

OSHP Mission Review Task Force
November 4, 2009
9:00 a.m. – 10:35 a.m.
Meeting Minutes

Attendance:

Task Force Members:

Peter Tobin, Chair, Superintendent, BCI & I
Michael McCann, Chief of Staff, ODPS
Kevin Teaford, Interim Superintendent, OSHP
Steve Buehrer, Senator, Ohio Senate
Robert Cornwell, Executive Director, BSSA.
Jim Foltz, Trooper, OSHP
Larry Davis, President, Ohio Trucking Assn.
Larry Long, Executive Director, CCAO
Tom Charles, Inspector General, Office of the Inspector General
John Peach, Chief of Police, Kent State University

Joe Ewig for Senator Tom Patton
Jason Pappas for Mark Drum, FOP
Noah Wolf for Representative Mark Schneider
Nathan Slonaker for Representative Bill Batchelder

Mark Losey, Attorney General's Office
Todd Dieffenderfer, Attorney General's Office

Other Attendees:

Emily McBane
Thomas W. Rice, Civilian
Charles J. Linek, Jr., Retired OSHP
Shawn Davis, OSHP
Steve Rosta, OSHP
John Born, OSHP
Jeff Grayson, OSHP
William Costas, OSHP
Vanessa McMahon, Senator Harris' Office
Arnie Schropp, First Assistant, Inspector General
Shel Senek, President, OSHP Retiree's Assn.
Michael Stein, OSHP
Dave Dicken, OSHP
Nancy Crespo, ODPS

Chairman Peter Tobin called the meeting to order and asked that each of the task force members introduce themselves. He welcomed everyone and continued with a few comments concerning the task force.

- ◆ At the end of the meetings, the task force must arrive at some understanding of the Patrol and make recommendations to the Governor.
- ◆ Asked that all task force members make every effort to attend all the meetings. If you cannot attend one of the meetings, please send a staff member who is up to speed on this task force and could speak for you.
- ◆ As we go through the process we will be meeting with several high ranking members of the Patrol. The scrutiny will be directed towards the Patrol and it will be awkward and uncomfortable for some and particularly the staffers from the Patrol that will be coming to meet with us.
- ◆ Our demeanor must be courteous and respectful, there is no question that the Patrol is a first rate organization. If there are issues with the agency, they certainly are not the making of those we will be meeting with.
- ◆ We may ask for public comment down the road. If the task force members feel strongly that it should be done at every meeting that would be fine. The task force will give visitors a five minute rule for those that want to speak. This will be clarified as we go along.

Chairman Tobin introduced Mark Losey and Todd Dieffenderfer of the Ohio Attorney General's Office.

Mark Losey commented on some housekeeping issues.

- ◆ At the next meeting we would propose to offer to the floor some general business conducting.
- ◆ Decide on a quorum.
- ◆ Next meeting propose rules for the road to conduct business.

Chairman Tobin asked Senator Buehrer to open the first meeting and to discuss the bill that created the task force.

Senator Buehrer commented on why he sponsored the amendment and why it would be helpful to this group.

He has been involved in Patrol funding since he first came to the Legislature. He was involved in leading the efforts in changing Ohio fuel tax about six years ago. He went out and met with stakeholders across the state and tried to solicit ideas from local government, state government and all sorts of people about the appropriate way to fund our highway system. Part of that discussion, because at that time the Patrol had a piece of the state fuel tax was on what to do on funding issues related to the Patrol. Even as that bill went forward

and passed the issue was still unresolved. Fast forward five years and there was another task force that met on that topic and more recently two years ago, discussions were had at least at some level, about the appropriate way to fund the Patrol.

The proposals that had been bedded in that committee were brought before the state, at least in the Senate Transportation committee to think through an appropriate way to fund the Patrol and evolved into a discussion at what level should we fund the Patrol. Should we fund the Patrol, especially given many of the fiscal constraints we are facing not only government but Ohio as a whole during these tough economic times. From his legislative experience, task forces like this can be very helpful in getting away from cameras, the microphones and the pressures that come in legislative committee settings and bringing the right people together. He hopes that we have selected the right people in terms of various interest groups that have a piece of discussing what law enforcement in our great state should look like. His inclination in talking with a number of the stakeholder groups and a number of legislators on both sides is that it was time to sit down and talk about what the mission of the Patrol was.

