

OSHP Mission Review Task Force
November 18, 2009
9:00 a.m. – 10:40 a.m.
Meeting Minutes
Corrected and Approved by the Task Force December 2, 2009

Attendance:

Task Force Members:

Peter Tobin, Chair, Superintendent, Bureau of Criminal Identification & Investigation
Cathy Collins-Taylor, Director, Ohio Department of Public Safety
Kevin Teaford, Interim Superintendent, Ohio State Highway Patrol
Bill Batchelder, Representative, Ohio House of Representatives
John Peach, Chief of Police, Kent State University
Jim Foltz, Trooper, Ohio State Highway Patrol
Larry Long, Executive Director, County Commissioners' Association of Ohio
Larry Davis, President, Ohio Trucking Association
Jason Wilson, Senator, Ohio Senate
Mark Drum, Fraternal Order of Police
Tom Charles, Inspector General, Office of the Inspector General
Steve Buehrer, Senator, Ohio Senate
Michael McCann, Chief of Staff, Ohio Department of Public Safety

Joe Ewig for Senator Tom Patton
Eva Clarke for Representative Connie Pillich
McKenzie Davis for Robert Cornwell Buckeye State Sheriffs' Association

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

Other Attendees:

George Maier, Assistant Director, Ohio Department of Public Safety
Lt. Colonel William Costas, Ohio State Highway Patrol
Thomas W. Rice, Retired Ohio State Highway Patrol
S/Lt. Shawn Davis, Ohio State Highway Patrol
S/Lt. Steve Rosta, Ohio State Highway Patrol
S/Lt. R. A. Boggs, Ohio State Highway Patrol
Jeff Grayson, Ohio State Highway Patrol
Arnie Schropp, First Assistant, Inspector General
Captain Dave Dicken, Ohio State Highway Patrol
Nancy Crespo, Ohio Department of Public Safety
Maria Clark, Ohio Department of Public Safety
Lisa Taylor, Retired Ohio State Highway Patrol
Major Peyton Watts, Ohio State Highway Patrol
Tom Hunter, Ohio Department of Public Safety
Jim Spurrier, Retired Ohio State Highway Patrol

Zach Swisher, Attorney General's Office
Joshua Engel, Ohio Department of Public Safety
Josh Williams, Senator Wilson's Office
Kimberly Wheeler, Senator Buehrer's Office
Nathan Slonaker, Representative Batchelder's Office
Rick Reeder, Ohio State Highway Patrol

Chairman Tobin welcomed everyone to the meeting. He commented on how the amount of documentation the Patrol had supplied to the task force was quite extraordinary. He thanked all who were responsible for the submissions and their cooperation.

He introduced Director Cathy Collins-Taylor of the Ohio Department of Public Safety.

Director Collins-Taylor thanked everyone on the task force for being at the meeting and being on the task force. This is an important task force to dictate and to ascertain a mission of the Patrol that will be used in the future.

Below is Director Collins-Taylor's statement.

"As the Director of the Ohio Department of Public Safety, I welcome this review of the mission of the Ohio State Highway Patrol as I would with any of the eight divisions in ODPS. The patrol is a premier law enforcement agency in the area of traffic enforcement and safety. I am both honored and humbled to be in a position to oversee the future of OSHP. The patrol does an excellent job of doing the things they are charged with. The question for this task force involves whether the patrol is doing other functions that are outside of the statute they are charged. Those answers will dictate future funding, personnel allocation and resource allocation, both by the Administration and the General Assembly.

In the current economic environment of both the state and the nation, it is prudent to look at how the department does business and what can be done to make state business more efficient. The safety of the citizens of Ohio is a top priority for my department. While I can assure you that the statutory mission of the department will not be compromised, the most efficient and cost effective operation of the Ohio State Highway Patrol and a review of its operations must be guided by the effective guardianship of our citizen's tax dollars in mind.

The elected leadership of Ohio, since the creation of the patrol has desired not to create a *state police* agency. Ohio Revised Code 5503.02 clearly mandates the powers and duties of the patrol. My 31 year experience in the law enforcement profession constantly reminds me that local law enforcement does not want, nor would they support, a statewide police force. In fact, it is my understanding that the impression among some local law enforcement agencies is that the patrol may be operating outside their mission and authority, and is of the reasons this task force was formulated.

Section 756.40 of the enacted transportation budget established this 17 member task force to review the operations and functions of the patrol. The task force is *required* to "review the operations and functions of the State Highway Patrol," to "explore opportunities to improve operational efficiency," "identify overlapping services" and "consolidate current operations." I fully expect to have my representative on this committee, Chief of State Mike McCann,

continually input our thoughts and recommendations as to how best accomplish the desires of the General Assembly and to address their concerns.

My staff has provided you with the powers and duties of the State Highway Patrol, among other documents. As I stated earlier the powers and duties, the *legal* mission of the State Highway Patrol if you will, is defined by law in ORC 5503.02. As a law enforcement agency, any activities outside of what is established in statute should be of great concern to this task force and to the citizens of Ohio. The citizens of Ohio expect and demand that a law enforcement agency follow the law. Please review closely ORC 5503.02 as you proceed through this process. ORC 5503.02 must be your guide when making the determinations you are tasked with.

