



The Florida Legislature

OFFICE OF PROGRAM POLICY ANALYSIS AND GOVERNMENT ACCOUNTABILITY



SUNSET MEMORANDUM

Report No. 07-S17

Department of Highway Safety and Motor Vehicles Florida Highway Patrol Options for Legislative Consideration

December 7, 2007

Summary

To support the Sunset Review process, the Legislature directed OPPAGA to examine the Florida Highway Patrol administered by the Department of Highway Safety and Motor Vehicles.¹ This memo describes the Patrol's purpose, resources, performance, and organization. The memo also describes organizational options for legislative consideration. These options include (1) transferring the Patrol to the Florida Department of Law Enforcement, (2) transferring the Patrol to the Florida Department of Transportation, (3) continuing the Patrol as a stand-alone agency, and (4) abolishing the Patrol. We also analyzed the option of limiting the Highway Patrol's functions to state highways.

¹ Sections [11.901](#)-11.920, *F.S.*

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Purpose, Organization, and Responsibilities

The purpose of the Department of Highway Safety and Motor Vehicles is to develop, maintain, and support a safe driving environment through law enforcement, public education and service, reduction of traffic crashes, titling and registering motor vehicles and vessels, and licensing drivers. Within the department, the Florida Highway Patrol enforces traffic laws through sworn and non-sworn officers and aerial surveillance; conducts traffic, traffic homicide, criminal, and administrative investigations (e.g. odometer fraud, auto theft, driver license fraud, and title fraud); and provides academy training to its state troopers. In addition, the Patrol operates seven consolidated communication dispatch centers serving all state law enforcement agencies. The Patrol is organized into four bureaus.

- **The Bureau of Field Operations** operates the Patrol’s 10 troops, covering the entire state, with a primary focus on traffic enforcement.
- **The Bureau of Investigations** performs criminal and professional compliance targeting auto theft, driver license fraud, and internal agency investigations.
- **The Bureau of Law Enforcement Support Services** includes public affairs, traffic homicide investigations, Patrol auxiliary and reserves, and the regional communication centers.
- **The Bureau of Special Operations** oversees the Patrol’s training academy, recruitment and selection, program planning, and personnel.

Resources

The Legislature appropriated \$217 million in trust funds and general revenue and 2,327 positions to the Patrol for Fiscal Year 2007-08 (see Exhibit 1). The Patrol generated \$7.38 million in revenue, mainly from civil fines for failure to pay citations within the allotted time. Per the *Florida Statutes*, revenue generated from traffic citations issued by the Patrol is distributed primarily to the municipality or unincorporated area of a county where the infraction occurred.²

Exhibit 1
The Legislature Appropriated \$217 Million to the Florida Highway Patrol for Fiscal Year 2007-08

Program	Trust Funds	General Revenue	Total	FTE
Highway Safety	\$85,580,828	\$128,633,591	\$214,214,419	2,300
Executive Direction/ Support Services	\$215,897	\$2,649,663	2,865,560	27
Total Funds	\$85,796,725	\$131,283,254	\$217,079,979	2,327

Source: Department of Highway Safety and Motor Vehicles Fiscal Year 2007-08 Operating Appropriations Following Special Session C, November 2007.

Performance

The Florida Highway Patrol achieved 15 of its 26 legislatively approved performance measures in Fiscal Year 2006-07 (see Exhibit 2). Of the remaining performance measures, 10 were not met and one could not be assessed as another state agency has not yet reported data. Many of the measures are outputs and are based on demand and other external factors. The Patrol met its standards for the number of traffic homicide cases resolved, annual crash, death, and alcohol-related death rates on state highways, the average times spent per traffic homicide and crash investigation, and the percentage of criminal investigations which are resolved. The Patrol did not meet but was reasonably close to

² Section [318.21](#), F.S.

meeting performance standards such as the average response time for crashes or assistance (26.87 minutes compared to the standard of 26 minutes) and the average time to investigate crashes (2.3 hours versus the standard of 2.17 hours). The largest difference between the Patrol's performance standard and its actual performance occurred in retaining new recruits; it retained 82% of new officers hired over the past three years versus the standard of retaining 90% of these staff, which the agency attributes to non-competitive salary levels.