Senator Buehrer indicated that it was never his intent to go looking for skeletons or question the integrity of the Patrol as a unit. He thinks the Highway Patrol has done a fabulous job in the state in representing Ohio well in doing things that are part of their mission. But he thinks it is time, rather than put the Patrol, the Legislature and the Administration in this situation every two years trying to figure how to handle the next increase that is necessary even within an inflationary basis to take a step back and see what the Patrol is doing, what is it we want them to do and what is equally important in that debate is to look at what other types of law enforcement in our state are doing. Whether it is local police or county officials, sheriffs, etc..., he suggested the task force must look at the various tools that we have in our state's tool box in terms of law enforcement and perhaps take the step of realigning those priorities and clarifying those priorities. Therefore, each unit can leave the table knowing clearly what their mission is. If that requires legislative changes, so be it. His agenda is no more than that. It's simply to have an adjective look at what the Patrol does today, what the other units of law enforcement do today and to assess who can do those and not only the best customer service way but also the most efficient way financially and otherwise. He believes this is the mission of the task force.

Senator Buehrer said he cannot speak for other legislators but he has worked closely with Senator Patton on other transportation issues and they share the same view. Perhaps at times, we do have some overlap, there are questions where the lines go and hopefully we can clarify some of these things.

Senator Buehrer suggested that having sat on a number of these panels that are public/private within their scope this will work well if people are willing to roll up their sleeves and be honest with each other, the Chairman and the state, where their interests lie and bring those groups to the table.

Senator Buehrer offered to take questions.

Chairman Tobin had a request for Senator Buehrer and other legislators that are on the task force that they be at the task force meetings. He feels if they do not come, the task force

may flounder and waste everyone's time. Senator Buehrer said he could not set the schedules of his colleagues. He also said he cannot promise that he can compel his colleagues to attend but he knows that all are eager, especially as we think about a tightened budget going into next year, how we manage the Highway Patrol and the greater sense of law enforcement of the state.

Chairman Tobin introduced the Interim Superintendent of the Highway Patrol to give an overview for the task force to understand the organization of the Patrol and start with the basic fundamentals. Each successive meeting will delve into different areas of the Patrol.

Interim Superintendent Teaford stated he had a brief statement. If there were some specific questions or issues that are discussed, there are some subject experts from the Highway Patrol to help assist in explaining what they do and to answer a few questions the task force may have.

Below is Interim Superintendent Teaford's statement.

- ◆ Mr. Chairman and Members of the Ohio State Highway Patrol Mission Review Task Force...Thank you for the opportunity to help begin this public review of our critical role, and for what I hope is an opportunity to showcase what we do every hour of every day and how it brings great public value to the citizens we serve and the law enforcement partners with which we work.
- ◆ I am Captain Kevin Teaford and am the interim superintendent of the Ohio State Highway Patrol.
- ◆ To begin my remarks, I would like to take you back to the foundation of the Ohio State Highway Patrol. I think you will see our powers and duties have remained largely the same during our 76-year history.
- ◆ In 1933, the 90th General Assembly considered a Bill which eventually created the Ohio State Highway Patrol. Introduced by Representative Hugh A. McNamee of Cuyahoga County, House Bill 270 outlined a highway patrol which would enforce state laws relating to registration and licensing of motor vehicles, laws relating to motor vehicle use and operation on the highways, and all laws for the protection of highways.
- ◆ Very important to the passage of the bill was a provision prohibiting use of the Patrol in labor disputes and strikes. The bill also stipulated that the force would be limited to 60 officers who were between the ages of 24 and 40 years old and placed under a \$2,500 performance bond.
- ◆ In 1933, House Bill 270 passed, creating Ohio's first statewide policing agency.

