

**Ohio State Highway Patrol Mission Review Task Force  
Potential Recommendations for Consideration**

As revised from June 2, 2010 meeting

**Operational Efficiency**

1. The Colonel of the Ohio State Highway Patrol should commission a review of state facility security strategies to determine if technology or staff strategies are available that would provide improved protection. Special attention should be given to the role of the divisions' police officers and state troopers.
2. The Colonel of the Ohio State Highway Patrol should commission a position by position review of the organization to determine the knowledge, skills and abilities needed for each. The results of this study should be used to help better determine if a particular role can be best filled by sworn or civilian personnel and the appropriate rank for a sworn officer. This review is not intended to reduce the total number of sworn OSP personnel.
3. The Colonel of the Ohio State Highway Patrol should commission a review of all paper intensive processes such as ticket writing, to ensure that the use of technology is being maximized to save money and eliminate redundancies. The goal of implementing a paperless ticket writing and issuing system should be considered.
4. The Colonel of the Ohio State Highway Patrol should review all services provided by his organization including where the Colonel can cut or combine posts or services provided and make the best uses of available technology.
5. The Colonel of the Ohio State Highway Patrol should change the existing policies on replacement of marked patrol vehicles to keep units in service for a longer period of time.
6. The Colonel of the Ohio State Highway Patrol should work to establish better communication between OSP and local law enforcement so there is a better understanding on the part of all parties regarding what services are available and welcomed. The OSP should develop a position paper or policy that would go out to other law enforcement agencies, stating what assistance OSP can give as well as to what is available. Example: weighing, inspections, SRT, aircraft, patrolling, dispatching, MARCS, etc.
7. The Ohio State Highway Patrol and Buckeye State Sheriffs Association should collaborate in developing a brief questionnaire to be given to all 88 county sheriffs regarding the sheriff's working relationship with OSHP. The questions would include that which is positive and working; that which is negative and not working and what is the Sheriff's opinion as to what is needed to improve communication and develop a healthy professional working relationship with the

OSHP. The outcome of the questionnaire is to put on the table specific issues that could be addressed and worked upon by both OSHP and the BSSA so that the EFFICIENCY of the OSHP and sheriff's offices would be improved relative to the professional working relationships with the county sheriffs and the issues would be clear and specific.

8. The Ohio General Assembly should increase the state motor fuel tax by an amount sufficient to fully fund the current needs of the Highway Safety Fund and provide for its long term solvency.
9. The Ohio General Assembly should re-appropriate existing state motor fuel tax proceeds away from the present beneficiaries in an amount sufficient to fully fund the current needs of the Highway Safety Fund and provide for its long term solvency.
10. The Colonel of the Ohio State Highway Patrol should commission a study to determine whether all non-uniform (civilian employees) funded by the Ohio State Highway Patrol Fund 36, are actually working for the Division of the Ohio State Highway Patrol.

### **Overlapping Services**

1. The Ohio General Assembly should amend the Ohio Revised Code to allow properly trained local law enforcement officers to enforce current motor carrier safety programs. The PUCO's civil forfeiture system should be used for violations instead of the county courts. Results of all roadside inspections should be uploaded to the PUCO and the Federal Motor Carrier Safety Administration.
2. The Ohio General Assembly should amend the Ohio Revised Code to allow county governments to contract with the Ohio State Highway Patrol or other county governments in order to fulfill existing legal mandates that require weights and measures enforcement to be completed by the sheriff using county road funds.
3. Request opinion from Ohio Attorney General to clarify the authority of Ohio State Highway Patrol Troopers to act in non-emergency situations outside of their jurisdiction.

### **Consolidation of Current Operations**

1. The Colonel of the Ohio State Highway Patrol should review use of in-house medical staff to provide annual physical exams and instead have sworn personnel meet this requirement through use of private physicians whose services are already covered through the existing medical insurance program.

2. The Colonel of the Ohio State Highway Patrol should reevaluate the benefit of CALEA accreditation to determine if it is worth the ongoing costs of membership and compliance staff.
3. Local law enforcement agencies should be given the opportunity to bid along with the Ohio State Highway Patrol on the ability to police the Ohio Turnpike.
4. The Colonel of the Ohio Highway Patrol should review all facilities that are leased and owned by the division to determine if they continue to meet current operational needs. In particular as part of this analysis, consider the impact that improved technology has had that would allow for consolidation of posts and if divers license testing stations are properly located to best serve their targeted communities.
5. The Colonel of the Ohio Highway Patrol should review the aviation operations to ensure that each aspect of the unit, the AStar helicopters, the Cessna 172/182s and Cessna Caravan are each producing results that justify the continued investment of operating dollars.
6. The Colonel of the Ohio State Highway Patrol should commission a review of the staff assigned to full time patrol duties and the supervisory staff overseeing their work. It appears that there is in excess of a 3 to 1 ratio trooper to supervisor.

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