Thank you for allowing me the opportunity to address you at this time and I look forward to addressing you in the future.”

Director Collins-Taylor stated that her staff is here to obtain any documentation the task force may request. She believed most of the documentation was provided to date. Also as future requests come in for documentation, Chief of Staff Mike McCann will assign a due date for the information so we keep them tracked and on time to the task force.

Chairman Tobin asked that all task force members introduce themselves. He also asked that the spectators stand and introduce themselves as well.

Chairman commented on Senator Patton’s father’s passing. He asked if anyone knew him to please reach out to him.

Old Business

Chairman Tobin discussed old business. He asked the task force to review the minutes from the last meeting. Larry Long moved to approve the minutes. It was seconded. Chairman Tobin asked if there was any discussion. Chairman Tobin asked all in favor to say aye. No one opposed.

Mark Losey discussed the rules that will govern the task force. He also provided an authorization for designee to participate and vote in the task force member’s absence. Mr. Losey provided a copy of the proposed by-laws to all task force members.

The highlights of the proposed by-laws are:

- ◆ General Governance
 - An acknowledgement that the task force will comply with the Open Meeting and Public Records Acts as well as the legislation that created the task force
- ◆ Meeting Notices
- ◆ Meeting Governance and Structure

- The Chairperson will provide the framework for governing the meetings
 - Determine a majority of members as a quorum
- ◆ Final Report
- The task force votes on the recommendations. It is in contrast to asking the task force to vote on every single word. It is the task force decision on how they will vote. The by-laws are merely a proposal to be considered by the task force.
 - Can be moved on today or task force members may look at the by-laws and digest them.

Discussion on the proposed by-laws:

Larry Long asked if it would be advisable to have a contact (specific person) for the information under the Open Meeting and Public Records Acts. Mr. Losey stated the statute appoints Ohio Department of Public Safety staff to support those types of operations for this task force. He can formalize it in the by-laws.

Mr. Long asked if there would be an opportunity for a difference of opinion for a minority report or individual actions to the final report. He encouraged the ability to do this. Chairman Tobin stated he could not see how the task force could not afford that opportunity. Mr. Losey volunteered to include it in the proposed by-laws if there is a motion and approval by the task force. Chairman Tobin stated we will pass on the motion for today.

Senator Buehrer asked if paragraph four under the Meeting Governance and Structure would contemplate that there would not be a group vote on the final report as a whole. Mark Losey stated that it did not. What it contemplated was to make sure the recommendations were approved if the task force wants to submit the entire report. It was a bridge to draft the process so the task force is not held up in a room for a long time working on every single sentence of the report. Senator Buehrer thinks the task force should vote on the entire report along with any addendums there may be. Mark Losey indicated he will make that clear in the by-laws.

New Business

Chairman introduced Captain Dicken and indicated he will be doing a presentation of the Ohio State Highway Patrol budget.

Captain Dicken stated that at the last meeting the Patrol received several questions about the budget, about where they had been, where they are and where they will go. Also there were questions about the Patrol's assets from real estate holdings to various equipment. A copy of the power point presentation was distributed to all task force members along with some handouts that may provide some additional detail to the presentation.

A copy of the budget presentation is included with the minutes. Below are questions and comments regarding the budget presentation.

- ◆ Two funds for the Ohio State Highway Patrol
 - Biennial Operation Budget (part of the Transportation Budget Bill) \$636 million
 - The operating budget supports the programming and the day to day operations
 - Biennial Capital Budget \$1.7 million
 - It has been significantly reduced in recent years
 - Supports the capital infrastructure

- ◆ Fund 7036 Operating is fueled by the Highway Safety Fund.

- ◆ Two other funds are fueled by the Highway Safety Fund – Minor Capital and Motor Carrier Enforcement

- ◆ The main changes to the Highway Safety Fund were to move it off the fuel tax and on to driver licenses and registrations.

- ◆ Fines
 - Receive approximately \$500,000 a year and it is used for overtime, approximately 12,000 hours.
 - The fines from tickets that Troopers write are distributed in three ways.
 - 45% goes to Patrol/General Revenue Fund
 - 50% stays at local level (county and municipal)
 - 5% Trauma Fund

- ◆ Contraband
 - No one can predict what seizures will occur but the justice contraband is anywhere from half a million dollars to \$1.5 million a year.

- ◆ Capital Budget
 - In past years, it was between 5 to 15 million dollars.
 - In recent years, due to insolvency the Patrol has cut back capital requests significantly. Last biennial the Patrol received \$432,000 for repairs at the Academy. This biennial the Patrol received \$1.7 million for repairs at the Academy. The Patrol has intentionally made sacrifices in that regard and as much as they can possibly sustain without eroding their real estate investments. They intentionally made these cuts because of the insolvency of the Highway Safety Fund.
 - There are two revenue streams for the Capital Budget. The Patrol can allow the Ohio Building Authority (OBA) to sell bonds or they

can claim against the Highway Safety Fund. If the Patrol sells the bonds, they have to pay it back with operating monies so it always touches the Highway Safety Fund. If that is insolvent, it does not make any difference how the Patrol garners the original revenue so as a result of that the Patrol is making the maintenance repairs and doing the best they can without destroying the infrastructure.

