responsibility of the Director, who is appointed by the Public Safety Commission. On his immediate staff are the Assistant Director, Legal Counsel, Administrative Assistant, Public Information Officer and Chief of Fiscal Affairs.

ORGANIZATIONAL STRUCTURE

The department is organized into three main divisions, each of which has responsibilities related to the main program areas. Included are Traffic Law Enforcement, Criminal Law Enforcement and Administration.

Under the Traffic Law Enforcement Division (the largest unit of the DPS) are all uniformed state troopers, including Highway Patrol, Driver License, License and Weight, Motor Vehicle Inspection and Safety Education. This division also supervises the Motor Carrier Lease Section and the Executive Security Service. In addition, through its six regional commands, the division oversees field operations involving communications, aircraft utilization, and field laboratories.

The DPS Criminal Law Enforcement Division coordinates statewide efforts against lawlessness in all forms. Units of the division include the Texas Rangers, Criminal Intelligence Service, Motor Vehicle Theft Service, Narcotics Service and Crime Analysis Service.

The Administrative Division oversees the disaster emergency services program and various support activities at the headquarters complex. Units in this division include Data Processing, Disaster Emergency Services, Driver and Vehicle Records, Identification and Criminal Records, Inspection and Planning, and Personnel and Staff Services.

FUNDING

During the reporting period the department was funded through legislative appropriations with revenues derived from the General Revenue Fund, the Operator's and Chauffeur's License Fund, Motor Vehicle Inspection Fund, State Highway Fund and the Public Safety Building Fund.

Appropriations for fiscal years ending August 31 were as follows: \$83,514,947 for 1978; \$85,810,368 for 1979; \$96,373,715 for 1980; and \$102,860,915 for 1981. Salaries for the department's 4,463 employees appear either as line items in the State Appropriations Bill or are set pursuant to the salary schedules applicable to the State Classification Plan.

TRAFFIC LAW ENFORCEMENT

Texas motor vehicle traffic accident deaths in 1980 totaled 4,424, a record high for the fourth consecutive year. The 1980 death toll was an increase of approximately four per cent over the previous high of 4,229 deaths recorded in 1979 and approximately 11 per cent from the 3,980 deaths in 1978.

Licensed drivers totaled 9,467,005 and registered vehicles reached 10,500,000 in 1980. These increases compared to 1978 were 683,320 (7.8 per cent) licensed drivers and 249,016 (2.4 per cent) registered motor vehicles.

Vehicle miles traveled were 102.624 billion for 1978, 101.909 billion for 1979 and 103.255 billion for 1980. This resulted in a traffic death rate per hundred million miles of 3.9 for 1978, 4.1 for 1979 and 4.3 in 1980. The 4.3 death rate in 1980 was the highest recorded since 1973.

Statewide in 1980, the major contributing factors in all fatal motor vehicle accidents were speeding (24 per cent) and driving while intoxicated (24 per cent). Speeding over the limit as a contributing factor in fatal crashes increased six per cent from 886 in 1979 to 940 in 1980; however, persons killed in accidents involving speeding decreased .6 per cent from 1,046 in 1979 to 1,040 in 1980. Intoxication as a contributing factor in fatal accidents increased 11 per cent from 806 in 1979 to 891 in 1980. Also, persons killed in motor vehicle accidents involving intoxicated drivers increased nine per cent from 926 in 1979 to 1,006 in 1980.

Of all the persons killed in passenger cars, trucks and buses during 1980, 98.6 per cent were not wearing seat belts when the fatal accident occurred.

Since August 29, 1977, Texas law has permitted motorcyclists ages 18 and over to ride without wearing protective headgear. The revised statute contributed to record highs of 356 motorcycle deaths during 1979 and 378 motorcycle fatalities during 1980. A total of 186 motorcyclists were killed in 1976, the last full year that riders were required to wear helmets. During the years 1978-1980, over 70 per cent of all motorcyclists killed were not wearing protective headgear.

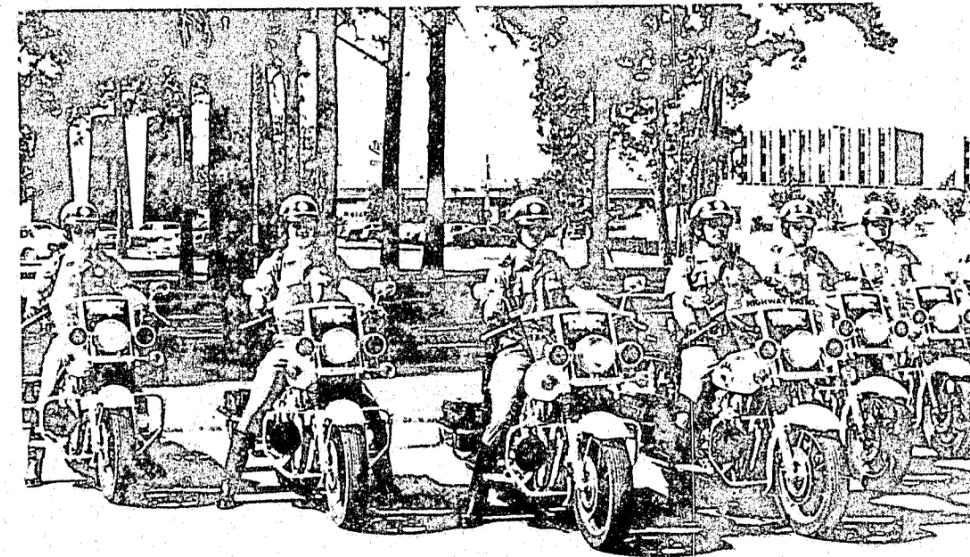
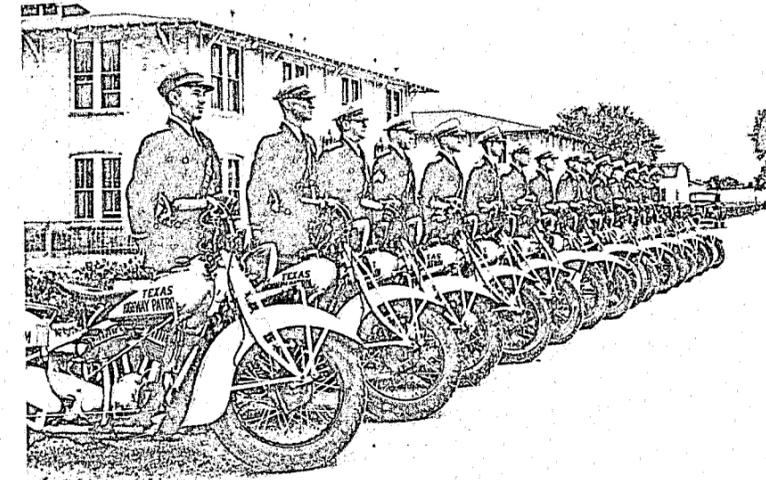
Motor vehicle traffic accidents resulted in estimated economic losses of \$2,430,000,000 in 1978, \$2,580,000,000 in 1979 and \$3,010,000,000 for 1980.

The Traffic Law Enforcement Division of the Department of Public Safety is primarily responsible for the police traffic supervision program and a broad range of support programs serving local agencies and other divisions of the department.

The field functions of the TLE Division are comprised of five uniformed law enforcement services - Highway Patrol, License and Weight, Drivers License, Motor Vehicle Inspection and Safety Education - plus the Police Communications Service and field crime laboratories. For administrative purposes, the state is divided into six DPS regions - Dallas, Houston, Corpus Christi, Midland, Lubbock and Waco - each commanded by a senior officer with the grade of major.

This division is the department's largest with a total authorized strength of 3,047 composed of 2,238 commissioned officers and 809 support personnel. In 1978 this division apprehended 1,315,888 traffic law violators and made 4,050 criminal apprehensions. Traffic arrests totaled 1,201,988 with 3,980 criminal apprehensions for 1979. Traffic law violator arrests for 1980 increased to 1,429,914 with 4,008 criminal apprehensions.

The Highway Patrol Service has general police traffic law enforcement responsibility over 198,573 roadway miles with an authorized strength of 1,494 officers including supervisors. This is an average of 133 miles of highway per patrol officer. In 1978 this service investigated 51,737 motor vehicle traffic accidents, including 1,932 rural fatal accidents in which 2,316 persons lost



their lives. Patrol officers in 1979 investigated 52,199 traffic accidents, including 2,014 rural fatal accidents in which 2,397 persons lost their lives. In 1980 the service investigated 48,901 traffic accidents, including 2,075 rural fatal accidents which resulted in death to 2,478 persons.

The Surface Transportation Act required increased levels of compliance with the 55 mile-per-hour national maximum speed limit or receive federally imposed sanctions for noncompliance consisting of penalties against the allocated federal highway funds. Speeding arrests by the Highway Patrol Service for 1979 reached 753,238. We were able to meet the compliance criteria for the federal fiscal year ending September 30, 1979. With a speed compliance rate of 40 per cent for federal fiscal year 1980, more aggressive enforcement action was directed at certain deliberate and determined law violators who sought to defeat enforcement efforts by employing the latest technological equipment such as radar detectors, police scanners and citizen band radios. We began to utilize unmarked patrol units throughout Texas for the primary purpose of detecting speed law violators. However, a uniformed trooper in a readily identifiable marked patrol unit was used in the violator stop. The objective of this procedure was to circumvent the sophisticated electronic devices operated by habitual traffic law violators. Our troopers responded by arresting 871,767 speed law violators. This increased enforcement effort and the modification of the speed monitoring guidelines to take into account the variability of speedometer readings allowed Texas to achieve compliance with the 40 per cent rate as of September 30, 1980.