Exhibit 2

The Florida Highway Patrol Met 15 of Its 26 Performance Measures for Fiscal Year 2006-07

Performance Measures	Fiscal Year 2006-07	
	Performance	Standard
Standards Met		
National average death rate on highways per 100 million vehicle miles of travel	1.42	1.50
Florida death rate on patrolled highways per 100 million vehicle miles of travel	1.65	1.70
Alcohol-related death rate per 100 million vehicle miles of travel	.54	.64
Annual crash rate per 100 million vehicle miles of travel	121	131
Number of crashes investigated by FHP	230,929	200,361
Percentage change in number of crashes investigated by FHP	-2.00%	1.00%
Number / percentage of duty hours spent on crash investigations for law enforcement officers	367,714 / 15%	326,447 / 14%
Number / percentage of duty hours spent on crash investigations by community service officers	19,029 / 42%	10,707 / 29%
Number of cases resolved as a result of traffic homicide investigations	1,936	1,728
Number of hours spent on traffic homicide investigations	164,584	156,284
Average time (hours) spent per traffic homicide investigation	85.10	90.44
Number / percentage of flight hours spent on aerial traffic enforcement (law enforcement pilots)	2,173 / 54%	1,195 / 50%
Percentage of closed criminal investigations which are resolved	87%	80%
Number / percentage of duty hours spent on polygraph examinations activities	6,326 / 6%	5,885 / 5%
Program administration and support costs as a percentage of total program costs; program administration and support positions as a percentage of total program positions	1.30% costs / 1.13% positions	1.41% costs / 1.18% positions
Standards Not Met		
Actual average response time (minutes) to call for crashes or assistance	26.87	26
Average time (hours) to investigate crashes:		
Long form	2.3	2.17
Short form ¹	1.34	1.35
Non-reportable	0.73	0.65
Number and percentage of duty hours spent on law enforcement officer assistance to motorists; number of motorists assisted by law enforcement officers	108,338 / 4% / 270,077	111,635 / 5% / 313,277
Number / percentage of duty hours spent on preventive patrol (law enforcement officers)	985,195 / 39%	1,006,389 / 41%
Number and percentage of time spent on non-patrol support activities (law enforcement officers)	748,866 / 30%	654,577 / 29%
Number / percentage of duty hours spent on non-investigative support activities	30,129 / 31%	25,250 / 29%
Number / percentage of hours spent on criminal investigations	55,058 / 57%	56,199 / 60%
Number / percentage of duty hours spent on professional compliance investigations	6,076 / 6%	5,293 / 6%
Percentage of recruits retained by FHP for three years after the completion of training	82%	90%
Number of training courses offered to FHP recruits and personnel; number of students successfully completing training ²	52 / 1,128	45 / 1,224
Standards Not Determined		
State seat belt compliance rate; percentage change in seat belt use	Unavailable	67.5% / 1%

¹ The department met the average time for short form crash report investigations. However, the department groups the three crash report standards in one measure and did not meet the remaining two.

² The Patrol met the standard for number of courses offered but did not meet the standard for number of students successfully completing training.

In its most recent Long Range Program Plan, the Patrol provided several explanations for not meeting the performance standards. For example, it reported that it had not retained the expected number of recruits due to non-competitive salary levels, which resulted in troopers leaving for local agencies with higher salaries and longevity pay programs.³ The Patrol also reported that it had not met several standards related to the number and percentage of duty hours allocated to various functions due to a high number of trooper vacancies as well as time spent providing security operations assistance to sporting and other major events across the state. Also, the Patrol increased the number of investigator training hours as well as duty hours spent in enforcement details targeting traffic related initiatives.