◆ Real Estate

- A handout was provided listing all the properties that are owned and leased by the Patrol.

John Peach asked that the presentation be provided to all task force members by email.

Senator Buehrer stated that on the chart it showed that the Patrol is taking approximately 61 million dollars per year as a result of the funding task force recommendations. Is that in addition to the \$173 million the Patrol is receiving from licensure fees under HB 87.

Captain Dicken stated \$61 million is a projection which did not come out of the funding task force recommendations. It is his understanding it came out of the Senate. Senator Buehrer said yes it is part of HB 2 language. So between those two sources it is approximately \$240 million which makes it more than when the Patrol was just receiving the fuel tax under pre HB 87. Captain Dicken indicated he was correct. Senator Buehrer indicated the deficiency that was talked about in the presentation was basically due to inflationary growth and Patrol spending. Captain Dicken stated that was correct.

Senator Buehrer had a question about the State Fair security. He wanted to know if that was year round security or just security during the event. Captain Dicken stated for the event only. He believes it is a three week commitment. Senator Buehrer asked if during the rest of the year a private firm takes care of the fairgrounds. Captain Dicken stated that the rest of the year security is covered by the Expo Police. It is a complement of nine employees, eight police officers and one trooper. The Expo Police provides security at the fairgrounds year round.

Senator Buehrer asked if there was any reimbursement from the Expo Commission for the commitment. Captain Dicken stated it came out of the Patrol's budget and it is according to ORC 4501.11. This section of code gives the Patrol the ability to do this.

Senator Wilson stated he believed there was an article in the Cincinnati Enquirer about the state in general about aircraft. He asked if the Patrol had a cost analysis or cost benefit analysis for the planes. He assumed they are used for surveillance and/or tracking speeders. He asked if the Patrol had a response to the question in the newspaper about if these aircrafts are profitable. He asked the question if we should be using these aircrafts. Captain Dicken did not know if the Patrol had a cost benefit for the aviation section. He personally thought there is value for what the Patrol does. There are certain covert operations and speed enforcement which is critical. It gives the command staff a bird's eye of critical incidences. It allows the Patrol to move personnel across the state. He thinks the aviation is well worth the investment. The life expectancy of these assets is pretty long term, maybe 20 years or more.

Senator Wilson stated he is trying to be helpful to justify the costs. Captain Dicken stated he believes the costs are justified. The Patrol has partnered with other law enforcement agencies (BCI & I and the Sheriffs' Offices) doing a lot with marijuana eradication.

Senator Buehrer asked about fines. \$35 million is collected in fines. He asked if this amount includes all types of citations. Captain Dicken stated that was his understanding. ODPS legal is looking into the fines. Senator Buehrer asked if the 45 percent of the fines revenue is the \$6 – \$11 million or is it a piece of the 45 percent. Captain Dicken indicated it was a piece of the appropriation. He stated over the years it has varied depending on what the operation needs will be. He believes the Patrol is on pace to contribute \$12 – \$13 million to the GRF. The Patrol's appropriation will be very close to that figure, probably \$10 million or so. Captain Dicken noted the balance stays in the GRF. Senator Buehrer stated that the \$6 – \$11 million is only a portion of the 45 percent. Captain Dicken stated that of the 45 percent the Highway Patrol gets an appropriation for their off highway accounts.

Larry Long asked why the fine money goes to the general fund and not back to the Patrol. The concern he constantly hears from his members locally is the Patrol arrests people and the county ends up with incarcerating, defending, and prosecuting costs therefore the fine distribution methodology from what he hears from his members is not fair. His members are incurring all the costs in the system but the revenue goes to the municipalities and the state. Mr. Long stated he would be interested if the Patrol had a view or comment on that and the historical perspective of why any of that fine money goes to the state general revenue fund versus the Patrol or where effort is expended.

Captain Dicken stated it does go to the Patrol. It goes to the GRF and then the Patrol takes the money for their appropriation. Of the 45 percent that Ohio gets it is earmarked for the Highway Patrol for their off highway program. The appropriations are in the \$10 – \$11 million dollar range. He stated Presidential elections and when dignitaries are in Ohio can drive these costs up significantly along with certain Homeland Security challenges and major investigations. He stated it was codified in ORC 4501.11. This is a question that we will be looking at to see how far back it goes. He is sensitive to the needs of the locals; the Patrol is contributing with their efforts.

Larry Long stated that with the state budget problems, there were some mechanisms put into place i.e. to use rotary (special) accounts to help with balancing the GRF. He asked if the Patrol's non-highway operating fund accounts had experienced that and if any of the Patrol's special accounts were used to help the GRF. Captain Dicken indicated he was not aware of contributions specifically to the GRF other than fine monies. He stated in temporary law in terms of the budget bill, April 1 of each year, the Director of Budget and Management is allowed to review highway patrol funds. The Director may look at what she perceives as excess cash in the funds and move it to the highway safety fund because of the Patrol's insolvency challenges. Mr. Long asked is there authority to move that money to the state general revenue fund. Captain Dicken stated he was not aware of that. Mr. Long asked if Captain Dicken was aware if it had occurred. Captain Dicken said he was not aware of it.