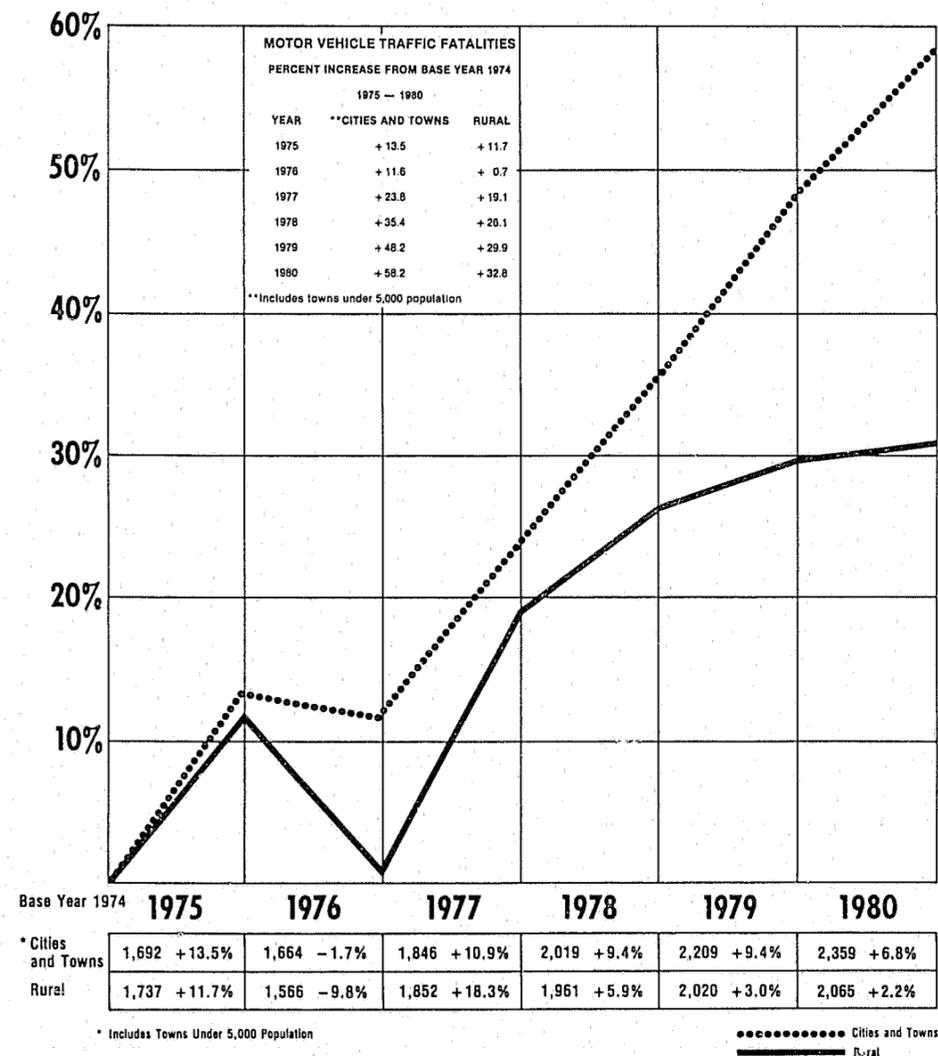
The following chart indicates the speed compliance standard by year and the penalty for failure to meet the standard:

DATE	% COMPLIANCE 55 MPH	ESTIMATED POSSIBLE SANCTION
9-30-79	30%	5% or 8 million
9-30-80	40%	5% or 8 million
9-30-81	50%	5% or 8 million
9-30-82	60%	10% or 16 million
9-30-83 (and each year thereafter)	70%	10% or 16 million

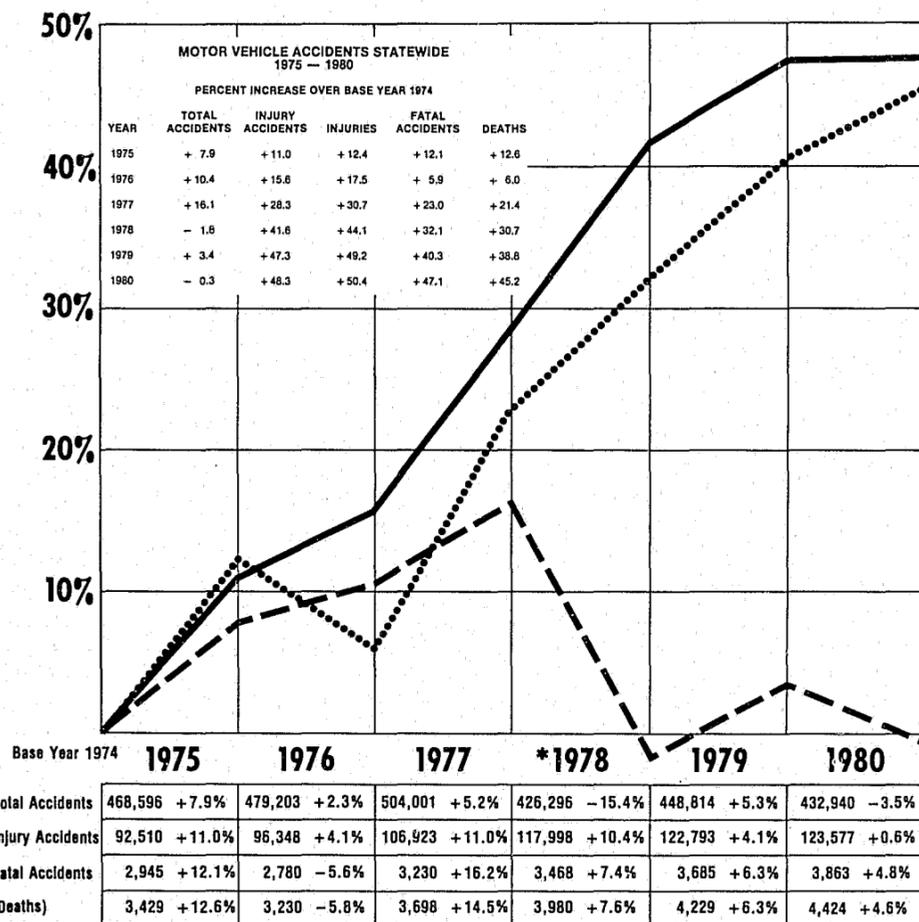
Selective traffic enforcement programs have been utilized to augment our Highway Patrol units. Beginning in 1978 a federal grant for \$100,973 was obtained by the Traffic Safety Section of the Texas Department of Highways and Public Transportation to fund an accident reduction project in Harris County. Additional patrol troopers were scheduled on an overtime basis at times and locations that had experienced frequent traffic accidents. In 1979 grants totaling \$889,796 were obtained to fund accident reduction, driving while intoxicated and speed enforcement projects in counties where critical traffic problems existed. These programs were expanded to include 36 counties in 1980 with an additional grant of \$1,931,580. The strategy was to measure the impact of increasing patrol man-hours by approximately 10 per cent. The Texas Transportation Institute's evaluation indicates a strong relationship between the total number of arrests and the decrease in fatal accidents. The general relationship found to exist suggests that as arrests increase, accident-related traffic parameters decrease.

A Highway Patrol motorcycle squad became operational in 1979 assigned to Harris County. Primarily, the motorcycle squad has been patrolling congested traffic areas. A significant factor has been the "halo effect" or voluntary compliance by motorists on sections of highway the squad has patrolled that exceeds the results obtained by routine patrol cars.

MOTOR VEHICLE TRAFFIC FATALITIES CITIES AND TOWNS - RURAL 1975-1980

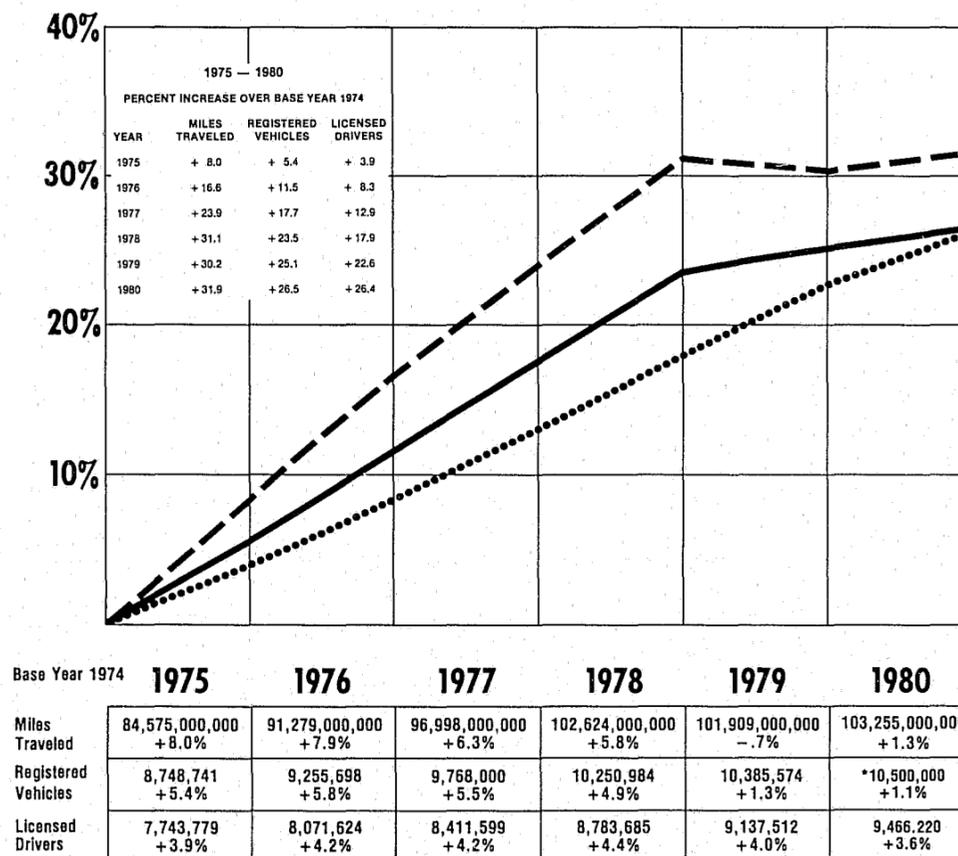


MOTOR VEHICLE ACCIDENTS STATEWIDE 1975-1980



* Criteria Requiring Accident Reports Changed 1-1-78 from \$25.00 damage to \$250.00 damage