Options for Organizational Placement

The Legislature has several options to consider if it wishes to modify organizational placement of the Florida Highway Patrol. These include (1) transferring the Patrol to the Florida Department of Law Enforcement, (2) transferring the Patrol to the Florida Department of Transportation, (3) continuing the Patrol as a stand-alone agency, and (4) abolishing the Patrol. We also analyzed the option of limiting the Patrol's functions to state highways.

The Legislature could transfer the Florida Highway Patrol to another state agency. The Legislature could transfer the Patrol to another state agency in one of two ways:

- *a type one transfer*, which keeps the Patrol intact as a stand-alone unit within an existing agency, or
- *a type two transfer*, which merges the Patrol into an existing agency resulting in the removal of overlapping programs or activities.

If the Patrol were transferred, the Legislature could assign it to the Florida Department of Law Enforcement or the Department of Transportation, both of which already have law enforcement responsibilities.

Transferring the Florida Highway Patrol to the Florida Department of Law Enforcement is feasible but could generate salary disparity issues. The Legislature could transfer the Patrol to the Florida Department of Law Enforcement (FDLE). While the Patrol's mission to enforce traffic laws is consistent with FDLE's mission to provide services in partnership with local, state, and federal agencies to prevent, investigate, and solve crimes, the addition of the Patrol would expand the current mission of FDLE by adding a large, uniformed division. FDLE already has experience in taking on management of another police agency, from the transfer of Capitol Police in 2002. The FDLE includes the Capitol Police, which protects the Capitol, the Governor and his residence, and visiting dignitaries. As this function does not overlap with the responsibilities of the Patrol, there would not be substantial cost savings due to position reductions and a type two transfer would not be appropriate.

As both the Patrol and FDLE operate field offices, a type one transfer could potentially allow for some office space co-locations and savings in vehicle and equipment procurement costs through economies of scale. However, a merger through type one transfer could be problematic because of the differing salary structures of the Patrol and Capitol Police. Currently, Patrol troopers have a starting salary of \$33,977 while Capitol Police officers' entry level salary is \$31,880.⁴ Also, the transfer could require moving and facility construction costs if the Legislature wished to co-locate the Patrol from the Department of Highway Safety and Motor Vehicles' headquarters to the FDLE headquarters; this

³ The Patrol averaged 190 to 210 sworn law enforcement vacancies per month in Fiscal Year 2006-07.

⁴ Troopers assigned to Palm Beach, Broward, Miami-Dade, Monroe, Collier, and Lee counties receive a starting yearly salary of \$38,977.

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would also require relocation of the joint dispatch data warehouse and servers. A transfer would also require additional support positions in areas such as personnel, budget, and accounting, which are currently being provided by the Department of Highway Safety and Motor Vehicles.

Transferring the Florida Highway Patrol to the Department of Transportation is feasible but could place federal grants at risk. A second alternative would be to transfer the Patrol to the Department of Transportation (DOT) via a type one transfer or to the department's Motor Carrier Compliance Office by a type two transfer.⁵ The Patrol's functions are generally consistent with DOT's mission of "providing a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities". However, while DOT's Motor Carrier Compliance Office employs 256 sworn officers who enforce state truck weight and safety laws, DOT is not primarily a law enforcement agency and the addition of the Patrol would expand the mission of the DOT.

As both the Patrol and the DOT Motor Carrier Compliance Office have field offices, transferring the Patrol to DOT could allow the co-location of field offices and could reduce vehicle and equipment procurement costs through economies of scale. However, as with the FDLE option, this alternative could also create salary disparity issues, as Patrol troopers have a starting salary of \$33,977 while Motor Carrier Compliance officers' entry level salary is \$31,880.⁶ Also, the transfer could require moving and facility construction costs if the Legislature wished to co-locate the Patrol to the DOT headquarters from the Department of Highway Safety and Motor Vehicles' headquarters; this would also require relocation of the joint dispatch data warehouse and servers if the Legislature wished to move it. A transfer would also require additional support positions in areas such as personnel, budget, and accounting, which are currently being provided by the Department of Highway Safety and Motor Vehicles.