Mr. Long asked what happens to interest earnings on all the accounts. Captain Dicken stated the ORC tells the Patrol what to do with interest earnings. The federal accounts are

part of equitable sharing. The federal government mandates that the Patrol must keep the interest and it must be spent like other seized assets. Captain Dicken informed the task force the Highway Safety Fund and all funds are interest bearing with the exception of one which is the OMVI account. The interest will stay in the GRF. Currently there is a ban on interest being received on the off highway safety funds and that interest stays in the GRF. Mr. Long asked how big of an impact it is that interest is going to the general fund instead of the Patrol's operating account. Captain Dicken stated years ago the operating account could have been \$200 to \$300 million and accrues \$10 - \$15 million in interest, but lately the account is at its lowest at \$55 million and the interest is only a few million a year.

Mr. Long asked with all the vehicles there is substantial liability on the state, how is the Patrol insured for either liability or physical damage to the vehicles and if there is a finding against the Patrol in a court claim where financial reward is given to an individual, where does that money come from. Captain Dicken stated the state is self insured and the Patrol is. On minor issues, that are the fault of the Patrol, they agree to pay through the Court of Claims. He believes that is for administrative claims of \$2500 or less. He informed the task force the bigger liabilities are handled through a Risk Management Fund. Mr. Long asked if the Patrol could use the revenues derived from motor vehicle license taxes or is that constitutionally prohibited for those purposes. Captain Dicken indicated he did not have knowledge of this question and he will follow up at the next meeting.

Representative Batchelder asked if there was a fund through the Department of Administrative Services that covers all state vehicles. Captain Dicken stated he believed there was a fund but was not 100% sure.

Senator Buehrer asked if Captain Dicken was going to go over tracking the expenditures. He stated that there was a question that came out of Superintendent Teaford's presentation at the last meeting about the historical pattern of the expenditures. He indicated there were charts provided from back to 2002 through 2011. He asked if someone was going to walk the task force through these documents regarding manpower, mission and other services provided over the course of history. Captain Dicken asked if he could revisit this issue at the next meeting. Senator Buehrer would like to track this information.

Representative Batchelder asked what are the costs to have the Patrol in the various state buildings. He asked if it was possible that there are too many troopers assigned to state buildings. Captain Dicken said he could get the costs to him. He also stated the Patrol was called upon by the General Assembly, the Supreme Court and Ohio Building Authority to provide the service post September 11. There is an augmentation in the budget in FY04-05 for an additional 25 troopers which cost about \$2.4 million. Senator Buehrer asked for a list of what facilities the Patrol is providing their services at. Captain Dicken stated he can provide staffing, costs, and assets that are relevant to those locations.

Senator Wilson asked about utilizing towers and allowing other commercial entities to use towers to serve the rural areas that are underserved or not served in terms of cells and telecommunications, etc. He asked if there had been any conversation of using the state investment we have and allowing people to attach to it thus creating a revenue stream. Captain Dicken stated there had not been any discussion within the Patrol because the Patrol is not the owner of the 211 sites. Captain Dicken indicated he was on the MARCS Funding

Task Force that is currently meeting and they are having that very discussion. Senator Wilson stated it is not so much about dollars but the scope of responsibility.

Senator Wilson commented about the Patrol and the line in which they can take action when it falls outside of their jurisdiction such as domestic issues, etc. He believes it is worthy of discussion on how the State Patrol can help augment some of these issues especially in rural counties that do not have the man power. He has been told by troopers that they have to pick up their cell phone and call the local sheriff or the city police when they are sitting right there when the word domestic comes up at a local bar. Lt. Colonel William Costas stated that it is not a question of responsibility but of authority. He stated they are a State Patrol and not a State Police. The Patrol does not have authority on private property whether it be a mall or a parking lot. The Patrol has authority on highways and state owned and leased properties. He stated over the course of years, the Patrol had their authority increased to assist other law enforcement agencies depending on circumstances. The Patrol can go on the private property and have the same authority as the local law enforcement temporarily and deal with the incident. Unless it is a felony, the Patrol does not have authority to go on private property. As far as training, as a law enforcement agency, if the Patrol sees a danger or action occurring on private property that would contribute to physical risk or harm to a person, we tell the troopers you need to take action to stop it, stabilize it until a law enforcement agency can respond.

Zach Swisher stated the Patrol has embarked on a more confidential training within the last year. He stated the letter of the law is part of the jurisdiction does not go towards taking the short cut on private property which presents some gray areas for the troopers on the road when they are faced with physical harm to people they see on private property. He offered there has been some recent case law that has deemphasized, for purposes of ligation, the jurisdictional constraints that are put forth by the ORC. He informed the task force the Patrol does abide by those statutes but again for purposes of ligation the Court has been deemphasizing the importance of the jurisdictional piece.