MILES TRAVELED - REGISTERED VEHICLES LICENSED DRIVERS 1975-1980



Base Year 1974

* Estimated

The License and Weight Service is responsible for the supervision of commercial vehicle traffic operating over the highways of this state. Primary duties include enforcement of laws regulating weight, lease requirements, motor carrier regulations governing for-hire transportation of property and regulations applicable to the movement of hazardous materials. Secondary responsibilities include limited traffic and general law enforcement on rural highways, and providing assistance to local authorities during emergencies such as hurricanes, tornadoes, floods and civil disturbances. This service has an authorized complement of 186 officers. Enforcement activities resulted in the checking of over 1,500,000 vehicles during the calendar years of 1978, 1979 and 1980. These checks resulted in over 338,800 arrests for various violations. During the calendar year of 1980, 12 mobile weighing units were purchased with federal funds and became operational. The unit is composed of a van, trailer and two semi-portable electronic scales. This additional equipment has enhanced our ability to weigh commercial vehicles operating over the highways of this state.

The Drivers License Service is composed of 397 troopers and supervisors supported by 334 clerks. During each year, this service processed more than 4,000,000 applicants for original, renewal or duplicate licenses (which included administering over 3,000,000 vision tests, 1,950,000 knowledge tests, and 600,000 practical road tests) and inspected more than 640,000 vehicles for safety equipment. It also screened more than 210,000 applicants for medical limitations, referring over 14,500 to the Medical Advisory Board for review prior to licensing. In addition, this service conducted over 3,300 driver and criminal investigations, spending more than 5,000 hours in traffic and criminal law enforcement activities. During this period, the department added 127 automated testing instruments. Examination offices in 27 locations are equipped with these instruments. These machines not only improved the method of presenting the knowledge test but allowed the department to utilize personnel in more critical areas. The test slides for the automated test instruments were improved to better illustrate the driving situation for a more comprehensive examination. The department continued its Saturday and after-normal-hours service in the larger cities to better accommodate the citizens.



The Motor Vehicle Inspection Service is charged with the responsibility of administering the state's periodic Motor Vehicle Inspection Program. This service is composed of 118 troopers and supervisors who oversee the licensed vehicle inspection stations and certified inspectors. This service supervises vehicle inspection stations, conducts training schools, checks testing equipment and does quality control work in the supervision of inspection stations and certified inspectors. In addition to these duties, market surveillance is performed on the sale of brake fluid and automotive equipment.

ACTIVITY HIGHLIGHTS	1978	1979	1980
Licensed Vehicle Inspection Stations	7,463	7,652	8,347
Certified Inspectors	16,765	20,516	16,467
Vehicles Inspected	9,555,874	9,893,787	10,300,000
Vehicle Defects Found	2,855,809	2,842,415	2,724,049
Vehicle Inspection Stations Suspended	192	170	241
Certified Inspectors Suspended	284	235	212
Vehicle Inspection Stations Warned	1,359	1,517	1,380
Certified Inspectors Warned	1,120	998	1,100
Driver Arrests	13,209	11,603	11,775
Driver Warnings	19,646	15,284	14,555

In nonfatal accidents, defective vehicles involved have been reduced from 13 per cent in 1951 when the program began to 2 per cent in 1980.

The Police Communications Service provides service through 33 fully-manned communications facilities. Each facility is equipped with telephones, radio and data communications equipment to provide public access to law enforcement services and support for all criminal justice or public safety agencies through a common network. During the reporting period, an estimated 20,000,000 transactions were processed including over 3,000,000 public telephone calls for law enforcement services. One additional communication facility was installed in Brownwood and nine automatic radio relay stations have been completed to improve direct service to law enforcement mobile units.

The Safety Education Service conducts a comprehensive program for the education of the citizens of this state in matters of public safety and crime prevention and detection. The 36 officers assigned to this service conducted an estimated 33,000 safety programs and defensive driving courses and instructed 6,000 police classes during this triennium. In addition to their routine public information/education duties in 1980, mobile educational display units were utilized at numerous fairs, shopping centers, schools and industrial groups, informing 361,000 citizens in traffic safety and crime prevention.

The field crime laboratories have 32 chemists assigned to 12 laboratories throughout the state. Among their many duties include the identification and analysis of narcotic and dangerous drugs; and crime scene investigations including the collection and analysis of trace evidence in murder, rape, burglary and other criminal offenses. These chemists analyzed 291,695 narcotic and dangerous drugs and 56,370 types of other evidence for 38,288 law enforcement officers. The crime laboratories accept evidence from all police agencies within the state. Included in the laboratory functions are the polygraph and firearm sections. In addition, there are 15 chemists assigned throughout the state whose duty is to supervise the breath alcohol testing program. These chemists supervise approximately 1,800 breath test operators who administered over 255,000 breath alcohol tests in driving while intoxicated offenses. In the near future the entire state will be equipped with an intoxilyzer, a new electronic breath alcohol testing instrument.

The Motor Carrier Lease Section was created to file truck leases required by state statute and to acknowledge filings. The section's 13 employees maintain and file all license and weight arrest tickets and weekly reports. Lease filing information has assisted many law enforcement agencies with the detection of truck thefts, illegal drug transportation and interstate transportation of stolen merchandise. This section assists the general public with transportation-related information and acts as liaison for information requested from the Texas Railroad Commission, Attorney General's Office, Transportation Section and Registration Division of the State Department of Highways and Public Transportation.

AUTHORIZED STRENGTH -- COMMISSIONED OFFICERS

	HP	L&W	DL	MVI	SES
1978	1,494	156	397	118	36
1979	1,494	156	397	118	36
1980	1,494	171	397	118	36

CRIMINAL LAW ENFORCEMENT

The DPS Criminal Law Enforcement Division provides specialized assistance to county and city police agencies and cooperates closely with federal officers, coordinating statewide efforts against crime. Division units include the Texas Rangers, Criminal Intelligence, Narcotics Service, Motor Vehicle Theft Service and Crime Analysis Service.

Statistics indicate the state's crime rate rose slightly in 1978 compared to the rate recorded during the previous year. There were an estimated 721,581 major criminal offenses in Texas in 1978, indicating a rate of 5544.6 crimes per 100,000 population. A total of 692,450 major crimes were recorded in 1977 for a rate of 5393.9 per 100,000 population.

In 1979, the crime rate increased to 5911.7 per 100,000 population with 791,304 major criminal offenses recorded. In 1980, the rate rose to 6135.7 per 100,000 population with 869,439 major crimes reported.

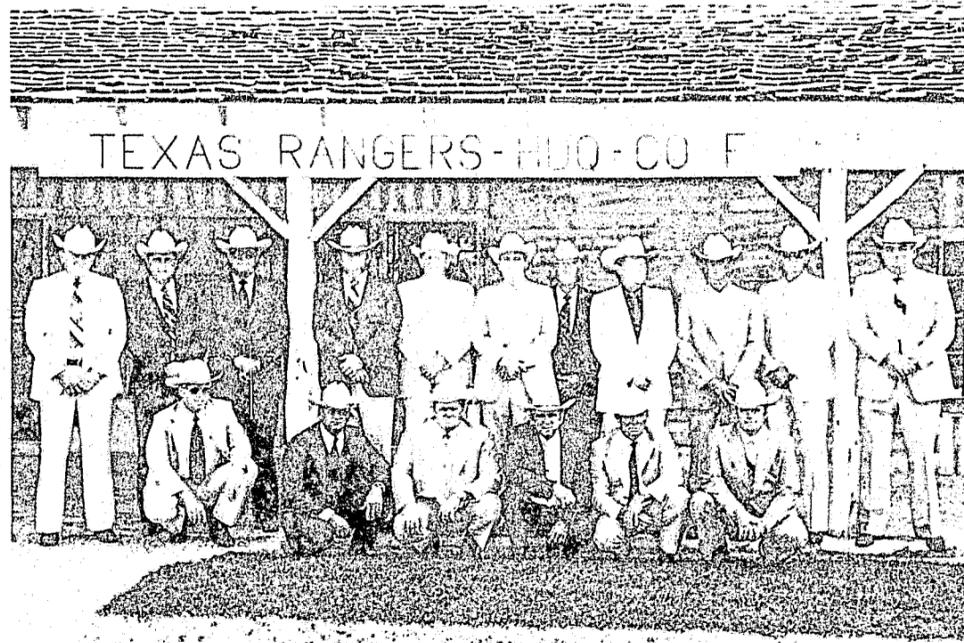
During 1980, a major criminal offense occurred in Texas every 36 seconds. Statewide, in the same year, only 21 per cent of the reported crimes were cleared by an arrest. However, police agencies made arrests clearing 76 per cent of the murders, 50 per cent of the rapes and 62 per cent of the aggravated assaults.

The Texas crime report is compiled from uniform crime reporting data submitted by state sheriffs and chiefs of police.