- ◆ One month later, the Ohio Senate also approved the bill creating the Highway Patrol. Governor White signed the measure that same day with an effective date of June 30, 1933.
- ◆ During the next six decades the Patrol's role and responsibilities went virtually unchanged.
- ◆ Ohio legislators did expand the Patrol's assistance role to include a provision that under circumstances it is requested from another Ohio law enforcement agency, Ohio State Highway Patrol officers carry the same authority as officers from the requesting agency.
- ◆ Ohio Revised Code 5503.02 outlines the current powers and duties of the Ohio State Highway Patrol. In your packet, you will find the entire text for that chapter of the Ohio Revised Code.
- ◆ An area of our powers and duties that surprises many when they find out is that state troopers do not have any law enforcement jurisdiction on private property.
- ◆ I would now like to provide an overview of our organization to include how we are structured and some of the services provided by our employees that add value to the lives of Ohio citizens and visitors to our state every day.
- ◆ The Patrol is a division of the Ohio Department of Public Safety, which is administrated by a director who holds a cabinet-level position in state government. The commander of the Patrol holds the rank of Colonel and is referred to as the Superintendent. The superintendent is selected from the Patrol ranks upon the retirement or death of a predecessor.
- ◆ Although personnel strength varies, the Patrol maintains a uniformed ceiling of 1,587 officers / Currently just under 1,500. In addition, about 1,000 support personnel, including driver examiners, load limit inspectors, motor vehicle inspectors, motor carrier enforcement inspectors, dispatchers, electronics technicians, and civilian specialists complete the Patrol's personnel strength. An all-volunteer auxiliary force, originally formed during World War II to assist officers after many entered the armed services, continues to donate thousands of hours of service each year.
- ◆ Patrol General Headquarters is located in Columbus. The state is subdivided into 10 districts, with seven districts containing six posts, two districts containing five posts, and a regional headquarters which is, in eight of the nine districts, located at one of the posts.
- ◆ The Ohio Turnpike comprises the 10th district with three posts, administrative offices in Cleveland, and a headquarters in Berea. Each district

is commanded by a captain and each post by a lieutenant. Training is conducted at the Patrol Academy, also located in Columbus.

- ◆ From the ranks of our road troopers, the Patrol trains and maintains a number of officers in specialized law enforcement positions. Among these are plainclothes investigators, criminal patrol and canine officers, commercial enforcement coordinators, inspectors, and crash reconstructionists.
- ◆ The Patrol also maintains a special response team, comprised of road troopers who are specially trained in weapons and chemical agent use, extraction techniques, and rapid response methods.
- ◆ Routine operations are conducted almost exclusively from automobiles. The Patrol also utilizes fixed-wing aircraft, and helicopters in the course of our duties. A fully-equipped command vehicle, which can operate as a mobile patrol post, is maintained in a constant state of readiness to respond to natural disasters, civil unrest, and other emergencies requiring extended Patrol presence.
- ◆ The biennial operating budget for the Ohio State Highway Patrol is in excess of \$636 million; this equates to \$319,264,004 in FY-2010, and \$317,553,993 in FY-2011.
- ◆ The budget is represented by 18 appropriation line items. Our largest fund is our operating account and is supported by the Highway Safety Fund. This fund supports the majority of our programming.
- ◆ Like other agencies in Ohio, we are facing economic challenges due to the international downturn in the economy. Unlike some organizations, however, our agency has been facing insolvency issues for the last several years. In fact, the last fiscal biennium required an augmentation to our funding requests culminating in an additional sum being added to the Highway Safety Fund.
- ◆ Although our financial plight is similar to other police agencies, we have been struggling with insolvency in the operating account since the early 2000s. This has resulted in sacrificial cuts to include staffing, equipment, and maintenance expenditures. Additionally, we have been forced to postpone much needed investments in our capital and technological infrastructure.
- ◆ We continue to face internal and external financial constraints. For example, in the fiscal biennium 2008-2009, our leadership made a conscious effort to reduce spending and preserve cash in the Highway Safety Fund.
- ◆ Our efforts resulted in cost-cutting strategies that saved in excess of \$38 million in the biennium. Additionally, we are under external restrictions such as various spending freezes along with Executive Order 2009-07S that

stipulates a 30% appropriation reduction in purchased personal service, maintenance and equipment purchases.