A type one or type two transfer would not result in significantly reduced state costs, and may impact the receipt of federal funds. Under a type one transfer, the Patrol would move to the Department of Transportation as a separate unit. Such a transfer would not result in cost savings because the Patrol would retain its current division structure. Under a type two transfer, the Patrol's activities and resources would be merged into those of the Motor Carrier Compliance Office. This option could produce some savings from reducing duplicative support staff and could result in enhanced organizational knowledge gained through sharing and learning of law enforcement processes, practices, and technology as well as increased investigative coordination. However, it would also create costs for retrofitting or redesigning Patrol vehicles, uniforms, and badges, and would also require cross-training of officers and troopers.

Merging the Patrol with the Motor Carrier Compliance Office under a type two transfer could also make it difficult to ensure that the truck weight and safety enforcement duties currently performed by the Motor Carrier Compliance Office would receive the same level of attention due to the need to dispatch personnel to handle traffic crashes. A decrease in activities undertaken by the Motor Carrier Compliance Office could result in the loss of Federal highway funds related to the state's weight and

⁵ The creation of the Motor Carrier Compliance Office approximately 25 years ago resulted from merging the weight enforcement efforts by the Florida Highway Patrol and the commercial vehicle safety and traffic enforcement program at the Public Service Commission. The Motor Carrier Compliance Office became responsible for enforcing state and federal laws pertaining to the operations of commercial motor vehicles.

⁶ Motor carrier compliance law enforcement officers assigned to Lee County receive \$34,922 in yearly salary while officers assigned to Palm Beach, Miami-Dade, Broward, and Monroe counties receive \$36,880.

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safety enforcement efforts. According to DOT officials, the state could lose 10% of federal highway funding for failing to meet the historical level of weight enforcement, an amount which could exceed \$100 million per year.⁷ Additionally, DOT officials report that the state could lose approximately \$7.5 million per year from the Motor Carrier Safety Improvement Program for failing to meet targets in safety inspection, compliance reviews, and programs with a quantifiable nexus to commercial vehicle safety.⁸

The Florida Highway Patrol could operate as a stand-alone agency. A third alternative would be to retain the Patrol as a separate department if the remaining functions of the Department of Highway Safety and Motor Vehicles were transferred to other state agencies. Under this scenario, the Patrol would maintain its current role as a state-wide traffic enforcement agency and continue to operate the joint dispatch function, providing continuity of service in these areas. The Patrol would also be able to operate in its current form should the Department of Highway Safety and Motor Vehicles be abolished. This alternative would not create salary disparity or moving costs unless the Legislature wanted to relocate the Patrol from the Department of Highway Safety and Motor Vehicles. However, it would require additional resources to support a new agency, as several division administrative functions are currently provided by the Department of Highway Safety and Motor Vehicles, such as personnel and human resources, budget, accounting, and facilities management. Additionally, this alternative would not produce savings or reduce the significant turnover and vacant positions that the Patrol experiences. According to the Patrol, from July 2002 to July 2007, more than 525 troopers retired, resigned, or left the Patrol for other reasons. The Patrol reports that 73%, or 133 of 182, of the troopers who resigned indicated that they accepted law enforcement positions elsewhere for higher salaries. For example, in June 2007, the Patrol had 33 vacancies in Dade County, where the entry level trooper salary is \$38,977. A Miami-Dade police officer has an entry level salary of \$41,677, and after 8.5 years of service can receive a maximum salary of \$70,126 per year. The Patrol does not have a step pay plan, and as a result, a trooper with 8.5 years of service makes the same salary as an entry level trooper. Also, retaining the Patrol as a stand-alone agency would create a relatively small agency with approximately 2,400 positions.