TEXAS RANGER SERVICE

The Texas Ranger Service is perhaps the best known among the Criminal Law Enforcement Division's crime fighting units. The service was established in 1823 by Stephen F. Austin to protect his colonists. Major responsibilities of the 94-member Ranger Service include the investigation of felony crimes, suppression of riots and civil disturbances and the apprehension of fugitives.





Texas Rangers routinely conduct criminal investigations of murder, rape, robbery, burglary and other felony offenses. In 1978, they participated in the investigation of 5,259 felony offenses and were credited with the arrest of 1,664 felons. Rangers in 1979 investigated 5,382 felony offenses and were responsible for the arrest of 1,536 felons. In 1980, the service investigated 4,882 felony offenses and arrested 1,562 felons.

Rangers recovered \$7.6 million worth of property in 1978, \$30.7 million in 1979, and \$11.4 million in 1980.

During 1978, the Rangers were involved in cases which produced 734 convictions for a total of 6,201 years in jail sentences; 27 life terms, 12 death penalties; and fines totaling \$127,480. In 1979, the service participated in cases which resulted in 870 convictions for a total of 6,823 years in sentences; 22 life terms; 4 death penalties; and \$137,781 in total fines. In 1980, the Rangers were involved in cases which produced 688 convictions for a total of 6,221 years in sentences; 35 life terms; 5 death penalties; and \$168,429 in fines.

NARCOTICS

The Narcotics Service is charged with the responsibility of conducting narcotic investigations and apprehending individuals and organizations involved in trafficking and abuse of controlled substances. It maintains close liaison and reciprocal cooperation with local, state and federal law enforcement agencies; collects, correlates, evaluates, files and disseminates narcotic information to other law enforcement agencies.

The DPS Narcotics Service utilizes a multi-phase approach in its effort to stop and deter the illegal trafficking and abuse of controlled substances in Texas. One phase is directed toward the supply of drugs being illegally marketed in Texas or transported within Texas for delivery in other states. The other phase is directed toward the demand segment of the population of Texas which abuses drugs being illegally sold. By concentrating on both the supply and demand areas of drug trafficking, a better overall enforcement effort is made toward the total reduction of drug abuse in Texas.

In accomplishing the enforcement goals in the area of reducing the supply of drugs, great concentration is being made in the area of organizations whose primary function is the trafficking of drugs. Other segments of supply which demand concentrated effort are persons who utilize private aircraft and boats in the transportation of large quantities of drugs and operators of clandestine laboratories within Texas. Extensive surveillance and defendant debriefing are utilized to identify key figures in major organizations, and the use of cooperating individuals as well as undercover police officers is necessary in order to obtain admissible evidence against as many members of an organization as possible. Cooperation with all state, local and federal agencies is stressed as well as utilization of special statutes such as the State and Federal Conspiracy Statutes.

The enforcement effort directed toward reducing the demand for drugs is concentrated toward the retail trafficker who, for the most part, sells drugs to support his own drug needs. This effort is accomplished through both overt and covert investigations with most concentration being through overt investigations and cooperative efforts with local police agencies. In order to reduce the undercover officers' exposure to those who personally use drugs, priority is given to the utilization of cooperating individuals to obtain probable cause for arrest and extensive surveillance to identify the source of supply.

During this reporting period, the DPS operated a task force along the Mexican border from Del Rio to Brownsville to accelerate a major drive against organized crime and narcotics traffic in that area. The project was termed the "South Texas Border Stepped-Up Enforcement Program" and included 33 agents and other support members to combat the smuggling of drugs and other commodities along the Texas-Mexico border. This project was operational through August, 1979.

During the 1976-77 biennium, the Narcotics Service instituted a "Violator Classification Program" designed to target all active drug traffickers and classify them according to their relative importance based on characteristics such as type of drugs trafficked, quantity, size of organization, etc. This program has continually enabled the Narcotics Service to better assess its priorities and concentrate on major traffickers in an effort to stem the flow of drugs prior to reaching the street market and ultimately the user.

The past three years have witnessed greater cooperation between the DPS Narcotics Service and other state, local and federal agencies involved with drug enforcement. This cooperation is evident in many successful joint operations which have culminated in the arrests of a number of major drug traffickers. The major cooperative investigations required hundreds of investigative hours and close coordination between all agencies concerned.

During calendar years 1978, 1979 and 1980, the following investigative activity took place:

	1978	1979	1980
Investigations Opened	2,947	1,973	2,803
Persons Arrested	2,580	1,525	1,552
Charges Filed	3,087	2,189	2,197
Search Warrants Executed	178	116	199
Vehicles Seized	87	32	53
Drugs Seized			
Heroin	2,771 g	857 g	8,580 g
Cocaine	3,238 g	5,992 g	6,929 g
Marihuana	40,571 kg	90,295 kg	20,561 kg
All Other	511,678 du	6,371,708 du	2,372,517 du

One area of major concern in the drug enforcement field is the diversion of legal drugs into illegal channels. Most of this diversion is a direct result of illegal dispensing by licensed practitioners, such as doctors and pharmacists. The Narcotics Service, in accordance with the Texas Controlled Substances Act, is cooperating with organizations such as the State Board of Pharmacy and the Texas State Board of Medical Examiners in an effort to curb this serious problem. This act requires that every person who manufactures, distributes, analyzes or dispenses controlled substances within the State of Texas must possess a valid registration. The DPS was given the responsibility of registering these persons and enforcing the law, and created the Controlled Substances Registration Section within the Narcotics Service. Registration must be obtained annually in accordance with rules promulgated. The act further stipulates that an annual registration fee of up to \$5.00 per registrant may be charged for the costs necessary to administer this act.

At the end of fiscal year 1978, the Controlled Substances Registration Section indicated a total of 30,179 registrants. This included 25,634 practitioners; 3,580 pharmacies; 546 hospitals; 13 manufacturers; 194 researchers; 28 teaching institutions; 112 distributors and 72 analysts. During this period, there were 4,300 new applications and 24,801 renewals processed. In addition, 31,594 certificates were issued and mailed to registrants. Approximately \$144,305 was collected in registration fees.

Fiscal year ending August 31, 1979, there were 32,247 registrants which included 27,527 practitioners; 3,726 retail pharmacies; 566 hospitals; 13 manufacturers; 197 researchers; 25 teaching institutions; 111 distributors and 82 analysts. There were 3,748 new applications processed and 29,914 renewal applications processed. There were 33,909 certificates mailed during this period. Registration fees amounted to \$161,407.

At the end of fiscal year 1980, there were 33,914 registrants which included 29,134 practitioners; 3,744 pharmacies; 588 hospitals; 10 manufacturers; 222 researchers; 25 teaching institutions; 110 distributors and 81 analysts. During this period 3,290 new applicants and 30,797 renewals were processed. There were 34,384 certificates mailed to registrants and registration fees collected amounted to \$158,445.

The Narcotics Service does not attempt to provide an educational effort directed at children but assists the public school teacher in any way possible to obtain necessary information for proper curriculum planning.

MOTOR VEHICLE THEFT SERVICE

The Motor Vehicle Theft Service, which was created in 1972, is working to reduce the theft rate and improve the recovery and clearance rates in a coordinated effort among all law enforcement agencies that are interested in the problem.

In 1979, the legislature authorized additional personnel which increased the Motor Vehicle Theft Service's strength to a Service Commander, a Captain, three field sergeants, 25 field investigators, and four support positions.

The sergeants and investigators are assigned to strategic locations within the state. They are trained and carry out appropriate activities in an effort to reduce motor vehicle and heavy equipment thefts on a statewide basis. The investigators maintain liaison and cooperate with all departmental services and representatives of various other agencies. Complete records of investigative activities and vehicle theft ring activities are maintained by this service.

Training programs on auto theft investigative procedures and techniques for both DPS personnel and other law enforcement agencies have been initiated. In 1980, two training schools were conducted for Mexican State Judicial Police officers at the Homer Garrison, Jr., Memorial Law Enforcement Academy in Austin.

Motor Vehicle Theft investigators are involved extensively in lengthy investigations involving well-organized, commercial vehicle theft rings, especially in metropolitan areas and along the U.S. — Mexican border. Capabilities are expanding to include identification and investigative techniques dealing with stolen aircraft.

Motor Vehicle Theft investigators have expert knowledge in numerous areas of vehicle theft investigation, including knowledge relating to identification numbers of automobiles and other vehicles, knowledge of vehicle identification number configuration, methods of stamping, attachment, etc. They receive special training in acid and heat processing procedures in restoring identification numbers that have been obliterated, as well as special photographic techniques. Training has also been received in processing for latent fingerprints and special identification techniques involving trucks, motorcycles, boats and motors, recreational vehicles, and heavy equipment.

In the calendar year 1980, Motor Vehicle Theft Service investigators were responsible for the recovery of approximately 1,400 stolen vehicles, including boats and motors, heavy equipment, and aircraft valued at approximately 16 million dollars.

CRIMINAL INTELLIGENCE

Another vital component of the Criminal Law Enforcement Division is the Criminal Intelligence Service. Criminal "intelligence" is a necessary prerequisite for the detection, prevention, and investigation of criminal conduct. The Criminal Intelligence Service conducts a broad range of specialized criminal investigations involving organized crime and criminal matters of a general nature. The service also participates in special assignments and other investigations ordered by the Director or his designated subordinates. Members of the service work closely with local officers and coordinate a central file of active criminal intelligence.

The Criminal Intelligence Service has determined that organized crime exists to some degree in all of the major communities in Texas. The service has identified seven categories of organized crime currently operating within the state including: illegal gambling, drug traffic, loan-sharking, labor racketeering, auto theft, prostitution and pornography.

In order to perform its mission, the Criminal Intelligence Service has the responsibility to collect, evaluate, analyze and disseminate organized crime intelligence data on any and all persons

and/or groups or organizations that engage in activities defined as "criminal" by federal and state legislatures.