- ◆ It should be noted, there are current demands on our ability to provide the level of service required at all times.
- ◆ Crises, like floods, tornadoes and other natural disasters, or civil disturbance bring to the forefront the need and demand for service from the Ohio State Highway Patrol. Sometimes our services are even required outside of Ohio.
- ◆ Back in January a cadre of our officers went to Washington D.C. to assist with security for President Barack Obama's inauguration.
- ◆ And just a couple months ago we had a contingent of officers in Pittsburgh assisting with security operations for the G-20 Summit.
- ◆ Overall trends in society have also increased demands for safety services. The upward trend of highway crime, prison investigations, commercial vehicle safety, and school, church and commercial bus inspections continue to stretch our resources.
- ◆ Increases in overall traffic volume and the resulting congestion have also brought about new demands for state troopers in areas such as aggressive driving to more serious incidents of "road rage".
- ◆ Despite these important functions, our personnel are still expected to continue their efforts to reduce traffic crashes, apprehend impaired drivers, train other Ohio law enforcement officers and provide basic police traffic services such as helping stranded motorists and apprehending criminals shipping illegal drugs to and through our communities.
- ◆ I now want to take a few minutes and share with you tangible and measurable ways in which you can see the positive, life-changing impact of the Ohio State Highway Patrol.
- ◆ I am proud to stand before you and definitively know there are people alive today, people who are not suffering debilitating injuries, and people whose quality of life is filled with hope because of the professionalism of Ohio troopers.
- ◆ Although there are certainly people out there who have suffered a tragic change in their lives because of a motor vehicle crash, and maybe the loss of a loved one, they received solace in knowing that the person who was responsible was held accountable through the investigation of that crash by a state trooper. Troopers investigated 71,220 crashes in Ohio last year.

- ◆ An area in which we see dramatic results were in our metro operations.
- ◆ Working side-by-side with local police officers and sheriff deputies in Ohio's metropolitan areas, and with the support of city leaders, significant reductions in traffic fatalities were realized.
- ◆ Metro enforcement operations occurred in Cleveland, Cincinnati, Columbus, Dayton and Toledo – Those areas where Ohio's population centers are the greatest.
- ◆ Here are just a few of the impressive results from those metro operations:
- ◆ The total number of people killed in traffic crashes decreased by 40% on roadways worked by Patrol troopers, compared to a decrease of 9% on all other roadways within those counties.
- ◆ In the five selected Metro counties of Hamilton, Cuyahoga, Franklin, Montgomery and Lucas, the number of fatal or injury crashes in 2008 decreased by 15% on roads where state troopers worked versus 11% on all other roadways within those counties.
- ◆ And the total number of people injured in traffic crashes decreased by 17% on roadways where Patrol troopers worked, compared to 11% on all other roadways within the five metro counties I listed a moment ago.
- ◆ One important way state troopers work to make Ohio roads safe to travel is by aggressively searching for, and removing, impaired drivers from the roadways before they can cause a tragedy. Troopers arrested 25,512 impaired drivers last year – some of the most dangerous criminals on Ohio roads.
- ◆ State troopers efficiently utilize effective traffic enforcement to apprehend criminals that utilize Ohio roads. Similar to our increased ability to identify high crash areas more effectively, location-based information assists state troopers in aggressively pursuing areas of increased illegal activity.
- ◆ Last year, troopers made 1,704 felony arrests and 972 felony warrant apprehensions through professional traffic enforcement by looking beyond the initial traffic stop.
- ◆ Criminal activity is occurring on our highways – and one of the most egregious crimes are the large shipments of illegal narcotics being transported on our public roadways that are destined to eventually wind up in our communities. Last year, state troopers made illegal drug seizures that totaled a street value in excess of \$47 million.