Larry Long asked if the Patrol's jurisdiction is only on state highways or if it is also on local roads. He also stated that a few weeks ago the Attorney General rendered an opinion that every county with more than x number of miles of road must have portable scales and a deputy who is assigned to them. His concern is that takes a lot of money and it does not make sense economically to train and buy scales in each county if this is an area the counties can contract with the Patrol to help areas that do not have the authority in that regard. Lt. Colonel Costas stated the Patrol does work with local law enforcement and sheriffs' departments to provide motor vehicle enforcement training. It is a cooperative effort with local agencies that request it. He stated the Patrol does work with the counties and the cities on enforcement help. Each District only has one or maybe two scales so it is very limited on how the Patrol can spread them. They may be able to once or twice a month.

Chairman Tobin would like to see a breakdown of each unit of the Patrol.

- ◆ The staffing levels, specifically sworn versus civilian personnel
- ◆ Scan the Patrol for management
- ◆ Budget for each unit

John Peach spoke on behalf of the Ohio Chiefs of Police relative to mutual assistance. He stated it certainly is an issue that has a lot of scrutiny from around the state and may be one of the main reasons Director Collins-Taylor stated this task force was designed. Mr. Peach stated it is the position of the Ohio Chiefs that the authority the State Patrol currently has is sufficient. He stated the Patrol has the authority to measure up with the local law enforcement when called upon for assistance to provide extra resources that are necessary at a given time. It is very seldom that any State Patrol unit is called upon to handle local law enforcement when there is not a local enforcement person involved. He stated it is something local law enforcement would not want to do and it would not be fair to the State Patrol and certainly would not be the right thing to do. But in terms of the perspective of whether or not authority of the State Patrol is sufficient or needs to be expanded, the Ohio Chiefs history specifically the last 10 to 15 years is really at a great comfort level to say the Ohio Chiefs are satisfied where the authority is currently.

Mike McCann stated that jurisdictional issues have been a problem since the dawn of time. No matter where you work or what department you are with, law enforcement is faced with that dilemma at some point where you are stepping outside your jurisdictional boundaries to do what is right. He stated the Courts have given law enforcement some relief because law enforcement is faced with this problem. Everyone is faced with it.

Jim Foltz stated that he has troopers in his organization that would like to see a Patrol that would be called. There are more and more private property issues so the troopers can get rid of the gray area. He would like to see something changed.

Chairman Tobin asked if there was any more new business. He thanked all members who attended the meeting particularly the Senators and House members. He wants to emphasize that attendance from everyone on the task force will be very important for the members to find their way through the task force and coming to recommendations.

Chairman Tobin asked the task force members to complete the designee form before they left.

The next meeting is scheduled for December 2, 2009 at 9:00 a.m.

Chairman Tobin asked for a motion to adjourn. Meeting adjourned.



OHIO STATE HIGHWAY PATROL MISSION TASK FORCE



Funding

→ Operating and Capital

→ Biennial Operating Budget \$636 million

- Operating 2010/2011 Biennium

→ Biennial Capital Budget \$1.7 million

- Capital 2009/2010 Biennium



History

- ➔ Twelve Funds Support the Highway Patrol
 - 17 Appropriation Line Items
- ➔ The Patrol's Highway Safety Fund is the Division's Operating Account and supports most programming
- ➔ Since the early 1990's the Division has recognized the erosion of the Highway Safety Fund
- ➔ The fund has been insolvent since the early 2000's
- ➔ In the 2004/2005 Transportation Budget, the Patrol was moved off its historic revenue stream (H.B. 87). The new fee structure consisted of increases to registrations (\$11), drivers licenses (\$12) and temporary placards (\$5)



History

- ➔ Removal from motor vehicle fuel tax (MVFT) to a fee based revenue stream did not address longer term issues of insolvency of the Operating Account
- ➔ The plan was to reduce the draw from MVFT as follows:

2004	75%	(\$140 million)
2005	50%	(\$94 million)
2006	35%	(\$57 million)
2007	20%	(\$38 million)

- ➔ The plan replaced approximately \$185 million of MVFT with fees from drivers' licenses and registrations
 - Revenue from the new fees has never reached \$185 million.



History

- ➔ The phase out of gasoline taxes was scheduled for the Fiscal Biennium 2004/2005 and 2006/2007
- ➔ Insolvency became an issue in the Fiscal Biennium 2008/2009
 - An augmentation to the Highway Safety Fund was necessary
 - \$38.4 million - gasoline evaporation credit was diverted to the Highway Safety Fund



History

- ➔ The State Highway Patrol Funding Task Force was created in H.B. 67 for the Fiscal Biennium 2008/2009
- ➔ Recommendations were made to:
 - The Honorable Governor Ted Strickland
 - The Honorable Jon Husted, Speaker of the House
 - The Honorable Bill Harris, President of the Senate



History

→ **Task Force Recommendations**

Transaction	Fee Increase	Estimated Revenue
International Registration Plan	2.5%	\$ 1,740,880
Vision Screening	\$1.00	\$ 1,840,013
Temporary Tag	\$5.00	\$ 9,455,975
Late Renewal Transactions	\$10.00	\$ 21,026,426
Vehicle Registrations (Excludes Commercial Trucks)	\$5.75	\$ 61,798,510
Vehicle Registration (includes Commercial Trucks)	\$19.00	\$ 10,504,644
	Total	\$106,366,448