It is generally recognized that the efficiency of law enforcement is evaluated by the number of arrests, convictions and amount of stolen property recovered. However, this is not necessarily true in the gathering and dissemination of criminal intelligence. Even so, measures of performance can be attributed to effective criminal intelligence. For example, the following activity highlights resulted from the criminal intelligence end product:

	1978	1979	1980
Criminal Investigations	21,527	23,417	22,800
Value of Property Recovered as the Result of Criminal Intelligence	\$1,410,798	\$3,023,597	\$2,325,000
Arrest Affected as the Result of Criminal Intelligence	354	496	500
Assistance to Other Law Enforcement Agencies in Texas	9,539	9,786	9,800
Out of State Assistance	446	460	518

Criminal intelligence is a vital function of the department in its fight against crime. The achievements of the Criminal Intelligence Service have proven that a criminal intelligence unit at the state level, operating in cooperation with local and federal law enforcement agencies, is not only vital, but is also necessary to secure and maintain social order.



AIRCRAFT SECTION

DPS aircraft provide valuable assistance on a daily basis to department officers and local law enforcement agencies throughout the state. During the reporting period, four twin-engine fixed-wing airplanes and seven helicopters were utilized by the department to accomplish the following:

MISSION	1978	1979	1980
Traffic engineering surveys	6	9	10
Traffic photo missions	42	51	26
Traffic accidents reported	107	87	18
Abandoned vehicles reported	740	578	200
Crime suspects located	55	71	64
Criminal felony arrests	39	90	153
Crime victims located	7	4	6
Seized narcotics (street value)	\$721,900	\$62,620,400	\$10,345,700
Stolen property located	98	71	83
Criminal photo missions	142	133	130
Planes located	22	4	10
Lost persons located	14	11	6
Drowning victims located	10	4	1
Persons rescued	51	5	10
Medical transfers	2	1	2
Medical supplies and/or organs delivered	8	3	16
Persons transported	2,988	2,775	2,544
Property delivered (items)	247	140	206
Departmental mail delivered	86,247 lbs.	95,685 lbs.	102,473 lbs.



During the months of May and June, 1978, two DPS helicopters were instrumental in rescuing several persons trapped by flood waters both in Palo Duro Canyon and in the Graham area. Many persons were transported to places of safety during this period. However, only those who were in immediate danger of losing their lives were reported as rescued. These figures as well as others in this report reflect only those situations where DPS Aircraft Section crews and aircraft were directly involved. Those situations that came to a successful end by using the department's aircraft at times other than the conclusion of investigations, searches, rescues, etc., were not normally reported.

During the three years addressed in this report, a postal savings to the department of \$426,607.50 was realized by utilizing the twin-engine/ fixed-wing aircraft for a weekly scheduled mail and passenger flight to Austin. Additional savings were accomplished by these flights in that many department officials were transported to Austin to conduct state business, then returned to their stations that same day, avoiding overnight expense, automobile expenses, and valuable time away from their normal stations.

During 1980, a single-engine/ fixed-wing airplane was purchased for narcotics investigations. This aircraft was flown 136.5 hours on investigations in a seven-month period and was directly involved in the seizure of \$6,152,700 worth of narcotics. This aircraft was also responsible for the arrest of 45 defendants and the seizure of 19 vehicles.

SUPPORT ACTIVITIES

The Administrative Division was created in 1973 with the chief responsible to the Director for operations of the headquarters divisions at the Austin complex. This division maintains close liaison with the Criminal Law Enforcement and Traffic Law Enforcement divisions to maximize administrative support of their respective operations.

Within this division are Data Processing, Disaster Emergency Services, Driver and Vehicle Records, Identification and Criminal Records, Inspection and Planning and Personnel and Staff Services.

DATA PROCESSING

The Data Processing Division operates a large computer system 24-hours per day, 7 days per week, throughout the year to provide services to the various divisions of the DPS and to law enforcement agencies over the state.

The DP Division has experienced an unusually high growth rate in its workload during the past few years. Since 1977, the number of Texas Crime Information Center (TCIC) transactions processed has increased 41% to 1.2 million per month. A 27% growth in the transaction workload supporting other activities was experienced.

To accommodate this growth and to enable the division to provide other services (i.e., an automated accounting system and a supplies inventory control system), a new computer (an AM-DAHL 470/V7B) was installed in June of 1980. Thirty-five additional CRT terminals (a 53% increase) have been added to expand the availability of computer services to headquarters personnel.

At the end of 1980, the DP Division had in its files approximately 10.5 million driver license basic records with 12.6 million accident and traffic conviction records. Criminal history records had increased to 2.5 million. The TCIC system (Stolen Vehicles and Wanted Persons) had 450,000 records.

The DP Division plans to increase the support provided to the Criminal Law Enforcement and Traffic Law Enforcement Divisions in 1981 and 1982, enabling these areas of DPS to more effectively manage the information used in their day-to-day operations.

DISASTER EMERGENCY SERVICES

The Division of Disaster Emergency Services (DES) coordinates state-level administration of disaster preparedness, response and recovery programs. Division offices are in the State Emergency Operating Center, a 12,000-sq.-ft. concrete-reinforced facility located 26 feet beneath the central building of DPS headquarters in Austin.

The DPS Director serves as the chairman of the State Disaster Emergency Services Council. The council is composed of 30 state agencies and departments which are responsible for emergency duties specified in the Texas Disaster Plan. DES maintains a duty officer 24 hours a day throughout the year to alert state agencies of potential disaster situations and coordinate appropriate response services. The division coordinates state response for an average of 1,000 isolated incidents each year.

The division chief of Disaster Emergency Services is the state coordinator, who is appointed by the DPS Director. Under state law, DES is responsible to the Governor for disaster operations. Division personnel work closely with officials of the Federal Emergency Management Agency (FEMA), the governmental organization responsible for disaster preparedness and assistance at the national level.

Eight Presidential disaster aid declarations requested by the Governor were processed by DES during the 1978, 1979 and 1980 calendar years. Federal and state assistance totaling \$59.8 million was distributed to 48 counties in the state under Public Law 93-288 (Federal Disaster Act). Presidentially-declared disasters included:

Date	Disasters	Fatalities	Est. Damages (in dollars)
August - 1978	Hill Country Flood	32	\$25 million
April - 1979	Wichita Falls, Vernon Tornadoes	57	\$450 million
April, July, Sept. - 1979	Southeast Texas Floods (three declarations)	2	\$425 million
June - 1979	Nacogdoches Flood	0	\$100,000
August - 1980	Hurricane Allen	2	\$600 million
Sept. - 1980	Roscoe Flood	0	\$625,000

In addition, 492 individual county requests for Small Business Administration disaster declarations were processed and approved, making low-interest loans available to residents of those counties adversely affected by drought, heavy rains, flooding, high winds, tornadoes, freezing temperatures and other causes.

Applications for federal matching funds totaling \$3.86 million were processed by DES for personnel and administrative expenses during 1978-80. These funds were used by this division, 165 local governments, and Disaster Health and Medical Services-Texas Department of Health. More than 470 applications for federal matching funds totaling \$475,141.63 were processed for building and equipping emergency operating centers, purchasing warning equipment, and meeting recurring charges for warning and communications.

More than 600 Texas cities and counties continue to use and maintain over 3,000 items loaned under the Federal Excess Property Program. Final disposition of the property is to be determined by Congress.

In an ongoing effort to improve statewide emergency management capabilities, DES personnel conducted 14 basic seminars for local directors at the State Emergency Operating Center in Austin. Field training activities include 34 emergency operation simulation exercises and 35 community leader conferences.

Division personnel updated and distributed the State Disaster Plan. Approximately 80 local emergency plans and 160 local plan annexes were developed or revised. The division helped draw up 14 new warning annexes and amended six annexes to local government plans during the reporting period. In addition, three emergency warning reports and two communication studies were prepared. Also updated were standard operating plans for all 18 state disaster districts including the recently established Disaster District Sub 2A at Pierce. With the recent addition of the Amarillo facility, fully functional emergency operating centers are available to DPS offices in each disaster district.

In 1980, a continuing hurricane awareness program co-sponsored by the division prompted a high level of preparedness among coastal residents before the August 10 strike of Hurricane Allen. DES employees provided intensive field coordination of recovery operations following the hurricane.

Nuclear Civil Protection (NCP) staffers continued to develop and update crisis relocation and community fallout shelter plans. Crisis relocation contingencies would help ensure the protection of state residents by moving them from 33 areas facing the greatest threat of nuclear weapons to low-risk "host" areas. Texas crisis relocation planning was over 50 percent complete with the finalization of 83 county hosting plans and 12 risk area plans during the reporting period. Interstate cooperation resulted in the development of hosting plans for relocated Texans in eight Oklahoma counties. NCP employees conducted 13 field seminars to explain crisis relocation concepts to approximately 500 local officials.

In 1980, the state entered into a cooperative agreement with the Federal Emergency Management Agency to support the National Flood Insurance Program. Established in DES as the Flood Insurance Assistance Program (FIAP), the contract staff will concentrate on floodplain management by conducting a three-phase program. Planners will assess the role of state agencies, departments, colleges and universities; establish a communications system for passing various kinds of floodplain management information to local governments, interest groups, and floodplain residents; and obtain, develop and transmit floodplain information through the communications system. Flooding causes an estimated \$30 million in damages in Texas each year.



Tornado damage in Waco



Tornado damage in Wichita Falls (1979)

DRIVER AND VEHICLE RECORDS DIVISION

The Driver and Vehicle Records Division is assigned specific administrative functions and the responsibility of providing staff support to facilitate the administration and enforcement of the Drivers License, Motor Vehicle Inspection, Commercial Driver Training School and Safety Responsibility Laws of Texas. These responsibilities are carried out through the efforts of the four bureaus which compose this division.