- ◆ Criminals, including terrorists, are traveling in vehicles amidst other motorists and using transportation to carry out their crimes. For this reason, auto theft in Ohio is a significant crime deterrent focus. State troopers are dedicated to auto theft recovery committed to the recovery of stolen vehicles and protection of Ohio roadways. Troopers recovered 721 stolen vehicles last year valued at approximately \$3.6 million.
- ◆ The United States Justice Department has blamed rising crime rates in America to increases in gangs, guns, and youth violence.
- ◆ Furthermore, recent studies have revealed an increasing number weapons used in violent city crimes came into those cities from other locations. Last year, troopers made 251 arrests for weapons violations.
- ◆ Working in and around metropolitan areas, the Patrol's Aviation Section is integral in enforcing traffic laws where the most egregious aggressive driving violations occur. These behaviors include excessive speed, erratic lane changing, and following too closely. Working in conjunction with ground officers at the same time results in an efficient enforcement method, Patrol pilots were directly involved with 10,519 arrests of aggressive drivers.
- ◆ Marijuana plants can be easy to detect from the air, depending on the venue in which they are planted. Coloration differences and geometric planting and growing patterns on the ground alert pilots to the probability of marijuana plants being grown among other agricultural crops.
- ◆ Patrol pilots through aerial observation were responsible for 247 marijuana plants being eradicated. It is said that a mature marijuana plant has a street value of \$1,000. Our Aviation Section partners with state agencies and Sheriff's Offices in these important efforts.
- ◆ A vital function for every state trooper is to provide a level of safety and service to the motoring public who may find themselves in need of highway help. Last year, state troopers assisted 350,371 motorists, and conducted 860,813 non-enforcement traffic contacts.
- ◆ The Patrol's crime lab provided forensic analysis on 14,699 submissions last year, many of which led to the successful prosecution of criminals in Ohio.
- ◆ For many, the driver license testing process is the first, and only, contact the public has with the Patrol.
- ◆ Patrol driver license examiners staff 89 driver examination stations across the state and last year served 991,102 customers, administered 259,233 driving tests, 275,225 maneuverability tests, and 568,441 written tests for non-

commercial drivers. Exam station personnel also administer written Commercial Driver License tests.

- ◆ 23 teams of Ohio State Highway Patrol motor vehicle inspectors ensure every school bus is safe to transport children to and from school, and school-sanctioned events. These teams inspect all Ohio school buses at least twice each year; once prior to the beginning of the school year and once during the school year. Last year that equated to 47,622 school bus inspections.
- ◆ Patrol motor carrier enforcement officers ensure the safe operation of commercial motor vehicles within Ohio through education and enforcement of the Federal Motor Carrier Safety Regulations and PUCO Safety Rules.
- ◆ Commercial Motor Vehicle Troopers and Motor Carrier Enforcement Inspectors conducted 86,433 inspections last year.
- ◆ While considering all those accomplishments I just listed, it is not unreasonable to say that in the past three decades resources committed to Ohio's safety effort have not kept pace with demand. Ohio's population and the number of registered vehicles continue to grow. Despite the resulting steady growth in traffic volume and population, the number of Patrol officers has remained relatively stagnant.
- ◆ In looking at additional service requirements placed on our agency, the required manpower to keep up with demand has not kept pace.
- ◆ This affects Ohioans in many ways. For example, the chances of catching a drunk driver significantly diminish in areas where there is only one trooper out on a nightshift for an entire county.
- ◆ This thin line of protection on our roads also means that an innocent victim involved in a crash with a drunk driver who flees the crash scene may never be caught.
- ◆ Although the Patrol responds to, and investigates, more than half of all motor vehicle crashes outside Ohio cities, there are simply not enough troopers to respond to all crashes.
- ◆ As this Task Force begins its in-depth analysis of the Ohio State Highway Patrol, I think it is important to put the demands asked of our agency into some national context.
- ◆ Of the 49 highway patrols and state police agencies nationwide – Hawaii does not have a state law enforcement agency – the Ohio State Highway Patrol ranks 41st in officers per vehicle miles traveled, 45th in officers per total population and 45th in officers per registered vehicles.