History

- ➔ Recommendations of Funding Task Force were not adopted
- ➔ An interim revenue stream was created in H.B. 2



History

➔ Current Revenue and Annual Projections

Transaction Type	Fee Increase	Additional Revenue	
		FY2010	FY2011
Evaporation Tax	N/A	\$16,220,000	\$16,220,000
Duplicate/Replacement Licenses	\$5.00	\$ 1,400,750	\$ 1,867,665
Late Fees (Licenses/Registrations)	\$19.50	\$17,084,925	\$19,155,825
Initialized Plates	\$15.00	\$ 1,624,840	\$ 1,821,790
Personalized Plates	\$15.00	\$ 3,479,850	\$ 3,901,650
Temporary Registration	\$8.00	\$ 8,443,677	\$ 9,467,153
Vehicle Registrations (Trucks)	\$19.00	\$ 7,878,483	\$10,504,644
International Registration Plate	2.5%	\$ 1,305,660	\$ 1,740,880
Replacement Plates (1)	\$5.50	\$ 144,899	\$ 193,199
Replacement Plates (2)	\$5.50	\$ 1,062,006	\$ 1,416,008
Vision Screening	\$5.50	\$ 2,415,017	\$ 3,220,023
Total Biennium		\$61,060,107	\$69,508,837



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

7036 Operating	FY-10	FY-11	Biennium
Personnel	\$ 213,554,556	\$ 213,555,330	\$ 427,109,886
Purchase Personal Service	\$ 2,023,978	\$ 2,027,092	\$ 4,051,070
Judgments	\$ 6,500	\$ 6,500	\$ 13,000
Maintenance	\$ 41,656,481	\$ 41,720,568	\$ 83,377,049
Equipment	\$ 12,646,313	\$ 12,665,769	\$ 25,312,082
Total	\$269,887,828	\$269,975,259	\$539,863,087

This fund covers the majority of the operating, maintenance expenses and equipment purchases for the Ohio State Highway Patrol.



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

7036 Minor Capital	FY-10	FY-11	Biennium
Maintenance	\$ 1,250,000	\$ 1,250,000	\$ 2,500,000
Total	\$ 1,250,000	\$ 1,250,000	\$ 2,500,000

It is used to fund minor capital projects at Highway Patrol facilities such as replacing roofs, parking lots, etc.

7036 Motor Carrier Enforcement	FY-10	FY-11	Biennium
Personnel	\$ 2,600,805	\$ 2,600,805	\$ 5,201,610
Purchase Personal Service	\$ 2,000	\$ 2,000	\$ 4,000
Maintenance	\$ 313,591	\$ 313,591	\$ 627,182
Equipment	\$ 424,072	\$ 424,072	\$ 848,144
Total	\$ 3,340,468	\$ 3,340,468	\$ 6,680,936

Employees of the Commercial Motor Vehicle Safety Enforcement Unit regulate commercial motor vehicle transportation safety and hazardous materials requirements. This unit is also responsible for the inspection of commercial buses. This fund is used as the 20% match for Fund 8310 MCSAP activities.



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

83C0 Contraband, Forfeiture	FY-10	FY-11	Biennium
Personnel	\$ 435,000	\$ 435,000	\$ 870,000
Purchase Personal Service	\$ 20,000	\$ 20,000	\$ 40,000
Maintenance	\$ 93,358	\$ 93,358	\$ 186,716
Equipment	\$ 74,536	\$ 74,536	\$ 149,072
Total	\$ 622,894	\$ 622,894	\$ 1,245,788

The purpose of this fund is to provide training, equipment and overtime to support drug task force activities for the Patrol. It is also used to cover expenses relative to the seizure of contraband and forfeited property such as towing, storage, mortgages, liens and any other additional expenses associated with this account. This is the State Contraband Fund.



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

	FY-10	FY-11	Biennium
83J0 Justice			
Personnel	\$ 210,000	\$ 210,000	\$ 420,000
Maintenance	\$ 1,260,000	\$ 1,260,000	\$ 2,520,000
Equipment	\$ 630,000	\$ 630,000	\$ 1,260,000
Total	\$ 2,100,000	\$ 2,100,000	\$ 4,200,000
83T0 Treasurer	FY-10	FY-11	Biennium
Personnel	\$ 0	\$ 0	\$ 0
Maintenance	\$ 21,000	\$ 21,000	\$ 42,000
Equipment	\$ 0	\$ 0	\$ 0
Total	\$ 21,000	\$ 21,000	\$ 42,000

The purpose of these funds are to provide training, equipment and overtime to support drug task force activities for the Patrol. It is also used to cover expenses relative to the seizure of contraband and forfeited property such as towing, storage, mortgages, liens and any other additional expenses associated with this account. These are Federal Contraband Funds.