The Driver Improvement and Control Bureau is responsible for the administration of those sections of the Drivers License Law dealing with the efforts to improve driver habits and to control problem drivers. This bureau confirms suspension of driver licenses and takes any necessary enforcement action against persons convicted of offenses requiring a mandatory suspension of license. The bureau is also responsible for the evaluation of the driver records of problem drivers and the filing of petitions for administrative hearings to remove those drivers from the streets and highways of Texas. The Driver Improvement and Control Bureau also has the responsibility for administering the Medical Advisory Board program in conjunction with the Texas Department of Health with regard to drivers identified as having physical or mental limitations directly related to a proper and safe performance of the driving task. During this biennium, action was initiated under the Medical Advisory Board Program against more than 33,000 drivers. This bureau also issues occupational licenses to suspended drivers based on orders issued by appropriate courts.

The License Issuance and Driver Records Bureau is responsible for the issuance of licenses and maintenance of records on more than 9.61 million persons. At the end of this biennium, there were 9,049,131 persons holding currently valid Texas drivers licenses. In addition to the issuance of licenses and maintenance of records on drivers, this bureau prepared some 10.4 million abstracts of driving records.

The Vehicle Inspection Driver Training Records Bureau is responsible for the licensing and maintenance of records on Motor Vehicle Inspection stations, certified inspectors, Commercial Driver Training Schools and Commercial Driver Training Instructors. During this reporting period this bureau supplied the approximately 8,000 inspection stations with inspection certificates, received and tabulated data covering in excess of 20.5 million vehicle inspections. Certifications were issued to and records maintained on about 20,000 persons certified to inspect vehicles. This bureau also licensed and maintained records on 71 commercial driver training schools and 651 commercial driver training instructors.

The Safety Responsibility Bureau is responsible for the administration of the Texas Financial Responsibility Law and for removal from the streets and highways of those drivers who fail to meet their financial responsibility for damages caused through the operation of a motor vehicle. Accident case files are established only if the investigating officer's report indicates that there is reasonable probability of judgment being obtained against the uninsured driver and owner. During this biennium, there were about 110,000 accident cases established in the Safety Responsibility Bureau. Suspension action was initiated in 65,000 of these cases. This Bureau also initiates suspension action against judgment debtors for damages resulting from motor vehicle accidents if the judgment becomes final and is unsatisfied after a period of 60 days. Another section of the Safety Responsibility Law requires the filing and maintenance of proof of financial responsibility for the future by persons convicted of criminal offenses requiring mandatory suspension of drivers license.

INSPECTION AND PLANNING

The Inspection and Planning Division is staffed by a chief and 13 inspectors who are knowledgeable in service activities of Highway Patrol, Driver Licensing, Vehicle Inspection, License and Weight, Communications, Safety Education, Criminal Law Enforcement, Administration, and Internal Audit.

The primary purposes of the division are:

- To inspect field performances and results accomplished for efficiency, uniformity, and compliance with established procedures;
- To develop recommendations for improvement;
- To update operating procedures manuals, orders, and other department publications;
- To respond to oral and written inquiries for expert information;
- To act as liaison and to represent the department in professional consultations, meetings, workshops, and conferences; and
- To perform related duties as assigned.

Secondary responsibilities include approval of automotive lighting equipment, motor vehicle glass, brake fluid, protective headgear for motorcycle operators, and motor-assisted bicycles as required by Texas law.

Work load activities during the reporting period included:

- a. With inspections broadened in scope, inspectors conducted 87 management-operational effectiveness inspections making 455 recommendations for improvement of operations with 76 percent of these being implemented. To conduct these inspections required 15,281 man-hours.
- b. Inspectors devoted 9,584 man-hours to 281 program planning and research projects.
- c. Inspectors spent 6,470 man-hours attending 888 professional meetings at the local, state, and national level.
- d. Responses were prepared in a timely manner for 6,119 technical information inquiries requiring 2,729 man-hours.

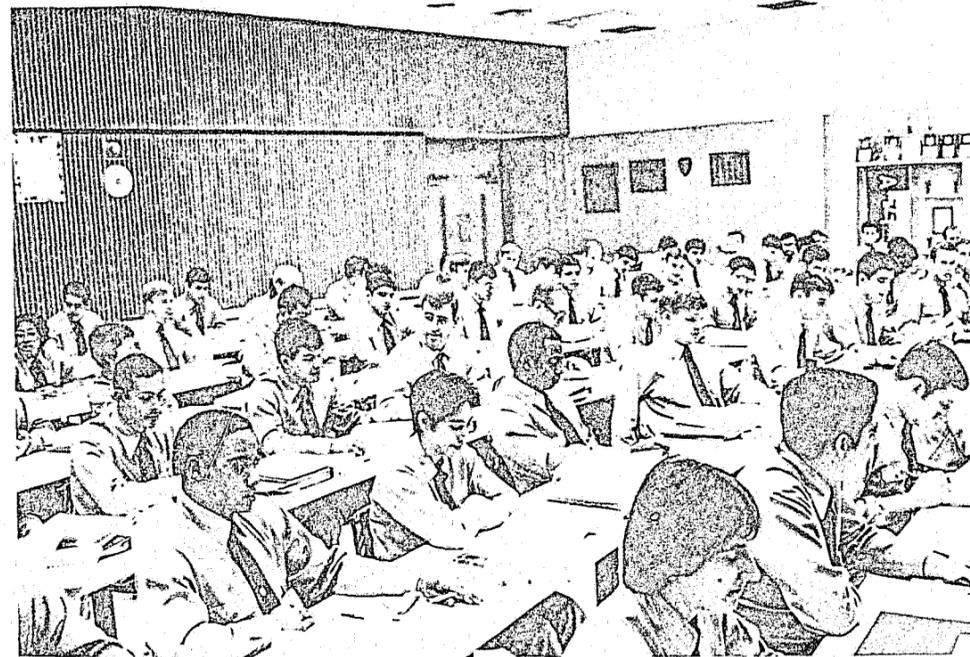
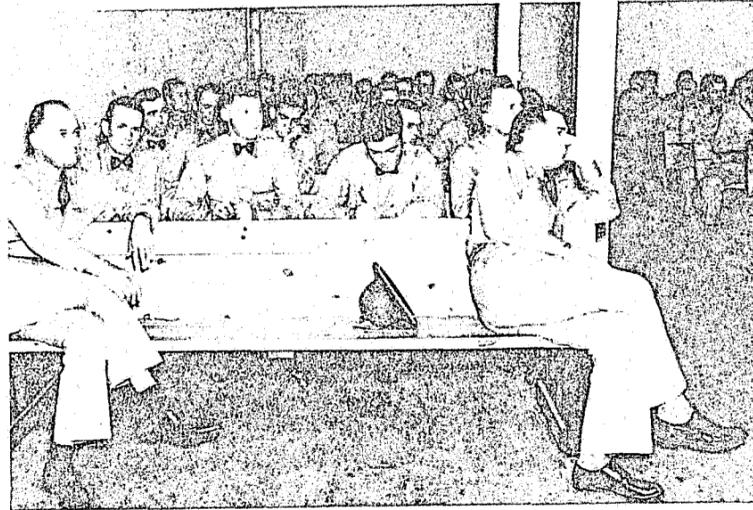
Examples of special projects include upgrading safety education media and program capability, inspector training in job related skills, emission control test project, and revised brake fluid testing/approval program.

PERSONNEL AND STAFF SERVICES DIVISION

The Personnel and Staff Services Division includes the Personnel Office, the Department's Law Enforcement Academy, Statistical Services, General Services, Fleet Operations and Headquarters Communications Center.

The Personnel Office has continued the development of computerized personnel files, working with consultants to validate job selection procedures, test applicants, process transfers and reinstatements, oversee the department's insurance office for coordination of the State Insurance Program and monitor the department Affirmative Action Program.

The Affirmative Action Program was established in 1975 with a stated goal of filling recruit schools with a ratio of 60 white and 40 minority students for each 100 selected, including eight females. Four recruit schools were conducted during this biennium with a total of 545 students including 356 whites and 189 minorities with 15 females. During this biennium, 1,642 whites and 341 minorities were promoted of which 1,369 were males and 614 females.



Recruits attending 1981 class

The DPS Training Academy conducted 213 schools for 8,231 students during this period. Of these, 115 were conducted for 3,774 county and municipal police officers from Texas and neighboring states. Supervisory and management training as well as basic skills training continues.

The Statistical Services Bureau serves as the state repository for all motor vehicle accident records and processes a variety of other reports including arrests, dispositions, breath test, activity reports and many others. The 1979 death toll of 4,229 was an increase of 249 (6%) over the previous high of 3,980 deaths recorded in 1978. Despite all efforts by law enforcement officers, the 1980 death toll reached 4,424, with major increases in urban deaths.

General Services provides supply, reproduction, mail and housekeeping services. Approximately 17-18 million pieces of mail are processed annually through the mail room. In addition to routine supplies, uniforms, ammunition and other law enforcement equipment is purchased, maintained, stocked and issued.

Fleet Operations develops specifications and recommends purchases of vehicles for the DPS fleet. It also handles the sale of used vehicles. This bureau also plans, installs and maintains base radio stations and repeaters around the state plus the mobile radios in the vehicle fleet. During this biennium, the conversion from a low band to a high band system was completed.