- ◆ Taking into account only the 26 highway patrols in the United States, the Ohio State Highway Patrol ranks 18th in officers per vehicle miles traveled, 22nd in officers per population and 22nd in officers per registered vehicles.
- ◆ As you can see, the Patrol consistently ranks near the bottom in the number of officers available to provide needed police traffic and protective service to Ohio citizens.
- ◆ Compared with surrounding states and other highway patrols, a high percentage of the Patrol's sworn officers are troopers who regularly patrol the road.
- ◆ The Patrol only uses marked cars for enforcement and with this increased visibility comes deterrence. Unfortunately this increased visibility also creates a false sense of security. Motorists tend to believe Ohio's troopers are everywhere. In reality Ohio's troopers are thinly dispersed throughout the state.
- ◆ As I conclude my remarks today, let me add that on behalf of the proud women and men of the Ohio State Highway Patrol, we are looking forward to providing whatever input is necessary to help the members of this Task Force evaluate the important issues set before you.
- ◆ We believe the law enforcement community, including the Ohio State Highway Patrol, has a fundamental responsibility to provide the best service in the most efficient manner possible.
- ◆ We remain ever-committed to our responsibility of looking for ways to improve service while at the same time reducing costs and increasing efficiencies.
- ◆ Finally, we have worked hard to develop and foster positive working relationships and open lines of communication with our law enforcement partners across the state.
- ◆ It is vitally important that we continue these partnerships. This cooperation and collaboration is the key to keeping traffic deaths at a minimum and crime rates in check – All of which leads to a safer Ohio and a higher quality of life for the citizens of this state and those who visit our state for business or leisure purposes.
- ◆ Thank you again for the opportunity to be here today. I am available to answer any questions you may have at this time.

Robert Cornwell asked if Interim Superintendent's presentation would be available to the

task force members. He stated there may be questions within questions once it has been read. Chairman Tobin asked Interim Superintendent Teaford for a copy of his testimony. Chairman Tobin also asked for a chart of the Patrol's organizational structure showing manpower, allotment, etc. Captain Teaford acknowledged he will provide the documents.

Larry Long asked for a little more budget breakdown, if the Superintendent could provide it, in terms of the Highway Operating Fund, the user fees and other sources where that comes from and if there is any benchmarking data that the Patrol has as it relates to how other similar organizations in other states are funded so the task force could have some ideas. Mr. Long stated the other part that his members talk about is the whole issue on fines and costs and how that works into the picture in funding the Patrol and the relationship to local jails and other parts of the court system. Chairman Tobin asked Mr. Long if he wanted the breakdown of where the fine money goes to the courts. Mr. Long stated he believed the state auditor has some good information on how it works.

Chairman Tobin stated as the task force prepares for the next meeting, he would like input from the task force members about what they want to see and are looking for regarding the Patrol. The task force members can email it to the Chairman at peter.tobin@ohioattorneygeneral.gov and he will work through Nancy Crespo, who is the Legislative Director at ODPS and has helped in preparation for this first meeting. He stated she will get this information to the task force as best as she can. He has told her if she cannot get something for one meeting the task force can cover it at another meeting.

Chairman Tobin continued by stating he has a game plan for the next meeting. The following are issues he would like to discuss at the next meeting.

- ◆ In-depth review of the sources of funding
 - How has it changed over time?
 - What is projected for the future?
- ◆ In-depth review of uses
 - How have they changed over time?
 - What is projected for the future?
- ◆ Review of capital expenditures
 - What are funds spent on – how has this changed over time?
 - What real property is owned?
 - Does it meet current needs?
 - Major upgrades anticipated?
 - Equipment inventory (focusing on those items with a longer life such as radios, and cars)
 - What type of replacement schedules exist
 - How are decisions made that new equipment is needed
 - Major purchases anticipated?
- ◆ Review of any discussion of Highway Patrol in state audit

Interim Superintendent asked for a copy of the list. Chairman Tobin asked the task force members if there were any other topics they want to discuss for the next meeting.