Abolishing the Florida Highway Patrol would not be in the state's best interest. A fourth alternative would be to abolish the Patrol. Under this option, the state would no longer provide law enforcement services on state roads and this function would become an obligation of local law enforcement agencies. This option would reduce the size of government and eliminate the Patrol's 2,327 positions and \$217 million budget.

However, eliminating the Patrol would likely reduce law enforcement services on state roads. Many cities and counties would likely be unable to handle the increased workload that would be generated to respond to citizen calls for service and investigate accidents. The Patrol reports that approximately half (33) of the state's 67 sheriff's offices do not currently investigate traffic crashes, and the Patrol accounted for over 22% of the total uniform traffic citations issued in 2006, and 33.9% of the long form traffic crash reports in Fiscal Year 2005-06.⁹

⁷ Title 23, Highways, *Code of Federal Regulations*.

⁸ Title 49, Transportation, *Code of Federal Regulations*.

⁹ The 33 sheriff's offices that do not investigate traffic crashes are Bay, Bradford, Brevard, Columbia, DeSoto, Dixie, Escambia, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Henry, Highlands, Holmes, Jefferson, Lafayette, Lake, Levy, Liberty, Madison, Marion, Orange, Osceola, Sumter, Suwanee, Taylor, Union, Volusia, Washington, and Wakulla.

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To ameliorate these effects, the Legislature could provide funding to local governments to increase their traffic enforcement service levels. However, this could result in a net increase in state costs, as many local governments pay higher salaries to their law enforcement officers than does the Patrol.

Eliminating the Patrol would likely result in the loss of state-wide traffic enforcement expertise and consistency in traffic law enforcement across county lines. While all Florida law enforcement officers receive training specified by the Criminal Justice Standards and Training Commission, Patrol troopers receive advanced training in crash and traffic homicide investigation, traffic law, and other subjects pertaining to highway safety. Also, unlike police officers and sheriffs' deputies, all troopers receive training at the same academy. Standardized training helps ensure that interpretation and enforcement of traffic laws are consistent statewide. Eliminating the Patrol would also reduce the state's ability to respond to state emergencies such as hurricane evacuations. The joint dispatch function would need to be transferred, and agencies using administrative files and reporting from the Computer Aided Dispatch system could be adversely affected during the transition.

The Legislature could limit the Florida Highway Patrol's role to patrolling and investigating crashes only on state highways. Another alternative would be to decrease the Patrol's workload by limiting its responsibilities to state highways. While the Patrol's primary function is enforcing traffic laws on roads that are part of the state highway system, troopers spend a significant amount of time investigating accidents on local roads.¹⁰ In Fiscal Year 2005-06, the Patrol investigated 236,209 total crashes. The Patrol investigated 28,004 crashes, or 31.6% of their total long form crash reports, on rural roads not part of the state highway system.¹¹ City police departments are generally responsible for patrolling roads that are within city limits and for investigating accidents that occur on these roads.

Florida law does not clearly assign the Patrol or county sheriffs primary responsibility for investigating traffic crashes on local roads outside city limits. Responsibility for these crash investigations is currently determined by informal agreements between individual county sheriffs and the Patrol.¹² The Patrol reports that approximately half (33) of the state's 67 sheriff's offices do not investigate traffic crashes and rely upon the Patrol to provide this service. While many of these are small rural counties, they also include large urban areas such as Orange County.

Limiting the Patrol's responsibilities to state highways would allow its staff more time to proactively patrol state highways. This could also reduce the Patrol's staffing needs to better match its ability to recruit and retain staff. As of June 2007, the Patrol had 208 vacancies, or 15% of its authorized positions. However, the loss of the Patrol's operation on non-state highways would diminish statewide expertise and consistency in enforcing Florida traffic laws, and many local law enforcement agencies may not be able to handle the additional calls for service that are now handled by the Patrol. This could result in reduced law enforcement services levels on local roads throughout the state.