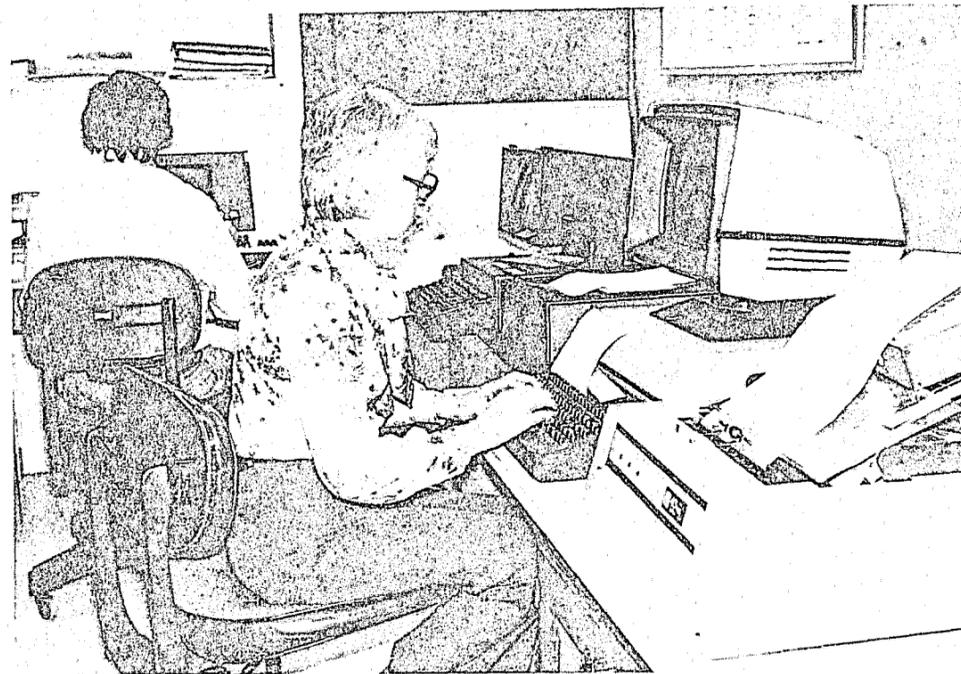
HEADQUARTERS COMMUNICATIONS CENTER

The Headquarters Message Center operates the headquarters telephone system, teletypes and the Texas Law Enforcement Telecommunications System.

A new solid state telephone system was installed as the old system was no longer able to maintain the traffic load. The new system allows direct inward dialing and call transferring without going back to the switchboard.

Headquarters Message Center personnel processed 698,140 teletype messages of an administrative or emergency nature during this biennium.





Of great importance to law enforcement and criminal justice agencies in the state was the centralization and upgrade of the Texas Law Enforcement Telecommunications Message Switcher operations. New message switching equipment with more capacity, faster response and modular growth capabilities was installed in the Headquarters Communications Center replacing the old switchers in Austin, Garland and San Antonio. Currently, there are 591 users on the system and a survey of these users indicated a response time of 11.98 seconds for queries to the Texas Crime Information Center, 11.54 seconds to the Texas Driver License files and 20.22 seconds to the National Crime Information Center.

In addition to other duties, Headquarters Communications Center personnel participated in 54 schools providing instruction to 1,963 students representing 730 criminal justice agencies.

IDENTIFICATION AND CRIMINAL RECORDS DIVISION Fingerprint and Records Bureau

A part of the Identification and Criminal Records Division is the Fingerprint and Records Bureau. This bureau, in cooperation with the DPS Data Processing and Communications Divi-

sions, is the state control terminal for the National Crime Information Center (NCIC) and the Texas Crime Information Center (TCIC). These computerized systems are accessed by the Texas Law Enforcement Teletype System which has 580 terminals located in the local criminal justice facilities. The responsibility of this function is to monitor the use of the state and national based stolen and wanted files and the computerized criminal history file. There are in excess of 8,000 inquiries per day into the stolen and wanted file. All new items that are entered into these files automatically pass electronic edits and are then visually examined by control terminal personnel to ensure accuracy and completeness of data. In addition to the inquiries into the stolen and wanted files, there are in excess of 3,700 criminal history inquiries per day.

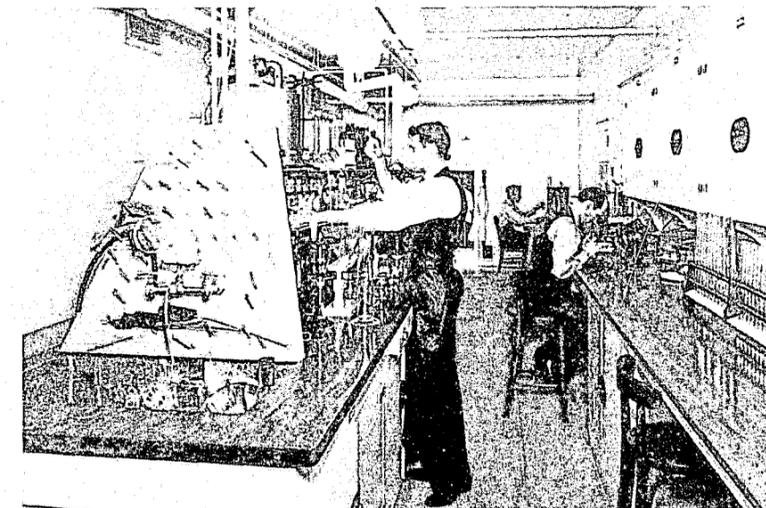
The bureau is also the state central repository for criminal arrest data. Local agencies submit more than 1,200 criminal arrest fingerprint cards per day. Also, legislatively approved non-criminal justice agencies are submitting approximately 100 applicant fingerprint cards for criminal history inquiry.

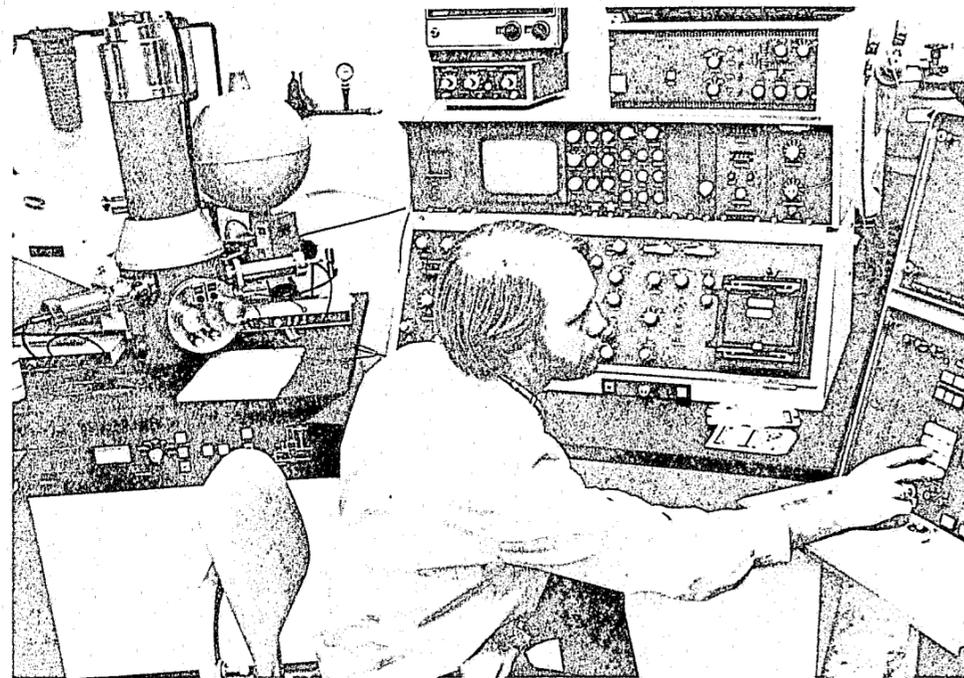
UNIFORM CRIME REPORTING BUREAU

The Uniform Crime Reporting Bureau is the official clearinghouse for statistical data regarding the extent and nature of crime in Texas. The bureau provides assistance to over 700 law enforcement agencies in the state to maintain reporting standards to comply with requirements of the national UCR program administered by the FBI.

LABORATORIES

During the 1978 - 1980 period, a new laboratory was opened in Wichita Falls in 1978 and a new laboratory in Amarillo was nearing completion. The completion of the facility in Amarillo makes a total of 12 field laboratories, completing the expansion program.





During the reporting period the Austin Headquarters Laboratory and the 11 field laboratories performed a combined total of 704,000 examinations on 57,500 cases. Of the total, controlled substances accounted for 350,000 examinations on 34,000 cases completed.

All laboratories are operating at maximum capacity with a large backlog of unworked cases. Seventy-five per cent of all lab cases are submitted from law enforcement agencies outside the DPS.