Chairman Tobin asked Interim Superintendent Teaford for a break down of the slicing and dicing of the budget that has already been done. Where it came from? How much savings was realized? He would also like to know about projects that were being postponed.

Senator Buehrer commented that he hoped as the task force looks at the organizational chart they can see the different functions there could be and funding streams tied to them. He knows there are different grants and revenue sources that Mr. Long had mentioned that might be helpful in understanding the complete picture and he hoped as Chairman Tobin had mentioned they get a historical look at it. Not only in terms of how those functions have been added or subtracted over time, but with the Trooper strength and see the historical part of that. He thought the overview was good today, however he thinks there is a lot more details they need to be looked into.

He also recommended to Chairman Tobin that the task force get some comparative data from other states and what they are doing. He suggested from a legislative prospective the committee may want to turn to the Council of State Governments or NCSL to get that type of data. It might be helpful if other members of the group who represents municipals or sheriffs could also provide us with some of their data to show us their strengths in their police agencies. He believes the comparatives will be important. Senator Buehrer heard the Superintendent talk about the ratios and rankings but those things are difficult to comprehend to him without knowing what other type of law enforcements may have responsibility for these in the other states versus Ohio. If the task force can tap into other sources to get some additional data would be helpful so we can look at what we are spending on law enforcement and not just putting a microscope on the Patrol pieces. He does not know who the correct sources specifically but he would be happy to work with the group.

Chairman Tobin asked the members to provide names of people who will act in their stead if they are unable to make a meeting.

Chairman Tobin asked the members what they thought about audience participation. Larry Long thinks the task force should have it, but put a limit on it. Chairman Tobin motioned for five people each meeting to speak for five minutes. Bob Cornwell moved, Mike McCann seconded. All in favor. No one opposed.

It was asked how the process would work. It was suggested having the speakers at the beginning or end of the meeting.

Chairman Tobin stated that if there are other documents they want to see that Nancy will assist in getting them.

Larry Davis wanted to know if the task force has a plan for five speakers for five minutes what happens if they get 10 people that show up to speak. Chairman Tobin said the task force will reopen the discussion if that happens.

Bob Cornwell asked about repeat speakers and if someone who wants to speak several different weeks versus a first time speaker. What will be the process for these speakers? Should they go to the back of the line? Chairman Tobin said the task force could do that.

John Peach stated that the task force does not want to give the appearance that they are not willing to listen to someone who might be a little strong with their viewpoint. The task force must be very careful that everyone gets an opportunity to speak so that the task force has as much information to be guided properly.

Bob Cornwell asked if the speakers will be required to provide written testimony. Chairman Tobin said there will be a request form and that will be all that is required. If written testimony can be brought with the speaker that is fine but it will not be a requirement. The Chairman will provide information on outside speaker protocol and public speaker protocol.

Chairman Tobin indicated that there will be 10-12 meetings before the task force is done. If participants in this task force are not vocal about where they are coming from it will be difficult to write a report that reflects the views of the majority. He stressed again that attendance and participation are very important to complete the report of the majority view.

Mark Losey stated the due date is a year out from the effective date which is July 1, 2010. Tim Dieffenderfer indicated they would like to do two meetings a month. He wanted to know if this was doable by the group. John Peach agreed with the recommendation of two meetings a month. He believes there may be propensity for more involvement of people here in asking questions and requiring more work. It will allow them to collect the information and process it to make some decisions.

Larry Davis suggested he talk with legislators due to their committee schedules. Chairman Tobin asked Nancy Crespo to reach out to the legislators about their schedules and what works best for them.

Chairman Tobin asked if there was anything else. Meeting adjourned. Larry Long so moved.