¹⁰ Interstate, U.S., state, and turnpike/toll roads are included under the state highway system. County, local, forested, private roadways, and all other roads are not included under the state highway system.

¹¹ The Patrol's system only tracks long form crash reports. Included under long form crash reports are crashes involving bodily injury or the death of any person, leaving the scene of a traffic crash or involving driving under the influence, and crashes that result from the commission of a criminal offense (robbery, auto theft, etc.) or from any pursuit.

¹² *Review of Law Enforcement Functions Within Selected State Agencies*, Florida Senate Committee on Transportation, Interim Project Report 2002-149, October 2001.

Exhibit 4

The Legislature Could Consider Several Options to Modify the Florida Highway Patrol

Option	Advantages	Disadvantages
Option 1 – Transfer the Florida Highway Patrol to Another State Agency		
a. Transfer the Patrol intact to become a unit of the Florida Department of Law Enforcement	<ul style="list-style-type: none">▪ A transfer would allow collocation of field offices and could reduce vehicle and equipment procurement costs through economies of scale.▪ The Florida Department of Law Enforcement already has experience in taking on management of another police agency, from the transfer of Capitol Police in 2002.	<ul style="list-style-type: none">▪ The salary structures of the Patrol and Capitol Police differ, with Patrol troopers starting at \$33,977 and Capitol Police officers starting at \$31,880. ¹▪ There would not be substantial cost savings due to position reductions because the agencies do not have overlapping responsibilities.▪ The addition of the Patrol would expand the current mission of the Florida Department of Law Enforcement by adding a large, uniformed division.▪ A new facility to house Patrol headquarters and the joint dispatch data warehouse and servers would be required if the Legislature wanted to relocate the Patrol from the Department of Highway Safety and Motor Vehicles' headquarters.▪ A transfer would also require additional support positions in areas such as personnel, budget, and accounting, which are currently being provided by the Department of Highway Safety and Motor Vehicles.
b. Transfer the Patrol intact to become a unit of the Department of Transportation	<ul style="list-style-type: none">▪ Motor Carrier Compliance officers and the Patrol both patrol the same state highways to enforce vehicle and operator licensing and safety regulations.▪ A transfer would allow the collocation of field offices and could reduce vehicle and equipment procurement costs through economies of scale.	<ul style="list-style-type: none">▪ The salary structures of the Patrol troopers and Motor Carrier Compliance officers differ, with Patrol troopers starting at \$33,977 and Motor Carrier Compliance officers starting at \$31,880. ²▪ There would not be substantial cost savings due to position reductions because the Patrol would retain its positions.▪ The addition of the patrol would expand the mission of the Department of Transportation.▪ A new facility to house patrol headquarters and the joint dispatch data warehouse and servers would be required if the Legislature wanted the Patrol physically relocated from the Department of Highway Safety and Motor Vehicles' headquarters.▪ A transfer would also require additional support positions in areas such as personnel, budget, and accounting, which are currently being provided by the Department of Highway Safety and Motor Vehicles.

Option	Advantages	Disadvantages
<p>c. Merge the Patrol into the Department of Transportation, Motor Carrier Compliance Office</p>	<ul style="list-style-type: none"> ▪ Motor Carrier Compliance officers and the Patrol both patrol the same state highways to enforce vehicle and operator licensing and safety regulations. ▪ A merger could enhance organizational knowledge gained through sharing and learning of processes, practices, and technology, which could result in an increase in investigative coordination. ▪ Administrative costs could be reduced through the elimination of duplicative support staff and resource sharing. ▪ A merger could reduce vehicle and equipment procurement costs through economies of scale and allow the operation of joint field offices. 	<ul style="list-style-type: none"> ▪ A merger could dilute or divert resources from commercial motor vehicle weight and safety enforcement activities. ▪ A decrease in activities undertaken by the Motor Carrier Compliance Office could result in the loss of Federal highway funds related to the state's weight and safety enforcement efforts. ▪ The salary structures of the Patrol and Motor Carrier Compliance officers differ, with Patrol troopers starting at \$33,977 and Motor Carrier Compliance officers starting at \$31,880.² ▪ A merger would require retrofitting or redesigning police vehicles, uniforms, and badges. ▪ The addition of the Patrol would expand the mission of the Department of Transportation. ▪ A new facility to house Patrol headquarters and the joint dispatch data warehouse and servers would be required if the Legislature wanted to relocate the Patrol from the Department of Highway Safety and Motor Vehicles' headquarters. ▪ A transfer would also require additional support positions in areas such as personnel, budget, and accounting, which are currently being provided by the Department of Highway Safety and Motor Vehicles.