For additional information, contact:

State of Texas
 Department of Public Safety
 Box 4087
 Austin, Texas 78773
 (512) 465-2000

LEGISLATIVE APPROPRIATIONS

APPENDIX A

<i>Fiscal Year</i>	<i>Appropriation</i>
1935 - 1936	\$ 455,346
1936 - 1937	473,988
1937 - 1938	1,218,560
1938 - 1939	1,303,060
1939 - 1940	1,143,740
1940 - 1941	1,143,740
1941 - 1942	1,555,670
1942 - 1943	1,565,870
1943 - 1944	1,549,831
1944 - 1945	1,549,831
1945 - 1946	2,058,196
1946 - 1947	2,058,196
1947 - 1948	3,268,612
1948 - 1949	3,468,912
1949 - 1950	4,717,400
1950 - 1951	4,579,900
1951 - 1952	5,638,252
1952 - 1953	5,575,252
1953 - 1954	6,884,186
1954 - 1955	6,715,386
1955 - 1956	8,960,361
1956 - 1957	9,662,761
1957 - 1958	11,254,757
1958 - 1959	12,253,457
1959 - 1960	12,621,588
1960 - 1961	12,628,020
1961 - 1962	14,717,199
1962 - 1963	15,083,129
1963 - 1964	16,796,953
1964 - 1965	16,829,728
1965 - 1966	17,294,826
1966 - 1967	18,435,285
1967 - 1968	28,469,407
1968 - 1969	31,767,427
1969 - 1970	34,925,269
1970 - 1971	34,494,802
1971 - 1972	41,157,865
1972 - 1973	42,832,035
1973 - 1974	54,772,079
1974 - 1975	56,724,775
1975 - 1976	73,275,455
1976 - 1977	79,227,353
1977 - 1978	83,514,947
1978 - 1979	85,810,368
1979 - 1980	96,373,715
1980 - 1981	102,860,915

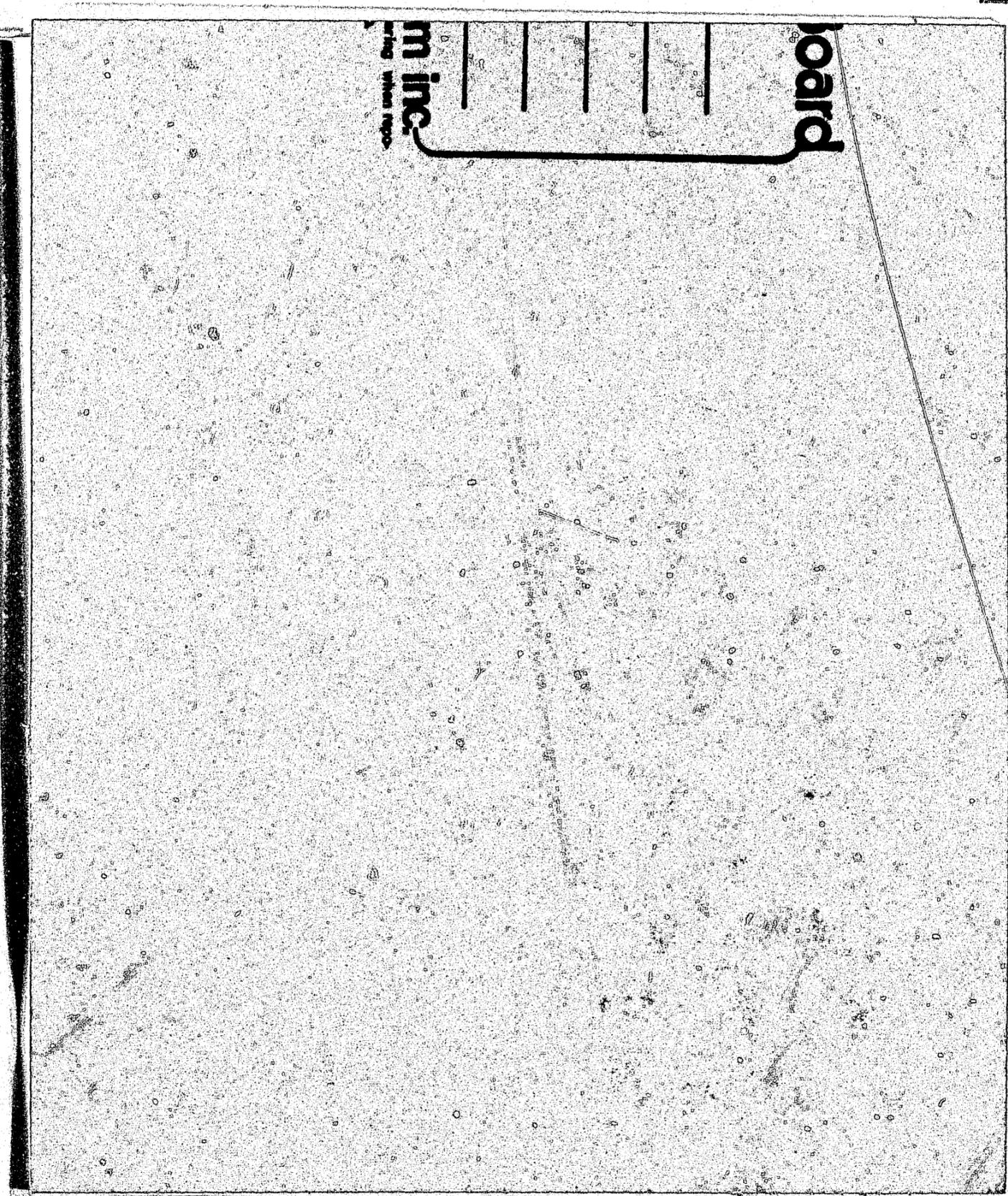
Fiscal years begin on September 1 and end on August 31.
 Source: Accounting and Budget Control, Texas Department of Public Safety.

APPENDIX B

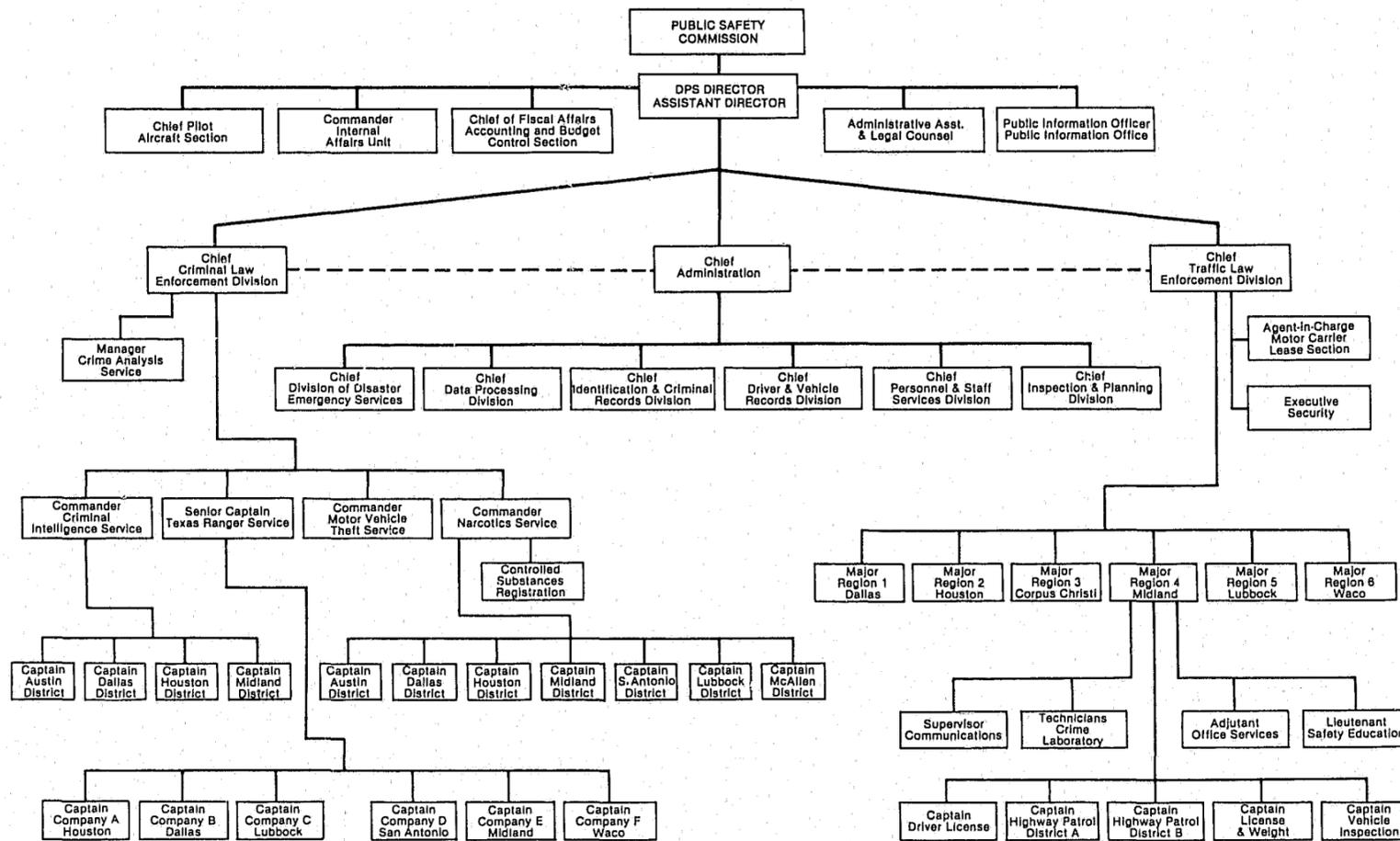
DPS UNIFORMED STRENGTH IN SELECTED YEARS

<i>Year</i>	<i>Highway Patrol</i>	<i>Driver License</i>	<i>License & Weight</i>	<i>Vehicle Inspection</i>	<i>Safety</i>	<i>Total</i>
1936	147					147
1946	284	87	19			390
1956	640	140	81	58		919
1966	926	251	123	74	30	1,404
1967	1,007	251	123	74	30	1,485
1968	1,007	365	124	95	36	1,627
1969	1,222	365	127	95	36	1,845
1970	1,259	365	127	95	36	1,882
1971	1,297	365	127	95	36	1,920
1972	1,322	365	132	100	36	1,955
1973	1,347	365	132	100	36	1,980
1974	1,397	375	147	112	36	2,067
1975	1,447	375	147	112	36	2,117
1976	1,464	385	153	115	36	2,153
1977	1,481	385	153	115	36	2,170
1978	1,494	397	156	118	36	2,201
1979	1,494	397	156	118	36	2,201
1980	1,494	397	171	118	36	2,216

Source: DPS Traffic Law Enforcement Division.



TEXAS DEPARTMENT OF PUBLIC SAFETY ORGANIZATIONAL STRUCTURE



Other Regions are substantially the same as Region 4.

END