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

	FY-10	FY-11	Biennium
83F0 Law Enforcement Automated Data Systems			
Personnel	\$ 2,229,396	\$ 2,287,291	\$ 4,516,687
Purchase Personal Service	\$ 342,680	\$ 343,207	\$ 685,887
Maintenance	\$ 4,762,234	\$ 4,769,560	\$ 9,531,794
Equipment	\$ 3,650,668	\$ 1,653,208	\$ 5,303,876
Total	\$ 10,984,978	\$ 9,053,266	\$ 20,038,244

LEADS is a computer database used by various law enforcement agencies. It allows them to access information needed, for example, criminal histories, warrants, and driver licenses. It also enables them to access NCIC and other federal databases.



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

83G0 OMVI Fines	FY-10	FY-11	Biennium
Personnel	\$ 388,857	\$ 388,857	\$ 777,714
Purchase Personal Service	\$ 0	\$ 0	\$ 0
Maintenance	\$ 250,400	\$ 250,400	\$ 500,800
Equipment	\$ 10,743	\$ 10,743	\$ 21,486
Total	\$ 650,000	\$ 650,000	\$ 1,300,000

The purpose of this fund is to conduct programs to inform the public of the dangers of any laws governing the operation of motor vehicles while under the influence of alcohol and enforcement. It provides supplemental funding for enforcement, education, equipment, and officer training directed toward removing the impaired driver from Ohio's highways.



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

	FY-10	FY-11	Biennium
8310 Patrol - Federal (NHTSA & Other Grants)			
Personnel	\$ 1,472,976	\$ 1,472,976	\$ 2,945,952
Purchase Personal Service	\$ 146,387	\$ 146,387	\$ 292,774
Maintenance	\$ 126,432	\$ 126,432	\$ 252,864
Equipment	\$ 709,689	\$ 709,689	\$ 1,419,378
Total	\$ 2,455,484	\$ 2,455,484	\$ 4,910,968

This fund pays for overtime programs to reduce alcohol-related fatalities and to patrol specific areas of roadways where speed is a factor. Also, the Office of Criminal Justice Services (OCJS) provides funding for telecommunication projects and upgrades, training and updated equipment.



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

	FY-10	FY-11	Biennium
8310 Transportation Enforcement Federal MCSAP			
Personnel	\$ 5,573,146	\$ 5,573,146	\$ 11,146,292
Purchase Personal Service	\$ 8,063	\$ 8,063	\$ 16,126
Maintenance	\$ 511,383	\$ 511,383	\$ 1,022,766
Equipment	\$ 40,000	\$ 40,000	\$ 80,000
Total	\$ 6,132,592	\$ 6,132,592	\$ 12,265,184

Funding is used for the enforcement of commercial motor vehicle transportation safety, economic, and hazardous materials requirements. Additional funding was approved in 1996. This funding was needed to enhance our operations and training in relation to commercial motor vehicle enforcement by taking advantage of available Federal Funds for Hazardous Materials Training and Covert Operations.



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

8370 Turnpike Policing	FY-10	FY-11	Biennium
Personnel	\$ 9,600,000	\$ 9,600,000	\$ 19,200,000
Maintenance	\$ 1,084,631	\$ 1,084,631	\$ 2,169,262
Equipment	\$ 869,328	\$ 869,328	\$ 1,738,656
Total	\$ 11,553,959	\$ 11,553,959	\$ 23,107,918

In June of 1955, the Ohio Turnpike Commission was given permission by legislative authority to contract with the Ohio State Highway Patrol to police the Turnpike.

8380 Patrol Reimbursement	FY-10	FY-11	Biennium
Maintenance	\$ 100,000	\$ 100,000	\$ 200,000
Total	\$ 100,000	\$ 100,000	\$ 200,000

Funds may only be used to pay rent and other expenses of the driver's license examining stations.



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

8400 State Fair Security	FY-10	FY-11	Biennium
Personnel	\$ 1,239,283	\$ 1,239,283	\$ 2,478,566
Maintenance	\$ 157,000	\$ 157,000	\$ 314,000
Equipment	\$ 0	\$ 0	\$ 0
Total	\$ 1,396,283	\$ 1,396,283	\$ 2,792,566

The State Fair Security Fund is used to fund the pre-fair security details, the tactical squad (midway) details, general fairground security and security for the governor while he is on the fairgrounds. The post-fair security is also funded from this.

8400 Security and Investigation	FY-10	FY-11	Biennium
Personnel	\$ 5,669,880	\$ 5,783,305	\$ 11,453,185
Purchase Personal Service	\$ 0	\$ 0	\$ 0
Maintenance	\$ 396,210	\$ 397,554	\$ 793,764
Equipment	\$ 251,440	\$ 251,827	\$ 503,267
Total	\$ 6,317,530	\$ 6,432,686	\$ 12,750,216

Security and Investigation Fund was established to provide security for the governor, other officials and dignitaries, the State House, and other state property and to undertake major investigations that involve state property interests.



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

8400 State Fairgrounds Police Force	FY-10	FY-11	Biennium
Personnel	\$ 736,974	\$ 755,872	\$ 1,492,846
Maintenance	\$ 79,885	\$ 80,080	\$ 159,965
Equipment	\$ 13,910	\$ 13,931	\$ 27,841
Total	\$ 830,769	\$ 849,883	\$ 1,680,652

This fund supports officers who provide around the clock security for the Exposition Commission located at the Fairgrounds.