Option 2 – Continue the Florida Highway Patrol as a Stand-Alone Agency

<p>Continue the Patrol as a stand-alone agency</p>	<ul style="list-style-type: none"> ▪ The Patrol would be able to operate in its current form should the Department of Highway Safety and Motor Vehicles be abolished. 	<ul style="list-style-type: none"> ▪ This alternative would not produce savings or reduce the significant turnover and vacant positions that the Patrol experiences. ▪ A new facility to house Patrol headquarters and the joint dispatch data warehouse and servers would be required if the Legislature wanted to relocate the Patrol from the Department of Highway Safety and Motor Vehicles' headquarters. ▪ It would require additional resources to support a new agency currently being supported by the other divisions within the Department of Highway Safety and Motor Vehicles, such as personnel and human resources, budget, accounting, and facilities management.
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Option 3 – Abolish the Florida Highway Patrol

<p>Abolish the Patrol and decentralize state traffic enforcement responsibilities to local law enforcement agencies</p>	<ul style="list-style-type: none"> ▪ If the Patrol were abolished and responsibilities transferred to local government without funding, the state would avoid \$217 million in costs per year. 	<ul style="list-style-type: none"> ▪ Eliminating the Patrol and decentralizing its responsibilities to local government would diminish statewide expertise and consistency in enforcing Florida traffic laws. ▪ If the Legislature shifted responsibilities with no funding to local law enforcement agencies, many agencies may not be able to handle the additional calls for service. ▪ Shifting responsibilities with funding to local law enforcement agencies to increase their traffic enforcement service levels could result in a net increase in state costs, as many local governments
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Option	Advantages	Disadvantages
		<p>pay higher salaries to their law enforcement officers than does the Patrol.</p> <ul style="list-style-type: none"> ▪ It would be more difficult for the state to respond to natural disasters and other emergencies if the Patrol's resources were no longer available. ▪ The state's joint dispatch function would need to be transferred to another state agency.
Option 4 – Continue the Florida Highway Patrol and Limit Functions to State Highways		
<p>Limit the Patrol's functions to state highways</p>	<ul style="list-style-type: none"> ▪ Limiting the Patrol's functions would allow troopers to concentrate efforts on proactively enforcing traffic laws on state highways. ▪ It would also reduce the impact of ongoing trooper vacancies. 	<ul style="list-style-type: none"> ▪ Local law enforcement agencies, particularly in rural areas, may lack resources to handle the additional calls for service that are now handled by the Patrol. ▪ The loss of the Patrol's operation on non-state highways would diminish statewide expertise and consistency in enforcing Florida traffic laws. ▪ Many local law enforcement agencies may not be able to handle the additional calls for service that are now handled by the Patrol.

¹ Troopers assigned to Palm Beach, Broward, Miami-Dade, Monroe, Collier, and Lee counties receive a starting yearly salary of \$38,977.

² Motor carrier compliance law enforcement officers assigned to Lee County receive \$34,922 in yearly salary while officers assigned to Palm Beach, Miami-Dade, Broward, and Monroe counties receive \$36,880.

Source: OPPAGA analysis.