8410 Salvage and Exchange	FY-10	FY-11	Biennium
Equipment	\$ 1,339,399	\$ 1,339,399	\$ 2,678,798
Total	\$ 1,339,399	\$ 1,339,399	\$ 2,678,798

The money is to be used to purchase replacement motor vehicles and related equipment. Moneys from the sale of motor vehicles and equipment are deposited into this fund.



Current Funding 2010/2011 Biennium

➔ Appropriation Line Items

	FY-10	FY-11	Biennium
5Y10 Continuing Professional Training			
Personnel	\$ 28,082	\$ 28,082	\$ 56,164
Maintenance	\$ 112,328	\$ 112,328	\$ 224,656
Equipment	\$ 140,410	\$ 140,410	\$ 280,820
Total	\$ 280,820	\$ 280,820	\$ 561,640

This fund is used to pay for the cost of continuing professional training programs for uniform officers.



Revenue Sources

↑ State Revenue

↑ Federal Revenue

↑ Fines

↑ Rotary Accounts - User Fees

↑ Contraband

↑ Miscellaneous



→ **Federal**

→ **Grants**

→ **MCSAP Grant (\$4.3 million)**

→ **NHSTA (\$1.2 million)**

→ **Additional grants as opportunities are presented**



Fines

→ OMVI \$500,000 Annual Revenue

→ Security and Investigation \$11,000,000 Annual Revenue



Rotary Accounts

→ **Based on Deliverables**

→ **Ohio Turnpike Commission Fund 8370 \$11,553,959**

→ **User Fees**

→ **LEADS 83FO \$7,256,095**



Contraband

→ Federal

→ Justice Contraband 83J0 \$2,100,000

→ Treasury Contraband 83T0 \$21,000

→ State Contraband 83C0 \$622,894

* Revenue is indeterminate - seizures vary



Miscellaneous Revenue

- ➔ Interest - Most funds are interest bearing
- ➔ Salvage Account 8410 \$1,339,399
- ➔ CPT Continuing Professional Training 5Y10 \$280,820



Capital Expenditures

→ Purpose and Use

→ Capital Infrastructure

→ Long Term Assets



Capital Expenditures

→ Biennium Capital Budget FY 2009/2010

→ Appropriated \$1,696,345 Academy Maintenance



Capital Expenditures

- ➔ Reappropriations FY2009/2010 H.B. 496
- ➔ Open capital projects from past years
 - ➔ C76000 Platform Scales Improvements \$353,100
 - ➔ C76018 Ironton Patrol Post \$1,900,000
 - ➔ C76019 Alum Creek Facility Roof Renovation \$1,067,000
 - ➔ C76021 Ohio State Highway Patrol Academy Maintenance \$433,000



Capital Expenditures (History)

➔ **FY2009/2010 - Academy Maintenance \$1,696,345**

➔ **FY2007/2008 - Academy Maintenance \$433,000**

➔ **FY2005/2006 - Academy Maintenance \$750,000**

Ironton Post \$1,900,000

Repeaters/Portables \$2,500,000

➔ **FY2003/2004 - Platform Scales \$20,000**

Patrol Post ADA Compliance \$250,000

Van Wert Patrol Post \$1,700,000



Capital Expenditures (History)

→ FY2001/2002 - Platform Scales \$200,000

Patrol Post ADA Compliance \$250,000

Construct Georgetown Patrol Post \$1,900,000

Patrol Academy Infrastructure Improvements \$800,000

Massillon District HQ Renovations \$600,000

Construct Warren District Blue Title Facility \$500,000

Cambridge District HQ Post Renovations \$500,000



Real Estate

➔ **The Division owns 59 facilities and leases 119 locations.**

These include offices such as..

➔ **Patrol Posts**

➔ **District Headquarters**

➔ **Driver Exam Stations**

➔ **CDL Facilities**

➔ **Salvage Facilities**

➔ **Training Academy**

➔ **General Headquarters**

➔ **Warehouse**

***Some Facilities are Combined**



Real Estate

- Trends in last decade have been to reduce expenditures
- Most capital programming has been maintenance
- Reductions are a result of insolvency



Equipment

→ **Fleet and Aviation Assets**

→ **Fleet consists of 1,623 vehicles**

→ **Aviation consists of 17 aircraft**



Equipment

- Fleet - Types of Vehicles
- Marked Enforcement Vehicle - 1,254
 - Ford CVPI
 - Chevrolet Impalas
 - Dodge Challenger
 - Motorcycles
 - Chevrolet Tahoe
 - B.E.A.R. Vehicle
 - Command Vehicle



Equipment

→ Fleet - Types of Vehicles

→ Non-Marked Vehicles

→ Vans

→ Wreckers

→ Bus

→ SUV

→ Pickup Truck



Equipment

- **Fleet - Replacement Cycles**
 - **Unique to Vehicle**
 - **Patrol cars 120,000 miles**
 - **Replace about 1/5 of fleet per year**
 - **Reduces costly maintenance**
 - **Increase salvage (trade) value**
 - **Enhances safety**



Equipment

→ Aviation

→ Helicopters (2)

→ Cessna 182 (13)

→ Cessna Caravan (1)



Questions?